TEHAMA COUNTY PLANNING COMMISSION

Board Chambers
Time: 9:00 AM
Location: Board Chambers
Administration Building
727 Oak Street, Red Bluff, CA 96080
https://tehamacounty.legistar.com/Calendar.aspx

AGENDA FOR THURSDAY, MAY 21, 2026

DATE: **Thursday, May 21, 2026**
TIME: **9:00 AM**
LOCATION: **BOARD CHAMBERS**
ADMINISTRATION BUILDING
727 OAK STREET
RED BLUFF, CALIFORNIA 96080

Members of the public who are unable to attend in person may participate, listen and watch in the following ways:

1) To participate in the Board meeting, the public may listen and comment over the phone by calling: (530) 212-8376, conference code 933876. Press 5* to raise your hand to comment.

2) Members of the public who are unable to attend in person may watch and listen via the web at: https://tehamacounty.legistar.com/Calendar.aspx. To comment on an upcoming agenda item, call (530) 212-8376, conference code 933876. Press 5* to raise your hand to comment at the time the item is called.

The audio and live video streaming is being offered as a convenience. The Board meeting will continue even if there is a disruption. If there is a disruption, the public is encouraged to consider an alternate option listed above. If you have trouble connecting or accessing the meeting, contact the Board office for assistance at (530) 527-4655.

Use of Cell Phones During Meetings: The Commission appreciates your cooperation in turning off or muting all cell phones during the meeting.

Recording Device used to record the meeting.

I. PLEDGE OF ALLEGIANCE

II. CITIZENS CONCERNS

This time is set aside for citizens to address the Planning Commission on any item of interest to the public that is within the subject matter jurisdiction of the Commission. No action may be taken on any item not appearing on the agenda unless the action is otherwise authorized by Government Code Section 54954.2(b) (typically, this applies to items meeting criteria as an off-agenda emergency). The Chair reserves the right to limit each speaker to five (5) minutes. Disclosure of a speaker's identity is purely voluntary during the public comment period.

III. MINUTES OF THE MEETING

APPROVAL OF MINUTES - MAY 7, 2026, PLANNING COMMISSION MEETING MINUTES 26-0818

A. Waive the reading and approve the minutes of the regular meeting held 5/7/2026

IV. PUBLIC HEARING

USE PERMIT #23-01 (COTTONWOOD TRAVEL CENTER) 26-0814

Staff recommend that the Planning Commission:

A. Conduct a public hearing to consider Use Permit #23-01 (Cottonwood Travel Center), and the proposed Initial Study and Mitigated Negative Declaration (SCH2025100910);

B. Move that the Planning Commission adopt the Mitigated Negative Declaration (SCH2025100910) for Use Permit #23-01 (Cottonwood Travel Center); and

C. Move that the Planning Commission approve Use Permit #23-01 (Cottonwood Travel Center), subject to the Findings and Conditions in Attachments H and I of the staff report dated May 21, 2026.

V. DIRECTOR COMMENTS

VI. ADJOURN

NOTE:
Any written materials related to an open session item on this agenda that are submitted to the Planning Department less than 72 hours prior to the Planning Commission Meeting, and that are not exempt from disclosure under the Public Records Act, will promptly be made available for public inspection at the Tehama County Planning Department, 444 Oak Street, Room "I", Red Bluff, California, during normal business hours.

Anyone wishing to appeal a decision of the Planning Commission may do so within 10 calendar days for Use Permits and Tracts (Subdivisions). A $575.00 filing fee ($745.00 filing fee if appealing a Public Works condition) must be submitted with the letter of appeal. Requests for a re-hearing must be submitted within 5 calendar days for General Plan Amendments and Rezones. The appeal/request with fees must be submitted to: Tehama County Clerk of the Board of Supervisors, P.O. Box 250, 633 Washington Street, Room 12, Red Bluff, CA 96080.

Postmarks will not be accepted.

MINUTES, AGENDAS,and AGENDA MATERIAL are available on our website at https://tehamacounty.legistar.com/Calendar.aspx

Tehama County

Agenda Request Form

File #: 26-0818 **Agenda Date:** 5/21/2026 **Agenda #:**

APPROVAL OF MINUTES - MAY 7, 2026, PLANNING COMMISSION MEETING MINUTES

Requested Action(s)
A. Waive the reading and approve the minutes of the regular meeting held 5/7/2026

Financial Impact:
None

Background Information:

TEHAMA COUNTY PLANNING COMMISSION

MINUTES OF THE MEETING HELD:	THURSDAY, MAY 7, 2026
LOCATION:	BOARD CHAMBERS ADMINISTRATION BUILDING 727 OAK STREET RED BLUFF, CA 96080
COMMISSIONERS PRESENT:	MIRANDA, JONES, HARRIS, POTANOVIC, PATRICK
COMMISSIONERS ABSENT:	NONE
STAFF PRESENT:	GREG REDEKER, AICP, PLANNER IV ANDREW PLETT, COUNTY COUNSEL MELINDA TOUVELL, ADMINISTRATIVE SECRETARY III

I. PLEDGE OF ALLEGIANCE

Chair Miranda led the Pledge of Allegiance.

II. CITIZENS CONCERNS

III. MINUTES OF THE MEETING

1. APPROVAL OF MINUTES - April 16, 2026, Planning Commission Meeting

A.) Waive the reading and approve the minutes of the regular meeting held 4/16/2026

RESULT: ITEM A: APPROVED
MOVER: Vice-Chair Harris
SECONDER: Commissioner Potanovic
AYES: Harris, Miranda, Jones, Patrick, Potanovic
NAYS: None
ABSENT: None

IV. REGULAR ITEM

2. USE PERMIT #24-03 (VERIZON WIRELESS – WOODSON BRIDGE) COMMUNICATIONS TOWER

Staff recommend the Planning Commission:

Greg Redeker, AICP, Planner IV, presented Use Permit #24-03 (Verizon Wireless – Woodson Bridge located at 3710 Squaw Hill Road, Corning, CA.

Chair Miranda asked if the county has received any independent verification of the claim coverage gap from an RF engineer or just from the applicant.

Mr. Redeker stated there has not been any independent verification and it's not a requirement under the code and the applicant does sign the application stating all the information in the application is true to their knowledge.

Commissioner Jones stated she talked to Mr. Redeker and asked him what the code says if there is another tower just under the 5-mile radius of each other.

Mr. Redeker stated he explained it's either needed for coverage and capacity, or the commission determines the cumulative visual impact is negligible.

Chair Miranda opened the public hearing.

Chris Roth, Centerline Communications on behalf of Verizon Wireless, presented a presentation to the commissioners. Mr. Roth stated the reason for the new communication tower is to improve coverage and capacity in the nearby areas around Loybas Hill.

Chair Miranda asked if there were other sites Verizon Wireless looked into for this communications tower.

Mr. Roth stated there were no other sites that were plausible.

Chair Miranda asked if the equipment on the surrounding towers could be improved for a further reach in service.

Mr. Roth stated no there are other issues that come into play like tree heights, topography, and distance.

Rob Burroughs, District 1 Supervisor, stated this is important to move forward because this will provide a safety net for coverage in case of an emergency.

Chair Miranda closed the public hearing.

A. Conduct a public hearing to consider Use Permit #24-03 (Verizon Wireless - Woodson Bridge) and the proposed categorical exemption;

B. Move that the Planning Commission find that Use Permit #24-03 (Verizon Wireless - Woodson Bridge) and the proposed categorical exemption;

RESULT: ITEM B: APPROVED
MOVER: Commissioner Potanovic
SECONDER: Commissioner Jones
AYES: Harris, Miranda, Jones, Patrick, Potanovic
NAYS: None
ABSENT: None

C. Move that the Planning Commission approve Use Permit #24-03 (Verizon Wireless - Woodson Bridge) subject to the findings and conditions contained in Attachments G and H of the staff report dated May 7, 2026.

RESULT: ITEM C: APPROVED
MOVER: Commissioner Patrick
SECONDER: Vice-Chair Harris
AYES: Harris, Miranda, Jones, Patrick, Potanovic
NAYS: None
ABSENT: None

V. DIRECTOR COMMENTS

Greg Redeker, AICP, Planner IV, stated on May 21, 2026, that the Cottonwood Travel Center will be on the agenda. Mr. Redeker stated there will be meetings on June 4th, and July 2nd, but the meeting on June 18th will be cancelled.

VI. ADJOURN

Meeting concluded at 9:21 AM.

Tehama County

Agenda Request Form

File #: 26-0814 **Agenda Date:** 5/21/2026 **Agenda #:**

USE PERMIT #23-01 (COTTONWOOD TRAVEL CENTER)

Requested Action(s)
Staff recommend that the Planning Commission:

A. Conduct a public hearing to consider Use Permit #23-01 (Cottonwood Travel Center), and the proposed Initial Study and Mitigated Negative Declaration (SCH2025100910);

B. Move that the Planning Commission adopt the Mitigated Negative Declaration (SCH2025100910) for Use Permit #23-01 (Cottonwood Travel Center); and

C. Move that the Planning Commission approve Use Permit #23-01 (Cottonwood Travel Center), subject to the Findings and Conditions in Attachments H and I of the staff report dated May 21, 2026.

Financial Impact:
None at this time

Background Information:
This application is a request to authorize construction and operation of the “Cottonwood Travel Center” project, consisting of an auto and truck station (including EV charging stations and a convenience store with integrated restaurant and services), commercial truck storage, a commercial vehicle maintenance/repair shop, and two drive-through fast food restaurants. More particularly, the project includes approximately: 43 fueling stations (8 high-speed dual-sided truck pumps, 24 covered automobile pumps, 4 covered RV pumps, and 7 truck EV fast-charging stations); a 15,000 s.f. building containing a convenience store, a 5,000 s.f. sit down restaurant, showers, and other services; a 4,700 s.f. truck maintenance/repair shop; a truck scale; two restaurant pad sites with a total of 8,000 s.f. of restaurant building split between them, optionally with drive-throughs; a 1,500 s.f. restroom building; 164 day and/or overnight commercial tractor & trailer stalls; 38 medium/heavy truck or tractor-only stalls; 187 auto parking spaces (35 of which have EV charging); 22 RV spaces; and a dual purpose solar energy system, all on 28.97 acres. Additional truck and auto parking spaces are EV charging capable, and will be upgraded with chargers depending on market demand. The project also includes a well located on the western edge of the site, three storage tanks containing over 528,000 gallons of potable water, a 1.6 acre stormwater detention basin, and approximately 2 acres dedicated to wastewater treatment. The above is a summary of major project elements - additional detail is contained in the formal project description found in the Initial Study and Mitigated Negative Declaration (Attachment J).

PLANNING DEPARTMENT
COUNTY OF TEHAMA

STAFF REPORT

DATE: May 21, 2026

TO: Tehama County Planning Commission

FROM: Greg Redeker, AICP, Planner IV
gredeker@tehama.gov (530) 527-2200

SUBJECT: **USE PERMIT #23-01 (COTTONWOOD TRAVEL CENTER) 16780 HOOKER CREEK ROAD AND 17265 SNIVELY ROAD, COTTONWOOD (NE CORNER OF INTERSTATE 5 AND HOOKER CREEK ROAD) – TO ESTABLISH AN AUTO AND TRUCK STATION (INCLUDING A CONVENIENCE STORE, RESTAURANT, AND SERVICES), COMMERCIAL TRUCK STORAGE, A COMMERCIAL VEHICLE MAINTENANCE/REPAIR SHOP, AND TWO DRIVE-THROUGH FAST FOOD RESTAURANTSS IN A PD (PLANNED DEVELOPMENT) ZONING DISTRICT WITH A GC (GENERAL COMMERCIAL) GENERAL PLAN DESIGNATION – APNs 007-080-029, -065, & -066**

PROJECT DESCRIPTION:

This application is a request to authorize construction and operation of the "Cottonwood Travel Center" project, consisting of an auto and truck station (including EV charging stations and a convenience store with integrated restaurant and services), commercial truck storage, a commercial vehicle maintenance/repair shop, and two drive-through fast food restaurants. More particularly, the project includes approximately: 43 fueling stations (8 high-speed dual-sided truck pumps, 24 covered automobile pumps, 4 covered RV pumps, and 7 truck EV fast-charging stations); a 15,000 s.f. building containing a convenience store, a 5,000 s.f. sit down restaurant, showers, and other services; a 4,700 s.f. truck maintenance/repair shop; a truck scale; two restaurant pad sites with a total of 8,000 s.f. of restaurant building split between them, optionally with drive-throughs; a 1,500 s.f. restroom building; 164 day and/or overnight commercial tractor & trailer stalls; 38 medium/heavy truck or tractor-only stalls; 187 auto parking spaces (35 of which have EV charging); 22 RV spaces; and a dual purpose solar energy system, all on 28.97 acres. Additional truck and auto parking spaces are EV charging capable, and will be upgraded with chargers depending on market demand. The project also includes a well located on the western edge of the site, three storage tanks containing over 528,000 gallons of potable water, a 1.6 acre stormwater detention basin, and approximately 2 acres dedicated to wastewater treatment. The above is a summary of major project elements – additional detail is contained in the formal project description found in the Initial Study and Mitigated Negative Declaration (**Attachment J**).

LOCATION:
The project is located at 16780 Hooker Creek Road and 17265 Snively Road, Cottonwood, on the northeast corner of I-5 and Hooker Creek Road, between Auction Yard Road and Snively Road, approximately 5.7 miles south of the Shasta/Tehama County line and the community of Cottonwood, California. The property is accessed from Hooker Creek Road, and Auction Yard Road adjacent to the I-5 northbound onramp. The site is identified as APNs 007-080-029, -065, & -066, and is in a portion of Section 11, Township 28N, Range 4W, M.D.B. & M. (See **Attachment A, Vicinity Map**)

GENERAL PLAN:
GC, General Commercial (See **Attachment B, General Plan Land Use Map**)

PROJECT SIZE:
28.97 acres

APPLICANT:
Cottonwood Investment Group, LLC
Peter Dreyfuss, Managing Member
2934 Ford St., Suite 35
Oakland, CA 94601

SURROUNDING LAND USES AND SETTING:
The project is located at the northeast corner of the I-5 northbound off-ramp bounded by Auction Yard Road and I-5 to the west, Hooker Creek Road to the south, and Snively Road to the east. The project site has an existing residence, workshop, several outbuildings, and a man-made stock pond, well, septic tank, and leach field. The site is located within an area with general commercial trucking and transportation-related uses to the north and south, and single-family homes to the east across Snively Road. One of the two neighboring parcels to the North has a commercial truck repair facility, and the other parcel has a residence. A parcel to the South is undeveloped, and a parcel to the southeast is used for commercial purposes, providing water and wastewater equipment and supplies. Four parcels to the East across Snively Road each have a residence, and a fifth parcel is vacant.

Zoning, General Plan, and Land Use Table 1.0

Direction	***Zoning***	***General Plan***	***Current Land Use***
North	*PD*	GC	*Commercial & Residential*
South	*PD*	GC	*Vacant & Commercial*
East	*R1-A-MH-B:86*	RS	*Residential*
West	*N/A – I-5*	N/A – I-5	*I-5*

EXISTING STRUCTURES:
An existing residence, workshop, several outbuildings, a man-made stock pond, well, septic tank, and leach field exist on the northeastern quarter of the property. All will be removed to allow construction of the project.

PROJECT DESIGN

A comprehensive site plan depicting all project components is provided as **Attachment C**. Elevations are provided as **Attachment D**, and proposed signage and a sign viewshed study are provided as **Attachment E**. The Landscape Plan is provided as **Attachment F**, and a computer architectural rendering and visual simulation are provided as **Attachment G**.

In general, the site is organized with the most intensive uses located on the southern and western portions of the site. The easternmost 200 feet of the site (adjacent to Snively Road) is the quietest and least-utilized portion of the site, with no habitable structures, lighting, or noise generating activities. An 8-foot sound wall, buffered with trees and other landscaping, is proposed along the Snively Road frontage, and an additional sound wall is located along the northern property line adjacent to the emergency access lane. All regular vehicle and pedestrian access is taken via Hooker Creek Road and Auction Yard Road. Significant road and frontage improvements will be installed to accommodate the vehicles entering and leaving the site.

The project is of a size (commercial or industrial construction with greater than 10,000 s.f. of paved impervious surface) that triggers the application of the County's development standards (found in TCMC 17.08.080) to the project. These standards impose reasonable requirements related to parking, landscaping, lighting, signage, screening of mechanical units, and similar measures to ensure a quality design.

Parking is provided throughout the project, with truck parking on the northern two thirds of the site, and automobile and RV parking on the southern third. The majority of the parking stalls are shaded with solar panel canopies, as indicated on the site plan (**Attachment C**) and depicted in the architectural rendering (**Attachment G**).

Consistent with the County's landscaping requirements, there will be perimeter landscaping between the parking areas and the street frontages, and between the sound wall and Snively Road. The landscape plan (**Attachment F**) also depicts trees and other landscaping within the interior of the site, consistent with the County's development standards.

Parking and other exterior lighting is provided with IES full cutoff LED fixtures. Photometrics demonstrate that no significant light spill will occur off the property.

As shown on the elevations (**Attachment D**) the proposed buildings have earth tones, consistent with the County's development standards, which are compatible with the surrounding land uses and terrain. Rather than using more typical flat-roofed commercial building architecture with parapets to screen roof-mounted equipment, the proposed buildings all have standing seam metal roofs with vents, with equipment screened by these instead.

As depicted on the sign drawings and viewshed study (**Attachment E**) signage will include a 100-foot tall sign for visibility from the freeway, with each sign face being no more than 400 s.f. (20' x 20') as allowed by the County's development standards. Additional smaller monument style signs will be located adjacent to each entrance to the property as shown on the landscaping plan, and a limited quantity of wall-mounted signage will be installed on the convenience store and restaurants, consistent with the provided elevations (**Attachment D**).

The site is forward-looking in terms of energy use, containing large solar arrays, a battery energy storage system, and numerous electric vehicle charging stations for both passenger vehicles and heavy trucks. The capability to add further charging stations is designed into the project from the start, and these will be installed based on market demand. In addition, shore power and/or HVAC ducting will be provided to at least half of the overnight parking spaces to improve air quality and noise levels, particularly for those trucks which don't have battery-powered Auxiliary Power Units (APUs).

GENERAL PLAN AND ZONING CONSISTENCY FINDINGS:

The project is within an area roughly bounded by I-5, Auction Yard Road, and Snively Road that has been designated for heavy commercial use in the Tehama County General Plan for at least three decades, with a Land Use Designation in the current General Plan of "General Commercial". Consistent with this designation and with the area's proximity to I-5, three trucking related businesses are already located along Auction Yard Road to the north of the project site. The Cottonwood Travel Center project will be consistent with both nearby commercial development and the site's General Commercial designation in the General Plan.

The site's PD Planned Development Zoning allows all uses listed in any of the County's Residential, Commercial, or Industrial zones, subject to issuance of a use permit. In this case, each aspect of the project is specifically allowed in one or more of the County's Commercial ("C") or Industrial ("M") zoning districts, and is therefore allowed on this site with use permit approval, pursuant to TCMC 17.38.030. Required findings as established in TCMC 17.70.040 for issuance of a use permit must be to approve the use permit, and staff believe that all such findings can be made.

While the Land Use Map designation is the most prominent factor when discussing General Plan compatibility, the following General Plan goals, policies, and implementation measures are also relevant to the project:

- *LU-4 – To designate lands for commercial and industrial development that are appropriate for these purposes and allows opportunities for business and industrial firms…*
- *NI-5.1 – The development pattern within the North I-5 Planning Area shall recognize the planning area's major role in accommodating projected growth within the County.*
- *CIR-1.1 – The County shall work to ensure that Levels of Service and safety standards on County roadways and at intersections are maintained or enhanced when considering new development.*
- *CIR-1.1b – Conduct a review of each proposed development for any potential traffic impacts and roadway safety hazards…*
- *CIR-1.2c – Traffic studies shall address on- and off-site roadway conditions for both local and state routes and mitigation measures that are proposed to address all identified issues.*
- *CIR-2.1 – All commercial and industrial uses shall be served by paved roads designed in accordance with the Tehama County Land Department Standards to effectively serve the long-term circulation needs of non-residential uses.*

- *CIR-6.1 – The County shall coordinate with local, state, and federal agencies to encourage and support efficient inter-regional goods movement along the Interstate-5 corridor.*
- *ED-3.4 – The County shall support land use policies that provide diversified commercial, industrial, agriculture, educational, and recreational development and that will attract non-agricultural industries to reduce seasonal instability in the local economy.*
- *ED-4.3 – The County shall promote a development pattern that, whenever possible, maximizes the use of existing public roads prior to constructing new roads.*
- *OS-1.3f – Require development to incorporate runoff control measures into their site design…consistent with standards developed by the Public Works Department.*
- *OS-1.7a – Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design.*
- *OS-1.c – Require new development to utilize state-of-the-art irrigation systems that reduce water consumption (e.g., drip irrigation, gray-water systems).*
- *OS-2.1 – The County shall require new development projects to incorporate appropriate measures to reduce impacts to air quality.*
- *OS-2.6 – The County shall promote improved air quality benefits through energy conservation measures for new and existing development.*
- *OS-2.6b – Encourage the use of cost-effective and innovative emission-reduction technologies… [including]… solar equipment and LED lighting…*
- *OS-2.6g – Support vehicle improvements and the use of clean vehicles that reduce emissions and improve air quality.*
- *OS-5.2b – Use land protection techniques which include…oak tree mitigation banks and other forms of real estate transactions to protect significant oak woodland areas.*
- *SAF-1.4a – Conduct an evaluation, as part of the CEQA process, of the potential safety hazards of proposed development within the County and mitigate impact as appropriate and practical to ensure a reasonable level of safety for residents, workers, and property owners.*
- *SAF-3.3b – Require new construction to pay their fair-share for necessary fire protection improvements…*
- *N-1.1a – Require site-specific noise analyses where noise generating land uses are proposed in proximity to sensitive noise sources such as residences…. Noise mitigation shall be included and followed where the results of the analysis warrant such actions.*

Taken as a whole, including consideration of the numerous technical studies and resultant mitigation measures and conditions of approval, the project is consistent with these and many other policies and implementation measures contained in the General Plan.

General Plan consistency findings, and other required findings, are found in **Attachment H**. All eighty-six (86) recommended conditions of approval, including mitigation measures and environmental conditions of approval, are found in **Attachment I**.

ENVIRONMENTAL ASSESSMENT:

After preparation of a lengthy initial study and mitigated negative declaration (IS/MND), supported by numerous technical studies (traffic, noise and vibration, hydrological, biological, etc.), the Tehama County Planning Department determined that the proposed project will not have any significant environmental impacts with the incorporation of twenty-three (23) mitigation measures, plus four (4) conditions of approval contained in the MND. Mitigation measures are addressed in Section I, Aesthetics, BR-4, Section III, Air Quality, AQ 1. B(a) – B(c), Section IV. Biological Resources, BR-1 – 5, Section V, Cultural Resources, CR2-1 & 2, Section XIII, Noise, NR-1 – 6, Section XIV, Public Services, PS-1 & 2, Section XVII, Transportation, T-1 – T-5, Section XVIII, Tribal Cultural Resources, TR-1, Section XIX, Utility & Service Systems, US-1, and Section XXI, Mandatory Finding of Significance (a) – (c). In addition, there are 63 recommended Conditions of Approval, which include the four (4) MND conditions of approval. many of which, via their regulatory requirements, also mitigate potential project-related impacts.

Through the CEQA process, it was determined that this project will not substantially increase the demand for County services. Planning staff evaluated the proposed project using the Tehama County Environmental Impact Checklist. Therefore, a proposed notice of intent to adopt a Mitigated Negative Declaration was circulated for public review and comments from October 14, 2025, to November 29, 2025 (see **Attachment J, Initial Study and Mitigated Negative Declaration, SCH2025100910**). Normally, a 30-day period is provided for public review; however, for the proposed project, the Planning Director determined that a 45-day period was appropriate due to public interest. Several comments were submitted during that public comment period; those comments, and the County's responses, are provided as **Attachment K**.

Please note that the technical studies and other supporting documents referenced in the Initial Study and Mitigated Negative Declaration are not included as attachments to this staff report due to the voluminous nature of those documents. However, all supporting documentation is available for review in the Planning Department office.

CONCLUSION:

This project is one of the largest commercial developments proposed in unincorporated Tehama County in recent years, and has been studied in detail since the application was first submitted in 2023. The land use is consistent with the zoning and General Plan designation for the property, which has supported heavy commercial uses for decades. The project is forward-looking, consistent with developments and policy at the state level, and features heavy use of solar power and provision of electric vehicle charging infrastructure. Through the CEQA process, including numerous technical studies, all environmental issues have been identified and addressed via mitigation measures and conditions of approval, resulting in all environmental impacts being reduced to a level that is less than significant. Taking all the above into account, staff recommend that the Commission approve the project.

RECOMMENDATION:

Staff recommend that the Planning Commission:

A. Conduct a public hearing to consider Use Permit 23-01 (Cottonwood Travel Center), and the proposed Initial Study and Mitigated Negative Declaration (SCH2025100910);

B. Move that the Planning Commission adopt the Mitigated Negative Declaration (SCH2025100910) for Use Permit 23-01 (Cottonwood Travel Center); and

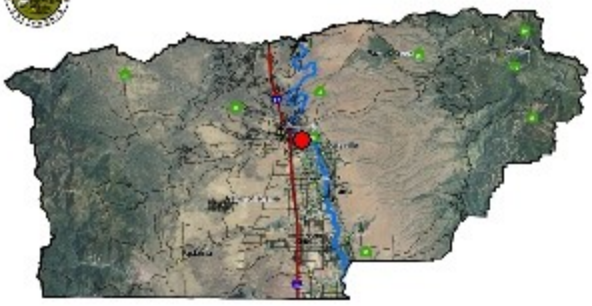
C. Move that the Planning Commission approve Use Permit 23-01 (Cottonwood Travel Center), subject to the Findings and Conditions in Attachments H and I of the staff report dated May 21, 2026.

ATTACHMENTS:

A. Vicinity Map
B. General Plan Land Use Map
C. Site Plan
D. Elevations
E. Sign Plan and Pylon Sign Viewshed Study
F. Landscape Plan
G. Rendering and Visual Simulation
H. Use Permit # 23-01 Findings
I. Use Permit # 23-01 Conditions of Approval
J. CEQA – Initial Study and Mitigated Negative Declaration (IS/MND) SCH2025100910
K. Response to Public Comments on IS/MND



ATTACHMENT A- VICINITY MAP and 1,000 sf Mailing List



PROJECT SITE DESCRIPTION

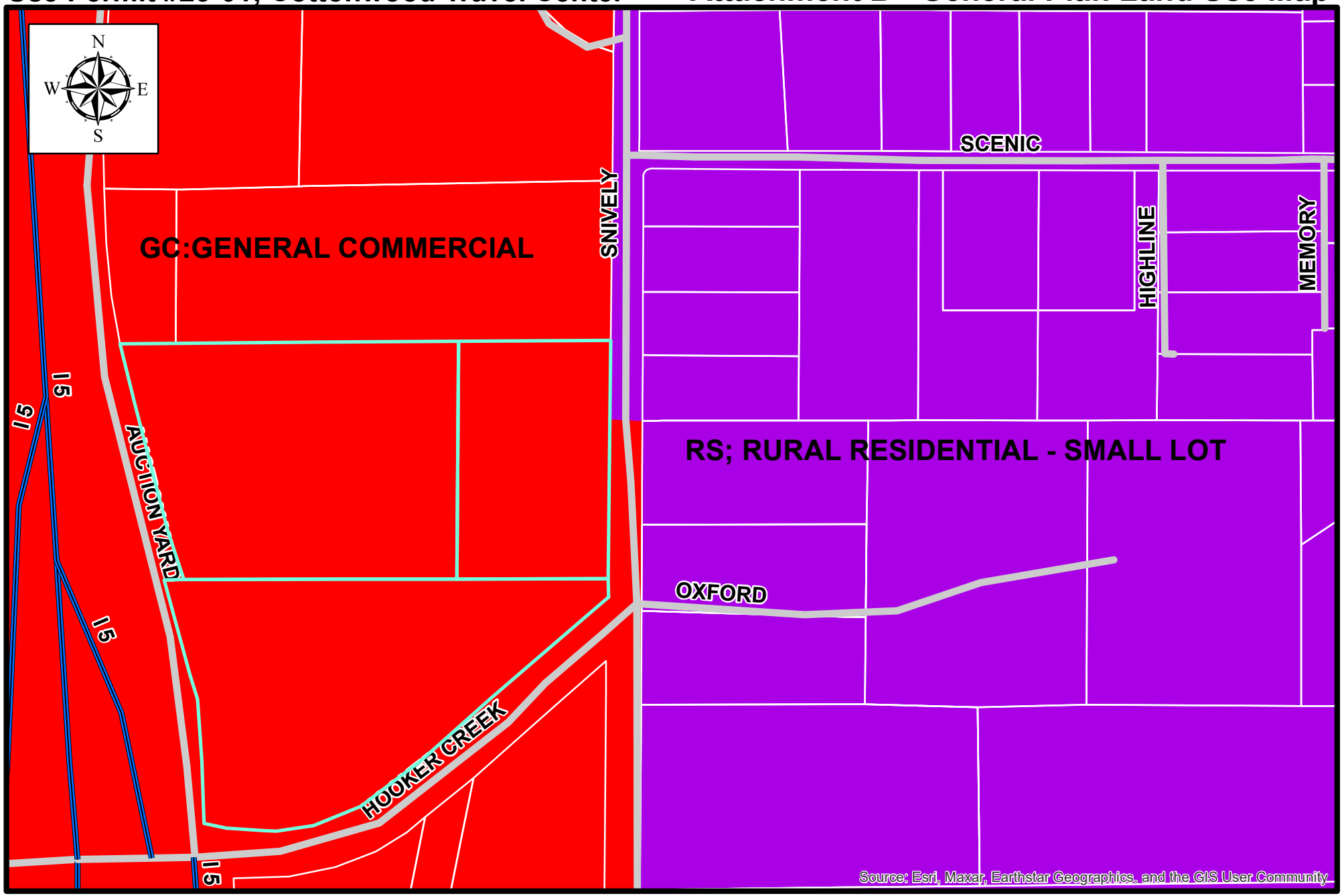
- **UP #23-01; Cottonwood Travel Center**
  APN:007-080-029, 007-080-065 & 007-080-066

N W E S

0 285 570 1,140 1,710 2,280
Feet

Use Permit #23-01; Cottonwood Travel Center

Attachment B - General Plan Land Use Map

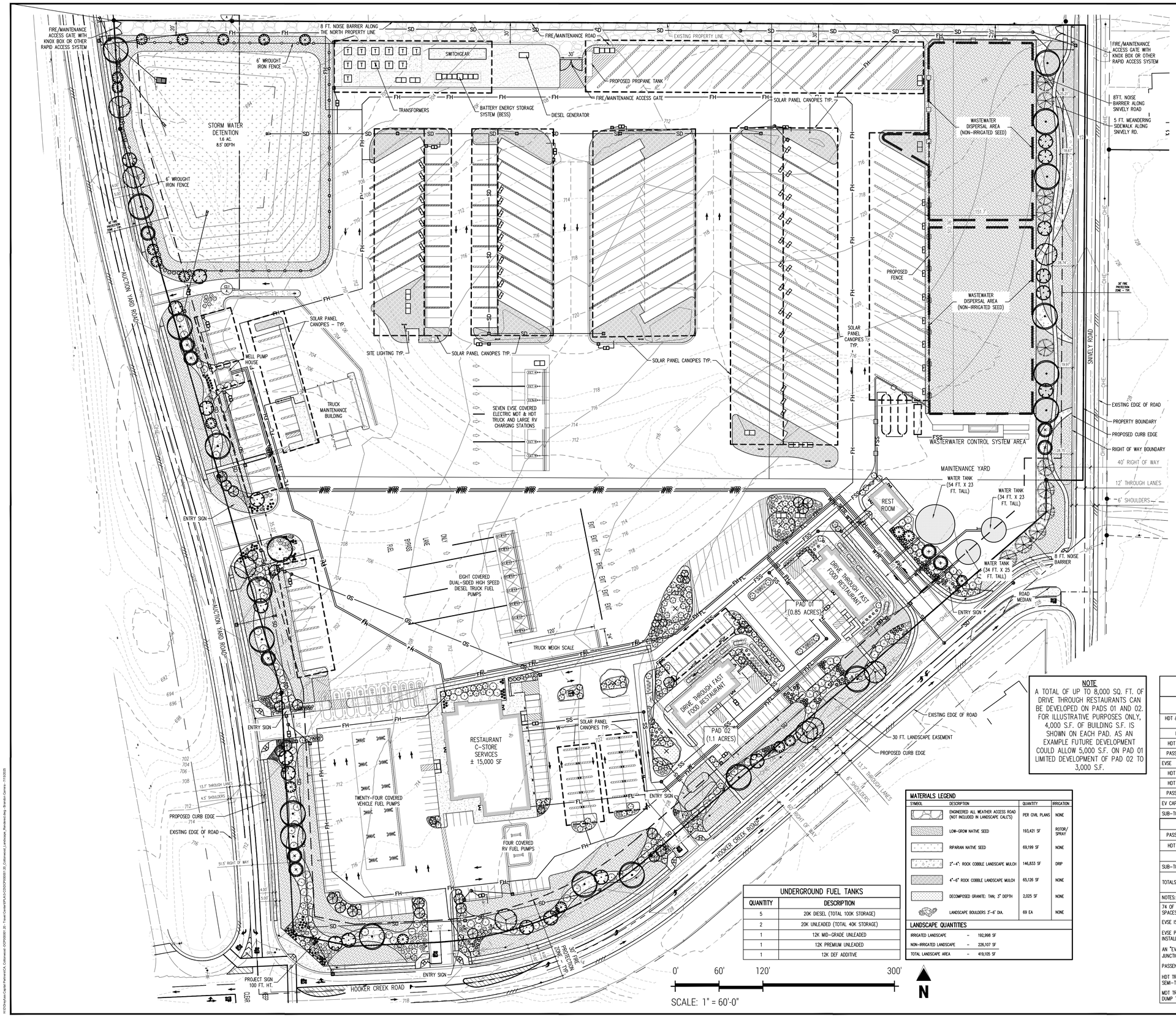


640 320 0 640 Feet

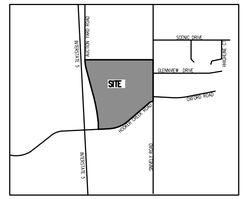
Legend

Project Site

Tehama County
Planning Department



COTTONWOOD TRAVEL CENTER
TEHAMA COUNTY, CA



VICINITY MAP
NOT TO SCALE

LAND OWNER/ DEVELOPER/APPLICANT
COTTONWOOD INVESTMENT GROUP, LLC
2934 FORD STREET
OAKLAND, CA 94601
TEL: (415) 244-6427
ATTN: PETER DREYFUSS
EMAIL: PADREYFUSS@ATT.NET

PROJECT MANAGER
DIAZ ASSOCIATES
4277 PASATIEMPO CT.
REDDING, CA 96002
TEL: (530) 949-9810
ATTN: EIHNARD DIAZ
EMAIL: EDIAZ@DIAZPLANNING.COM

CIVIL ENGINEER
GALLOWAY & COMPANY, INC.
575 E. LOCUST AVE.
FRESNO, CA 93720
TEL: (559) 721-5030
ATTN: TERRA J. MORTENSEN, PE
EMAIL: TERRAMORTENSEN@GALLOWAYUS.COM

LANDSCAPE ARCHITECT
GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 707-8884
ATTN: DAVE FOSTER
EMAIL: DAVEFOSTER@GALLOWAYUS.COM

ARCHITECT
GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 707-8884
ATTN: CHRISTIAN ARNDT
EMAIL: CHRISTIANARNDT@GALLOWAYUS.COM

PARCEL INFORMATION

SITE AREA	
GROSS AREA:	±28.97 ACRES
NET AREA:	±28.97 ACRES
SITE LANDSCAPE AREA:	26.6%

ZONING INFORMATION

ZONING	
CURRENT ZONING:	(PD) PLANNED DEVELOPMENT
GENERAL PLAN LAND USE CLASSIFICATION:	GENERAL COMMERCIAL

LAND USE	
EXISTING RESIDENCE & ANCILLARY BUILDINGS:	APN: 007-080-065-000
EXISTING LAND USE:	VACANT PARCEL
PROPOSED LAND USE:	TRAVEL CENTER

SETBACKS	
FRONT:	50 FEET FROM CENTERLINE
SIDE:	NONE
REAR:	15 FEET

MAXIMUM BUILDING HEIGHT: 65 FT

SITE NOTES
1. ELEVATION CHANGES GREATER THAN 3' ARE NOT ANTICIPATED ON THIS SITE. THERE WILL BE NO GRADE DIFFERENTIALS ABOVE 12" ALONG PROPERTY LINES.
2. GRADED SLOPES OF 2% FOR 10' AWAY FROM THE BUILDING PERIMETER OR TO AN APPROVED DRAINAGE FACILITY WILL BE PROVIDED. A MINIMUM 0.5% SLOPE WILL BE PROVIDED BEYOND THE BUILDING PERIMETER.
3. ONE BUILDING EXISTS ON THIS SITE AND SHALL BE DEMOLISHED PRIOR TO ANY CONSTRUCTION.

UTILITY PROVIDERS

SANITARY SEWER:	PRIVATE
WATER:	PRIVATE
SOLID WASTE:	TEHAMA COUNTY SOLID WASTE MANAGEMENT AGENCY (TCSWMA)
ELECTRIC:	PG&E
GAS:	PG&E
TELECOM:	TBD
STORM SEWER:	PRIVATE

PROPOSED DRAINAGE PATTERN
SITE WILL SURFACE FLOW NORTHWEST TO ONSITE PRIVATE DETENTION BASIN

NOTE
A TOTAL OF UP TO 8,000 SQ. FT. OF DRIVE THROUGH RESTAURANTS CAN BE DEVELOPED ON PADS 01 AND 02. FOR ILLUSTRATIVE PURPOSES ONLY, 4,000 S.F. OF BUILDING S.F. IS SHOWN ON EACH PAD. AS AN EXAMPLE FUTURE DEVELOPMENT COULD ALLOW 5,000 S.F. ON PAD 01 LIMITED DEVELOPMENT OF PAD 02 TO 3,000 S.F.

CHARGING & TRUCK/VEHICLE CHARGING STATION/PARKING SUMMARY TABLE

	POWER	CHARGING EQUIPEMENT	CHARGING STATIONS	PARKING SPACES
HDT & MDT TRUCKS & RVS	1.2 MW	EVSE	7	0
HDT TRUCKS	1.2 MW	EVSE	23	23
HDT & MDT TRUCKS	180 KW	EVSE	25	50
PASSENGER VEHICLES	180 KW	EVSE	26	52
EVSE			81	125
HDT & MDT TRUCKS	1.2 MW	EV CAPABLE	0	20
HDT & MDT TRUCKS	180 KW	EV CAPABLE	0	32
PASSENGER VEHICLES	180 KW	EV CAPABLE	0	38
EV CAPABLE			N/A	90
SUB-TOTALS			81	215
FOSSIL FUEL PARKING SPACES				
PASSENGER VEHICLES	N/A	N/A	N/A	98
HDT & MDT TRUCKS	N/A	N/A	N/A	86
RVS	N/A	N/A	N/A	22
SUB-TOTALS			N/A	206
TOTALS			81 TOTAL CHARGING STATIONS	421 TOTAL PARKING SPACES

NOTES:

74 OF THE 81 CHARGING STATIONS ARE PARKING SPACES INCLUDE IN THE TOTAL 421 PARKING SPACES

EVSE IS "ELECTRICAL VEHICLE SERVICE EQUIPMENT," COMMONLY CALLED CHARGING STATIONS

EVSE PARKING SPACES INCLUDE THE INSTALLATION OF CHARGING RECEPTACLES OR PERMANENTLY INSTALLED CHARGERS.

AN "EV CAPABLE" PARKING SPACE REQUIRES THE INFRASTRUCTURE (E.G., CONDUIT, BREAKER SPACE, JUNCTION BOX, ETC.) FOR FUTURE INSTALLATION TO BE AN EVSE CHARGING STATION.

PASSENGER VEHICLES INCLUDE AUTOMOBILES, SUVS, MINIVANS, PICKUPS, AND SMALLER RVS.

HDT TRUCKS ARE HEAVY-DUTY TRUCKS THAT COMBINE A TRACTOR & TRAILER, KNOWN AS A SEMI-TRAILER.

MDT TRUCKS ARE MEDIUM-DUTY TRUCKS THAT CAN BE JUST THE TRACTOR OR, FOR EXAMPLE, A DUMP TRUCK.

UNDERGROUND FUEL TANKS

QUANTITY	DESCRIPTION
5	20K DIESEL (TOTAL 100K STORAGE)
2	20K UNLEADED (TOTAL 40K STORAGE)
1	12K MID-GRADE UNLEADED
1	12K PREMIUM UNLEADED
1	12K DEF ADDITIVE

MATERIALS LEGEND

SYMBOL	DESCRIPTION	QUANTITY	IRRIGATION
	ENGINEERED ALL WEATHER ACCESS ROAD (NOT INCLUDED IN LANDSCAPE CALC'S)	PER CIVIL PLANS	NONE
	LOW-GROW NATIVE SEED	193,421 SF	ROTOR/ SPRAY
	RIPARIAN NATIVE SEED	69,199 SF	NONE
	2"–4": ROCK COBBLE LANDSCAPE MULCH	146,833 SF	DRIP
	4"–6" ROCK COBBLE LANDSCAPE MULCH	65,126 SF	NONE
	DECOMPOSED GRANITE: TAN; 3" DEPTH	2,025 SF	NONE
	LANDSCAPE BOULDERS 3'–6' DIA.	69 EA	NONE

LANDSCAPE QUANTITIES

IRRIGATED LANDSCAPE	–	192,998 SF
NON-IRRIGATED LANDSCAPE	–	226,107 SF
TOTAL LANDSCAPE AREA	–	419,105 SF

Galloway
9477 N. Fort Washington, Suite 105
Fresno, CA 93730
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COTTONWOOD INVESTMENT GROUP
COTTONWOOD TRAVEL CENTER

NWC I-5 & HOOKER CREEK ROAD
TEHAMA COUNTY, CA

#	Date	Issue / Description	Init.
	02/23/23	ENTITLEMENT SET	

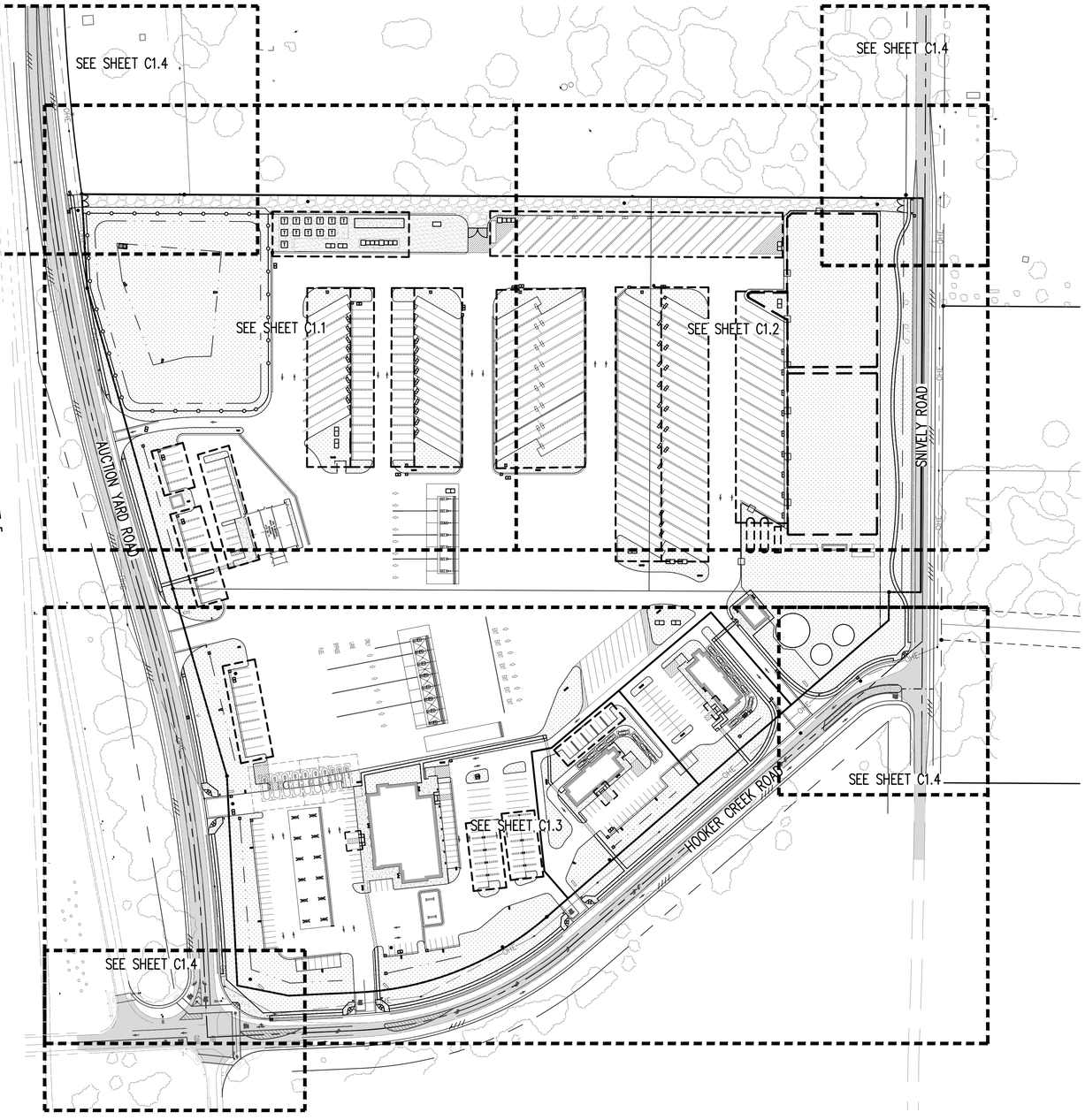
Project No: DCP000001
Drawn By: DEF
Checked By: JAR
Date: 01/24/25

OVERALL SITE PLAN

SP.1
Sheet 1 of 7

W:\DCP\Authors Copies\Planner\CA_Cottonwood_DCP000001.20 - Travel Center\EXHIBITS\DCP000001.20_Cottonwood_Landscape_Attachment.dwg, Brandon Carson, 1/15/2025

ATTACHMENT C



N

0 20 50 100

SCALE: 1"=100'

OWNER

COTTONWOOD INVESTMENT GROUP, LLC
2934 FORD STREET
OAKLAND, CA 94601
TEL: (415) 244-6427
ATTN: PETER DREYFUSS
EMAIL: PADREYFUSS@ATT.NET

DEVELOPER/APPLICANT

COTTONWOOD INVESTMENT GROUP, LLC
2934 FORD STREET
OAKLAND, CA 94601
TEL: (415) 244-6427
ATTN: PETER DREYFUSS
EMAIL: PADREYFUSS@ATT.NET

CIVIL ENGINEER

GALLOWAY & COMPANY, INC.
9477 N. FORT WASHINGTON AVE., SUITE 105
FRESNO, CA 93711
TEL: (559) 721-5030
ATTN: TERRA J. MORTENSEN, PE
EMAIL: TERRAMORTENSEN@GALLOWAYUS.COM

ARCHITECT

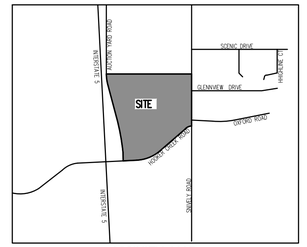
GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 707-8884
ATTN: CHRISTIAN ARNDT
EMAIL: CHRISTIANARNDT@GALLOWAYUS.COM

LANDSCAPE ARCHITECT

GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 707-8884
ATTN: TIM NELSON
EMAIL: TIMNELSON@GALLOWAYUS.COM

PROJECT MANAGER

DIAZ ASSOCIATES
4277 PASATIMEPO COURT
REDDING, CA 96002
TEL: (530) 949-9810
ATTN: EHNARD DIAZ
EMAIL: EDIAZ@DIAZPLANNING.COM



VICINITY MAP
NOT TO SCALE

SHEET INDEX

Sheet Number	Sheet Title
C1.0	SITE PLAN
C1.1	SITE PLAN
C1.2	SITE PLAN
C1.3	SITE PLAN
C1.4	STREET INTERSECTION ENLARGEMENT
C1.5	SITE PLAN DETAILS
C2.0	GRADING PLAN
C2.1	GRADING PLAN
C2.2	GRADING PLAN
C2.3	GRADING PLAN
C4.0	OVERALL UTILITY PLAN
C4.1	UTILITY PLAN
C4.2	UTILITY PLAN
C4.3	UTILITY PLAN
PP1.0	PHOTOMETRIC PLAN
PP1.1	PHOTOMETRIC PLAN
PP1.2	PHOTOMETRIC PLAN
PP1.3	PHOTOMETRIC PLAN
PP1.4	PHOTOMETRIC DETAILS

SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- RIGHT OF WAY BOUNDARY LINE
- EXISTING ADJACENT LOT LINE
- PROPOSED LOT LINE
- SETBACK LINE
- ROAD CENTERLINE
- EXISTING IMPROVEMENTS TO REMAIN
- PROPOSED IMPROVEMENTS
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- EXISTING ROAD EDGE OF PAVEMENT
- ADA PATH OF TRAVEL
- EXISTING LIGHT TO REMAIN
- PARKING COUNT
- PROPOSED SIGN
- PROPSOED ADA PARKING SYMBOL
- PROPOSED WHEEL STOP
- PROPOSED DETECTABLE WARNING TRUNCATED DOMES
- ENGINEERED ALL WEATHER ACCESS ROAD
- SIGHT TRIANGLES AREA
- EXISTING PAVEMENT TO BE REMOVED
- PROPOSED GRAVEL IN UTILITY AREA

FUEL STORAGE TANK SIZES	
QUANTITY	DESCRIPTION
5	20K DIESEL (TOTAL 100K STORAGE)
2	20K UNLEADED (TOTAL 40K STORAGE)
1	12K MID-GRADE UNLEADED
1	12K PREMIUM UNLEADED
1	12K DEF ADDITIVE

WATER TANK SIZES		
QUANTITY	DESCRIPTION (GALLONS)	DIMENSIONS
1	FIRE SPRINKLER (TOTAL 120,000 GAL)	34 FT. DIAMETER, 23 FT. HIGH
1	FIRE HYDRANT (TOTAL 300,000 GAL)	54 FT. DIAMETER, 23 FT. HIGH
1	DOMESTIC/IRRIGATION (TOTAL 135,000)	34 FT. DIAMETER, 25 FT. HIGH

PARKING SUMMARY TABLE			
TYPE	METHOD	REQUIRED	PROVIDED
PASSENGER VEHICLE SPACES	1 / 300 SF	77	188
TOTAL ADA SPACES	TABLE 11B-208.2 & SEC. 11B-208.2.4, 2022 CBC	6	6

CHARGING & TRUCK/VEHICLE CHARGING STATION/PARKING SUMMARY TABLE				
	POWER	CHARGING EQUIPEMENT	CHARGING STATIONS	PARKING SPACES
HDT & MDT TRUCKS & RVS	1.2 MW	EVSE	7	0
HDT TRUCKS	1.2 MW	EVSE	23	23
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PASSENGER VEHICLES	180 KW	EVSE	26	52
EVSE			81	125
HDT & MDT TRUCKS	1.2 MW	EV CAPABLE	0	20
HDT & MDT TRUCKS	180 KW	EV CAPABLE	0	32
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EV CAPABLE			N/A	90
SUB-TOTALS			81	215
FOSSIL FUEL PARKING SPACES				
PASSENGER VEHICLES	N/A	N/A	N/A	98
HDT & MDT TRUCKS	N/A	N/A	N/A	86
RVS	N/A	N/A	N/A	22
SUB-TOTALS			N/A	206
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MDT TRUCKS ARE MEDIUM-DUTY TRUCKS THAT CAN BE JUST THE TRACTOR OR, FOR EXAMPLE, A DUMP TRUCK.

LEGAL DESCRIPTION

APN: 007-080-029-000, 007-080-066-000, 007-080-065-000

PARCEL A OF PARCEL MAP NO. 05-73, BEING A PORTION OF SECTION 11, TOWNSHIP 28 NORTH, RANGE 4 WEST, MOUNT DIABLO MERIDIAN,A AS THE SAME IS SHOWN ON THE MAP FILED IN THE TEHAMA COUNTY RECORDER'S OFFICE, JUNE 12, 2006, BOOK 13 OF PARCEL MAPS, PAGES 92, 93, AND 94.AS CONVEYED TO MYRTLE H. JONES BY DEED RECORDED OCTOBER 30, 1958, BOOK 337, PAGE 357, OFFICIAL RECORDS OF TEHAMA COUNTY.

PARCEL B OF PARCEL MAP NO. 05-73, BEING A PORTION OF SECTION 11, TOWNSHIP 28 NORTH, RANGE 4 WEST, MOUNT DIABLO MERIDIAN,A AS THE SAME IS SHOWN ON THE MAP FILED IN THE TEHAMA COUNTY RECORDER'S OFFICE, JUNE 12, 2006, BOOK 13 OF PARCEL MAPS, PAGES 92, 93, AND 94. EXCEPT THERFROM AN UNDIVIDED 1/8TH INTEREST IN ALL OIL GAS AND OTHER HYDROCARBON SUBSTANCES, AS CONVEYED TO MYRTLE H. JONES BY DEED RECORDED OCTOBER 30, 1958, BOOK 337, PAGE 357, OFFICIAL RECORDS OF TEHAMA COUNTY.

PARCEL INFORMATION

SITE AREA

GROSS AREA:	±28.97 ACRES
NET AREA:	±28.97 ACRES
SITE LANDSCAPE AREA:	26.6%

ZONING INFORMATION

ZONING

CURRENT ZONING:	(PD) PLANNED DEVELOPMENT
GENERAL PLAN LAND USE CLASSIFICATION:	GENERAL COMMERCIAL

LAND USE

APN: 007-080-029-000 – 10.82 ACRES (VACANT)
APN: 007-080-065-000 – 6.15 ACRES (CONTAINS AN EXISTING RESIDENCE & ANCILLARY BUILDING)
APN: 007-080-066-000 – 12.00 ACRES (VACANT)

SETBACKS

FRONT:	50 FEET FROM CENTERLINE
SIDE:	NONE
REAR:	15 FEET

MAXIMUM BUILDING HEIGHT: 65 FT

SITE NOTES

1. ELEVATION CHANGES GREATER THAN 3' ARE NOT ANTICIPATED ON THIS SITE. THERE WILL BE NO GRADE DIFFERENTIALS ABOVE 12" ALONG PROPERTY LINES.
2. GRADED SLOPES OF 2% FOR 10' AWAY FROM THE BUILDING PERIMETER OR TO AN APPROVED DRAINAGE FACILITY WILL BE PROVIDED. A MINIMUM 0.5% SLOPE WILL BE PROVIDED BEYOND THE BUILDING PERIMETER.
3. ONE BUILDING EXISTS ON THIS SITE AND SHALL BE DEMOLISHED PRIOR TO ANY CONSTRUCTION.

UTILITY PROVIDERS

SANITARY SEWER:	PRIVATE
WATER:	PRIVATE
SOLID WASTE:	WASTE CONNECTIONS
ELECTRIC:	PG&E
GAS:	PG&E
TELECOM:	TBD
STORM SEWER:	PRIVATE

PROPOSED DRAINAGE PATTERN

SITE WILL SURFACE FLOW NORTHWEST TO ONSITE PRIVATE DETENTION BASIN

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COTTONWOOD TRAVEL CENTER

NWC I-5 & HOOKER CREEK ROAD
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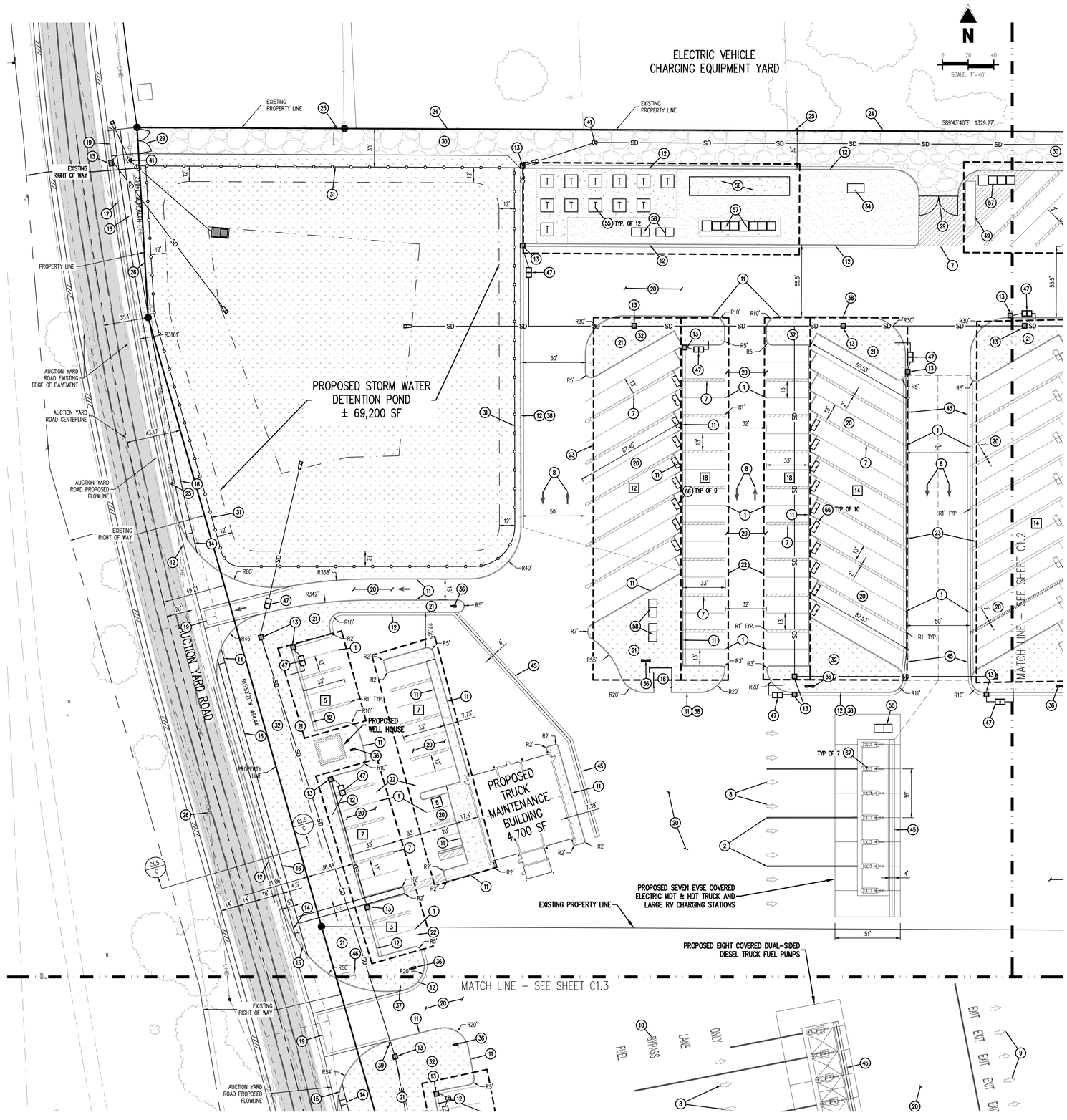
Project No:	DCP000001
Drawn By:	ARV
Checked By:	JR
Date:	01/24/25

SITE PLAN

C1.0
SHEET 1 OF 6

H:\Drawings\Layout\Planning\CA_Cottonwood\DCP000001.00 - Travel Center\DESIGN\CIVIL\SITE\Dwg, Brandon Carreon, 1/24/2025

ATTACHMENT C



SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- RIGHT OF WAY BOUNDARY LINE
- EXISTING ADJACENT LOT LINE
- PROPOSED LOT LINE
- SETBACK LINE
- ROAD CENTERLINE
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- PROPOSED IMPROVEMENTS
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- EXISTING CURB AND GUTTER
- EXISTING ROAD EDGE OF PAVEMENT
- ADA PATH OF TRAVEL
- EXISTING LIGHT TO REMAIN
- PARKING COUNT
- PROPOSED SIGN
- PROPOSED ADA PARKING SYMBOL
- PROPOSED WHEEL STOP
- PROPOSED DETECTABLE WARNING TRUNCATED DOMES
- ENGINEERED ALL WEATHER ACCESS ROAD
- SIGHT TRIANGLES AREA
- PROPOSED GRAVEL IN EQUIPMENT YARD

SITE KEYNOTES

1. PROPOSED 4" WIDE WHITE PARKING STRIPE (TYPICAL)
2. PROPOSED "12" WIDE WHITE LANE STRIPING (TYPICAL)
3. PROPOSED "NO PARKING" PAVEMENT MARKING IN WHITE PAINT. MIN. 12" HIGH LETTERING.
4. PROPOSED INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING. 3' x 3' MINIMUM, CENTERED ON STALL AND ALIGNED WITH THE END PER 2022 CALIFORNIA BUILDING CODE SEC. 11B-502.6.4.
5. PROPOSED 4" WIDE PAINTED BLUE BORDER.
6. PROPOSED 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESS AISLE SURFACE, PREFERABLY BLUE OR WHITE PAINT. MAXIMUM 3' SPACING (CENTER TO CENTER)
7. PROPOSED WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES
8. PROPOSED WHITE DIRECTIONAL ARROWS
9. PROPOSED WHITE DIRECTIONAL ARROW WITH "EXIT" PAINTED IN MIN. 7' HIGH WHITE LETTERS
10. PROPOSED "FUEL BYPASS LANE ONLY" IN WHITE PAINT. MIN. 7' HIGH LETTERING.
11. PROPOSED 6" HIGH CURB PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0925
12. PROPOSED 6" HIGH CURB WITH GUTTER PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0925.
13. PROPOSED STORM DRAIN INLET
14. PROPOSED CURB ACCESIBLE RAMP PER TEHAMA COUNTY STANDARDS
15. PROPOSED DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING A88A.
16. PROPOSED 5' WIDE SIDEWALK PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0925.
17. PROPOSED ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING ONLY/MINIMUM FINE COMBINATION SIGN (R99C (CA)) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLAQUE (R7-8B) BENEATH PARKING SIGN. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 60" ABOVE FINISHED GRADE.
18. PROPOSED TYPICAL TRASH ENCLOSURES. MASONRY WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CEMENT PLASTER FINISH MATERIAL, TEXTURE, AND COLOR.
19. PROPOSED DRIVE APPROACH PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0928
20. PROPOSED PARKING LOT ASPHALT PAVEMENT.
21. PROPOSED LANDSCAPED AREA
22. MEDIUM-DUTY TRUCKS (MDT) PROPOSED COVERED ELECTRIC VEHICLE PARKING STALLS WITH SOLAR PANEL CANOPIES.
23. HEAVY-DUTY TRUCKS (HDT) PROPOSED COVERED ELECTRIC VEHICLE PARKING STALLS WITH SOLAR PANEL CANOPIES.
24. PROPOSED 8' HIGH SOUND BARRIER; DESIGN PER PENDING NOISE STUDY
25. EXISTING UTILITY POLE TO BE REMOVED.
26. EXISTING OVER HEAD ELECTRIC SHALL BE REINSTALLED UNDERGROUND
27. EXISTING STREET SIGN TO REMAIN
28. EXISTING STREET SIGN TO BE REMOVED
29. PROPOSED FIRE/MAINTENANCE ACCESS GATE
30. PROPOSED 30' ENGINEERED ALL WEATHER FIRE APPARATUS ACCESS ROAD
31. PROPOSED 6' ORNAMENTAL FENCE WITH ANGLED TOP TO PREVENT CLIMBING.
32. PROPOSED BIORETENTION AREA; REFER TO GRADING PLAN
33. PROPOSED UNDERGROUND FUEL TANKS FOR VEHICLE & TRUCK FUEL PUMP STATIONS
34. PROPOSED DIESEL GENERATOR.
35. PROPOSED ACCESSIBLE PARKING STALL (SEE TYPICAL DETAIL, SHEET C1.5)
36. PROPOSED SITE LIGHT. REFER TO LANDSCAPE PLAN FOR DETAILS.
37. PROPOSED STOP SIGN PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0922
38. PROPOSED CURB RED WITH "FIRE LANE" PAINTED IN 3" WHITE MINIMUM WHITE LETTERS.
39. PROPOSED "ADA UNAUTHORIZED VEHICLES WILL BE TOWED" SIGN PER SEC. 11B-502.8, 2022 CBC. MOUNTED A MINIMUM 8' FROM BOTTOM OF SIGN TO GROUND.
40. PROPOSED DRIVE THRU WITH 8 CAR STACKING
41. PROPOSED STORM DRAIN MANHOLE
42. PROPOSED FIRE HYDRANT WATER TANK.
43. PROPOSED FIRE SPRINKLER WATER TANK.
44. PROPOSED DOMESTIC/IRRIGATION WATER TANK.
45. PROPOSED 4' VALLEY GUTTER
46. PROPOSED SITE SIGN
47. PROPOSED OIL-SAND SEPARATOR
48. FOURTEEN (14) PROPOSED ELECTRIC VEHICLE CHARGING STATIONS, STALLS, AND ACCESSIBLE PATH TO BE PROVIDED PER CALIFORNIA GREEN BUILDING STANDARDS SECTION 5.106.5.3. REF: ELECTRICAL PLAN FOR CONDUIT ROUTING AND REQUIREMENTS.
49. PROPOSED PROPANE TANK.
50. FIVE (5) PROPOSED 20K DIESEL FUEL STORAGE TANKS. (TOTAL 100K STORAGE)
51. TWO (2) PROPOSED 20K UNLEADED FUEL STORAGE TANKS. (TOTAL 40K STORAGE)
52. ONE (1) PROPOSED 12K MID-GRADE FUEL STORAGE TANK
53. ONE (1) PROPOSED 12K PREMIUM UNLEADED FUEL STORAGE TANK
54. ONE (1) PROPOSED 12K DEF ADDITIVE FUEL STORAGE TANK
55. PROPOSED 12KV-480V STEP DOWN TRANSFORMER
56. PROPOSED 12KV MEDIUM VOLTAGE SWITCHGEAR
57. PROPOSED 3MW BATTERY ENERGY STORAGE SYSTEM (BESS)
58. PROPOSED 2000A-277/480V-3PH-4W SWITCHGEAR FOR MEGAWATT CHARGING SYSTEMS (MCS) CHARGERS
59. PROPOSED 2000A-277/480V-3PH-4W EV SWITCHGEAR
60. PROPOSED 3000A-277/480V-3PH-4W PV SWITCHGEAR
61. PROPOSED 4000A-277/480V-3PH-4W PV SWITCHGEAR
62. PROPOSED IN-N-OUT UTILITY TRANSFORMER
63. PROPOSED PHASE 1 180KW DUAL PORT EVCS
64. PROPOSED PHASE 1 MEGAWATT CHARGING SYSTEM (MCS) CHARGERS
65. PROPOSED PHASE 2 180KW DUAL PORT CHARGERS
66. PROPOSED PHASE 2 MEGAWATT CHARGING SYSTEM (MCS) CHARGERS
67. PROPOSED PHASE 1 MEGAWATT CHARGING SYSTEM (MCS) DUAL PORT CHARGERS

Galloway
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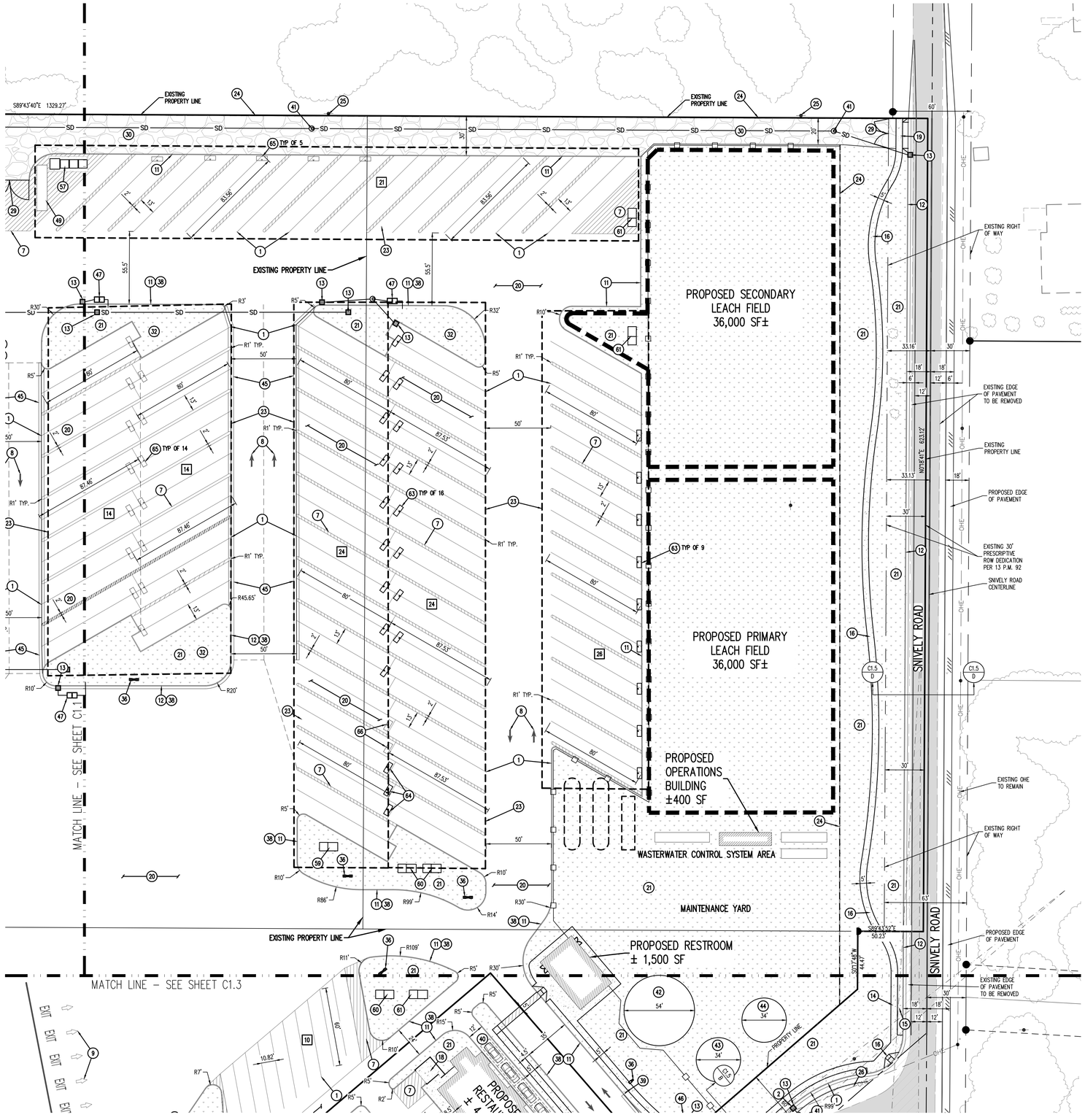
Project No:	DCP000001
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Checked By:	JR
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SITE PLAN

C1.1
SHEET 2 OF 6

H:\Drafting\Civil\Planner\CA_Cottonwood\DCP000001\Dr...\Travel Center\SITE\ACAD\DCP001_SITE.dwg, Brandon Cuevas, 1/24/2025

ATTACHMENT C



SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- RIGHT OF WAY BOUNDARY LINE
- EXISTING ADJACENT LOT LINE
- PROPOSED LOT LINE
- SETBACK LINE
- ROAD CENTERLINE
- EXISTING TO REMAIN
- PROPOSED IMPROVEMENTS
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- EXISTING ROAD EDGE OF PAVEMENT
- ADA PATH OF TRAVEL
- EXISTING LIGHT TO REMAIN
- PARKING COUNT
- PROPOSED SIGN
- PROPSOED ADA PARKING SYMBOL
- PROPOSED WHEEL STOP
- PROPOSED DETECTABLE WARNING TRUNCATED DOMES
- ENGINEERED ALL WEATHER ACCESS ROAD
- SIGHT TRIANGLES AREA

SITE KEYNOTES

1. PROPOSED 4" WIDE WHITE PARKING STRIPE (TYPICAL)
2. PROPOSED "12" WIDE WHITE LANE STRIPING (TYPICAL)
3. PROPOSED "NO PARKING" PAVEMENT MARKING IN WHITE PAINT. MIN. 12" HIGH LETTERING.
4. PROPOSED INTERNATIONAL SYMBOL OF ACCESSIBILITY PAVEMENT MARKING. 3' x 3' MINIMUM, CENTERED ON STALL AND ALIGNED WITH THE END PER 2022 CALIFORNIA BUILDING CODE SEC. 11B-502.6.4.
5. PROPOSED 4" WIDE PAINTED BLUE BORDER.
6. PROPOSED 4" WIDE HATCHED LINES IN PAINT COLOR CONTRASTING ACCESS AISLE SURFACE, PREFERABLY BLUE OR WHITE PAINT. MAXIMUM 3' SPACING (CENTER TO CENTER)
7. PROPOSED WHITE 4" WIDE BORDER WITH 4" WIDE DIAGONAL HATCH LINES
8. PROPOSED WHITE DIRECTIONAL ARROWS
9. PROPOSED WHITE DIRECTIONAL ARROW WITH "EXIT" PAINTED IN MIN. 7' HIGH WHITE LETTERS
10. PROPOSED "FUEL BYPASS LANE ONLY" IN WHITE PAINT. MIN. 7' HIGH LETTERING.
11. PROPOSED 6" HIGH CURB PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0925
12. PROPOSED 6" HIGH CURB WITH GUTTER PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0925.
13. PROPOSED STORM DRAIN INLET
14. PROPOSED CURB ACCESIBLE RAMP PER TEHAMA COUNTY STANDARDS
15. PROPOSED DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING A88A.
16. PROPOSED 5' WIDE SIDEWALK PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0925.
17. PROPOSED ACCESSIBLE STALL SIGNAGE. ACCESSIBLE PARKING ONLY/MINIMUM FINE COMBINATION SIGN (R99C (CA)) OR SIMILAR. VAN ACCESSIBLE STALL SHALL ALSO INCLUDE "VAN ACCESSIBLE" PLAQUE (R7-8B) BENEATH PARKING SIGN. BOTTOM OF LOWEST SIGN SHALL BE INSTALLED A MINIMUM OF 60" ABOVE FINISHED GRADE.
18. PROPOSED TYPICAL TRASH ENCLOSURES. MASONRY WALLS TO BE COMPOSED OF AN EXTERIOR FINISH OF CONSISTENT WITH BUILDING CEMENT PLASTER FINISH MATERIAL, TEXTURE, AND COLOR.
19. PROPOSED DRIVE APPROACH PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0928
20. PROPOSED PARKING LOT ASPHALT PAVEMENT.
21. PROPOSED LANDSCAPED AREA
22. MEDIUM-DUTY TRUCKS (MDT) PROPOSED COVERED ELECTRIC VEHICLE PARKING STALLS WITH SOLAR PANEL CANOPIES.
23. HEAVY-DUTY TRUCKS (HDT) PROPOSED COVERED ELECTRIC VEHICLE PARKING STALLS WITH SOLAR PANEL CANOPIES.
24. PROPOSED 8' HIGH SOUND BARRIER; DESIGN PER PENDING NOISE STUDY
25. EXISTING UTILITY POLE TO BE REMOVED.
26. EXISTING OVER HEAD ELECTRIC SHALL BE REINSTALLED UNDERGROUND
27. EXISTING STREET SIGN TO REMAIN
28. EXISTING STREET SIGN TO BE REMOVED
29. PROPOSED FIRE/MAINTENANCE ACCESS GATE
30. PROPOSED 30' ENGINEERED ALL WEATHER FIRE APPARATUS ACCESS ROAD
31. PROPOSED 6' ORNAMENTAL FENCE WITH ANGLED TOP TO PREVENT CLIMBING.
32. PROPOSED BIORETENTION AREA; REFER TO GRADING PLAN
33. PROPOSED UNDERGROUND FUEL TANKS FOR VEHICLE & TRUCK FUEL PUMP STATIONS
34. PROPOSED DIESEL GENERATOR.
35. PROPOSED ACCESSIBLE PARKING STALL (SEE TYPICAL DETAIL, SHEET C1.5)
36. PROPOSED SITE LIGHT. REFER TO LANDSCAPE PLAN FOR DETAILS.
37. PROPOSED STOP SIGN PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0922
38. PROPOSED CURB RED WITH "FIRE LANE" PAINTED IN 3" WHITE MINIMUM WHITE LETTERS.
39. PROPOSED "ADA UNAUTHORIZED VEHICLES WILL BE TOWED" SIGN PER SEC. 11B-502.8, 2022 CBC. MOUNTED A MINIMUM 8' FROM BOTTOM OF SIGN TO GROUND.
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46. PROPOSED SITE SIGN
47. PROPOSED OIL-SAND SEPARATOR
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49. PROPOSED PROPANE TANK.
50. FIVE (5) PROPOSED 20K DIESEL FUEL STORAGE TANKS. (TOTAL 100K STORAGE)
51. TWO (2) PROPOSED 20K UNLEADED FUEL STORAGE TANKS. (TOTAL 40K STORAGE)
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54. ONE (1) PROPOSED 12K DEF ADDITIVE FUEL STORAGE TANK
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56. PROPOSED 12KV MEDIUM VOLTAGE SWITCHGEAR
57. PROPOSED 3MW BATTERY ENERGY STORAGE SYSTEM (BESS)
58. PROPOSED 2000A-277/480V-3PH-4W SWITCHGEAR FOR MEGAWATT CHARGING SYSTEMS (MCS) CHARGERS
59. PROPOSED 2000A-277/480V-3PH-4W EV SWITCHGEAR
60. PROPOSED 3000A-277/480V-3PH-4W PV SWITCHGEAR
61. PROPOSED 4000A-277/480V-3PH-4W PV SWITCHGEAR
62. PROPOSED IN-N-OUT UTILITY TRANSFORMER
63. PROPOSED PHASE 1 180KW DUAL PORT EVCS
64. PROPOSED PHASE 1 MEGAWATT CHARGING SYSTEM (MCS) CHARGERS
65. PROPOSED PHASE 2 180KW DUAL PORT CHARGERS
66. PROPOSED PHASE 2 MEGAWATT CHARGING SYSTEM (MCS) CHARGERS
67. PROPOSED PHASE 1 MEGAWATT CHARGING SYSTEM (MCS) DUAL PORT CHARGERS

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COTTONWOOD TRAVEL CENTER

NWC I-5 & HOOKER CREEK ROAD
TEHAMA COUNTY, CA

#	Date	Issue / Description	Init.
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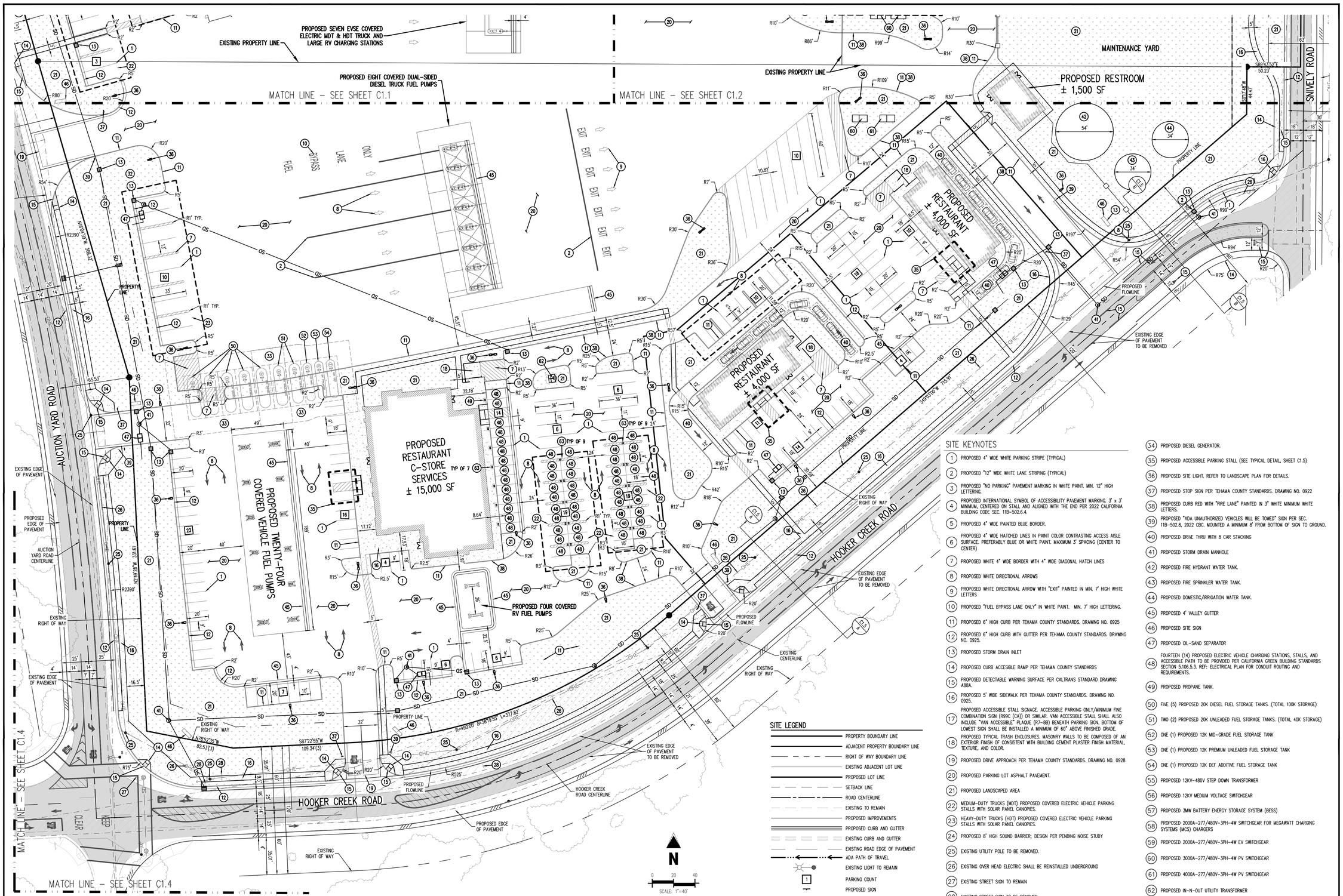
Project No:	DCP000001
Drawn By:	ARV
Checked By:	JR
Date:	01/24/25

SITE PLAN

C1.2
SHEET 3 OF 6

H:\Drawing Files\Civil\Entitlement\CA_Cottonwood_ADP\000002.Sb - Travel Center\02\Civil\02SA1\02SA1DP01_SITE Key Attention Comms = 1/24/2025

ATTACHMENT C



SITE KEYNOTES

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2. PROPOSED "12" WIDE WHITE LANE STRIPING (TYPICAL)
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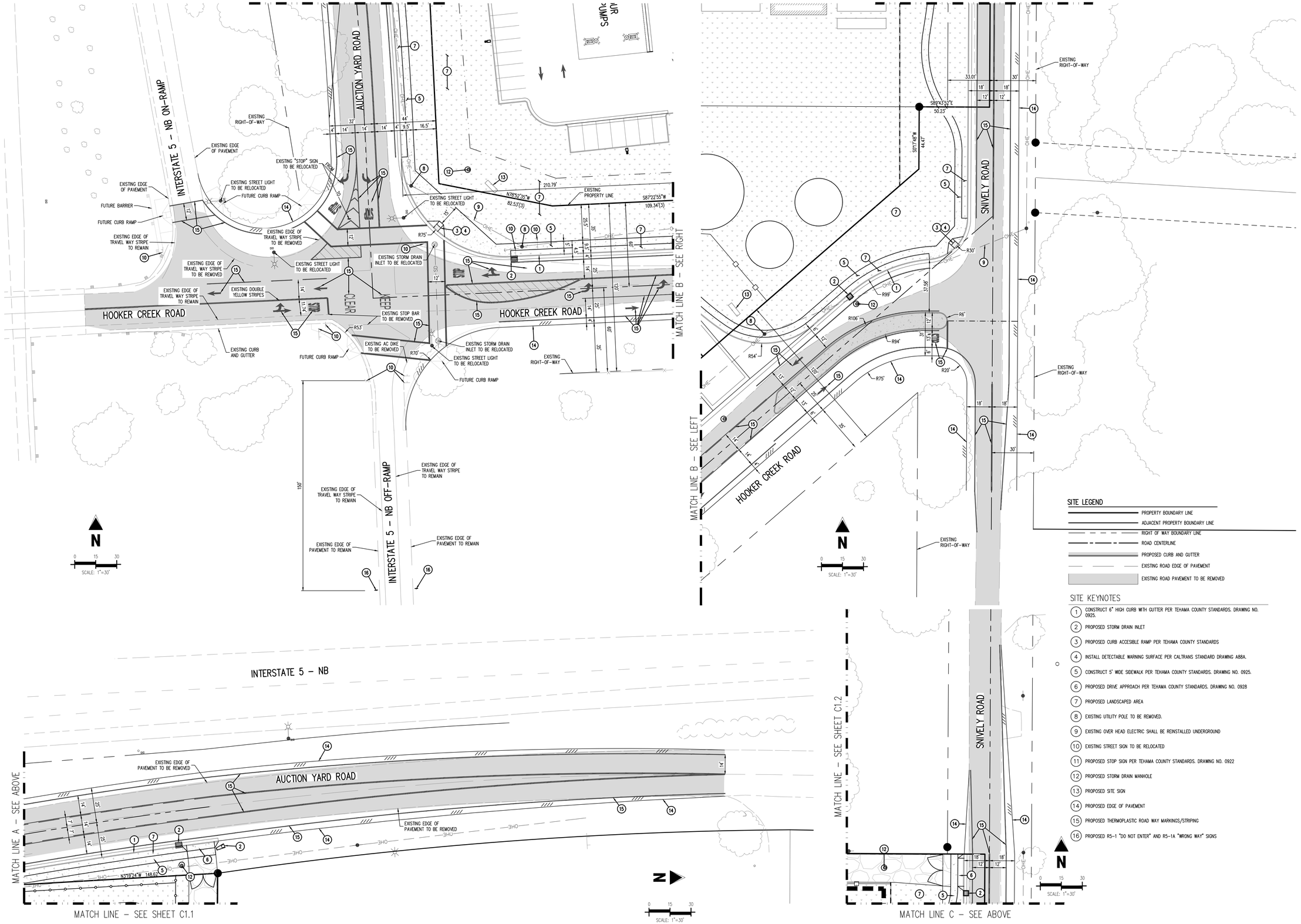
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	02/23/23	ENTITLEMENT SET	

Project No:	DCP000001
Drawn By:	ARV
Checked By:	JR
Date:	01/24/25

SITE PLAN

C1.3
SHEET 4 OF 6

ATTACHMENT C



SITE LEGEND

- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- RIGHT OF WAY BOUNDARY LINE
- ROAD CENTERLINE
- PROPOSED CURB AND GUTTER
- EXISTING ROAD EDGE OF PAVEMENT
- EXISTING ROAD PAVEMENT TO BE REMOVED

SITE KEYNOTES

1. CONSTRUCT 6" HIGH CURB WITH GUTTER PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0925.
2. PROPOSED STORM DRAIN INLET
3. PROPOSED CURB ACCESIBLE RAMP PER TEHAMA COUNTY STANDARDS
4. INSTALL DETECTABLE WARNING SURFACE PER CALTRANS STANDARD DRAWING A88A.
5. CONSTRUCT 5' WIDE SIDEWALK PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0925.
6. PROPOSED DRIVE APPROACH PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0928
7. PROPOSED LANDSCAPED AREA
8. EXISTING UTILITY POLE TO BE REMOVED.
9. EXISTING OVER HEAD ELECTRIC SHALL BE REINSTALLED UNDERGROUND
10. EXISTING STREET SIGN TO BE RELOCATED
11. PROPOSED STOP SIGN PER TEHAMA COUNTY STANDARDS. DRAWING NO. 0922
12. PROPOSED STORM DRAIN MANHOLE
13. PROPOSED SITE SIGN
14. PROPOSED EDGE OF PAVEMENT
15. PROPOSED THERMOPLASTIC ROAD WAY MARKINGS/STRIPING
16. PROPOSED R5-1 "DO NOT ENTER" AND R5-1A "WRONG WAY" SIGNS

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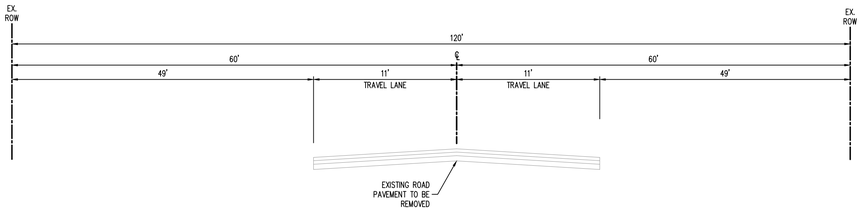
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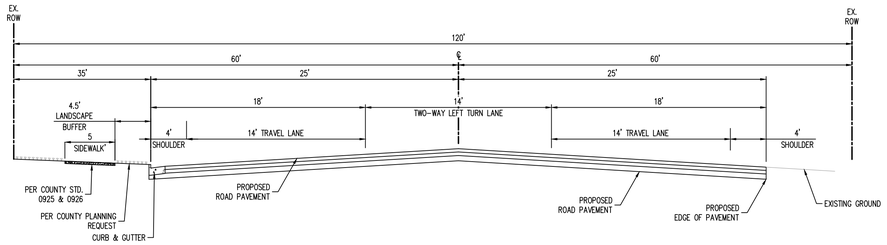
SITE PLAN
STREET INTERSECTION ENLARGEMENT

C1.4
SHEET 5 OF 6

ATTACHMENT C

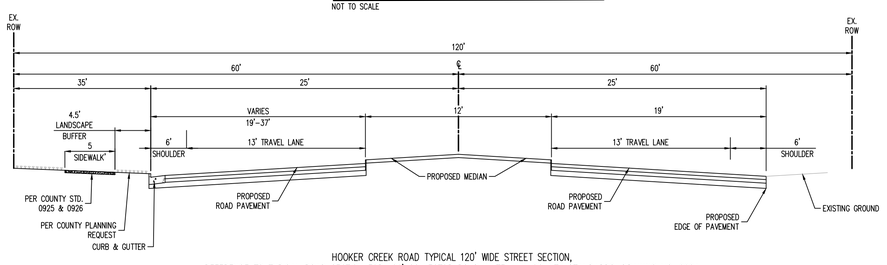


EXISTING HOOKER CREEK ROAD
NOT TO SCALE



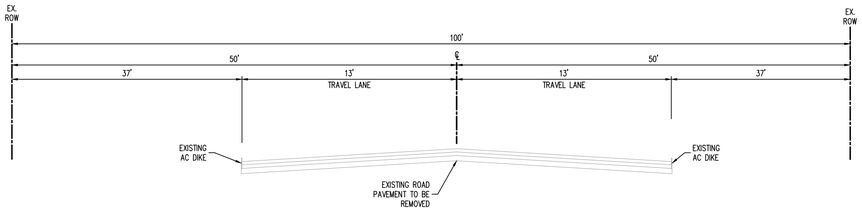
HOOKER CREEK ROAD TYPICAL 120' WIDE STREET SECTION,
REFERENCE TO TYPICAL ROAD SECTION FOR 120' COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0904

HOOKER CREEK ROAD OFF-SITE STREET SECTION A
NOT TO SCALE

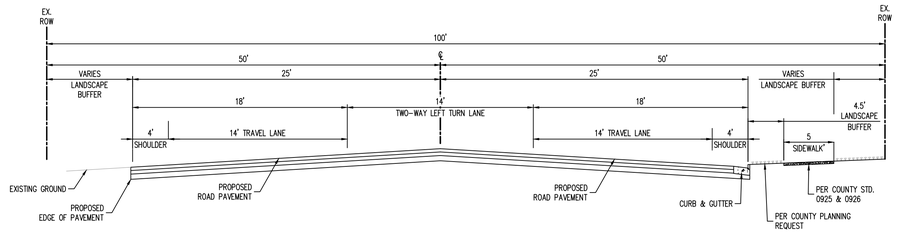


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HOOKER CREEK ROAD OFF-SITE STREET SECTION B
NOT TO SCALE

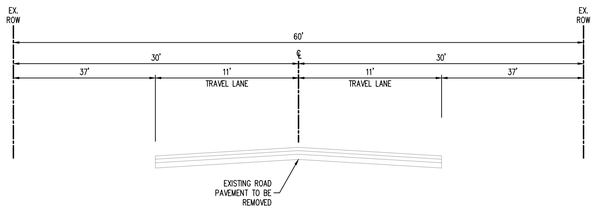


EXISTING AUCTION YARD ROAD
NOT TO SCALE

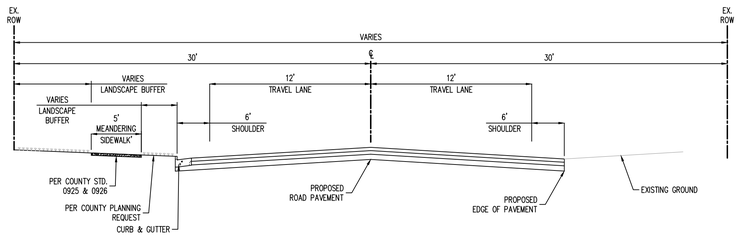


AUCTION YARD ROAD TYPICAL 100' WIDE STREET SECTIONS,
REFERENCE TO TYPICAL ROAD SECTION FOR 100' WIDE COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0904

AUCTION YARD ROAD OFF-SITE STREET SECTION C
NOT TO SCALE



EXISTING SNIVELY ROAD
NOT TO SCALE

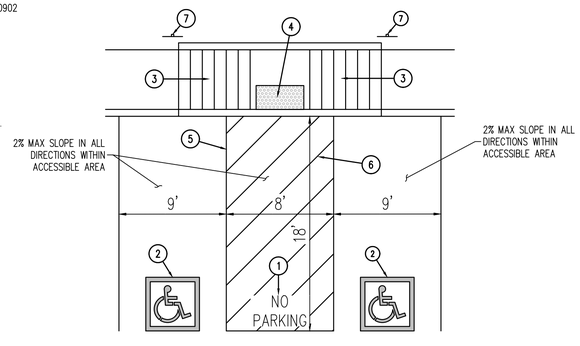


SNIVELY ROAD TYPICAL 60' WIDE STREET SECTIONS,
REFERENCE TO TYPICAL ROAD SECTION FOR 60' WIDE COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0902

SNIVELY ROAD OFF-SITE STREET SECTION D
NOT TO SCALE

TYPICAL ADA PARKING STALL DETAIL KEYNOTES

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VAN ACCESSIBLE STALL STANDARD ACCESSIBLE STALL

TYPICAL ADA PARKING DETAIL
NOT TO SCALE

NOTE:
ALL STRIPING SHALL BE SHERWIN WILLIAMS TRAFFIC MARKING PAINT OR EQUIVALENT.

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NWC I-5 & HOOKER CREEK ROAD
TEHAMA COUNTY, CA

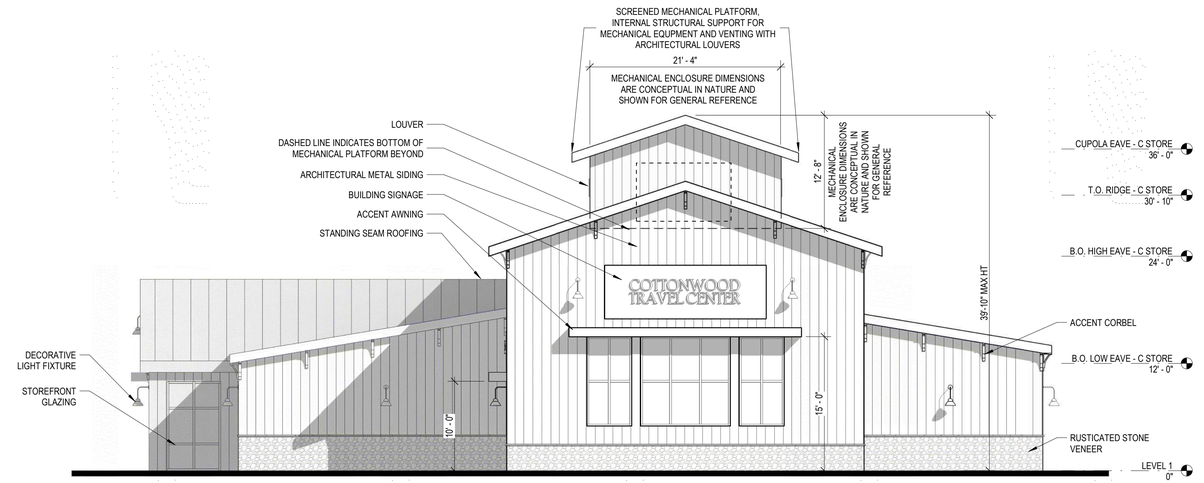
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	02/23/23	ENTITLEMENT SET	

Project No:	DCP000001
Drawn By:	ARV
Checked By:	JR
Date:	01/24/25

SITE PLAN DETAILS

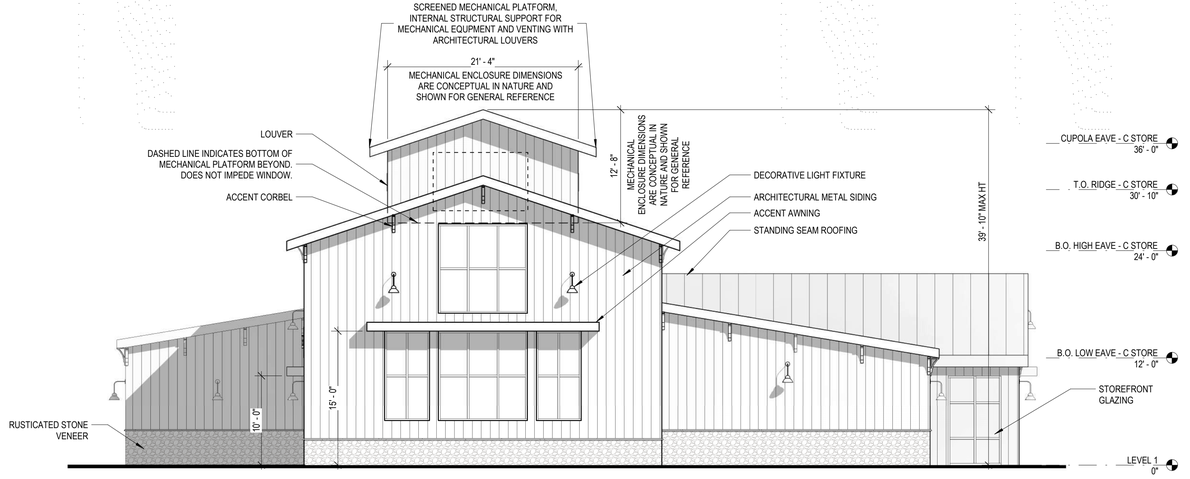
C1.5
SHEET 6 OF 6

W:\Cottonwood Capital Partners\CA_Cottonwood\DCP000001.20 - Travel Center\DESIGN\CAD\SITE_SITE Plans - Entitlement Cottonwood - 1.24.2025



2 SOUTH ELEVATION - C-STORE AND TRAVEL SERVICES

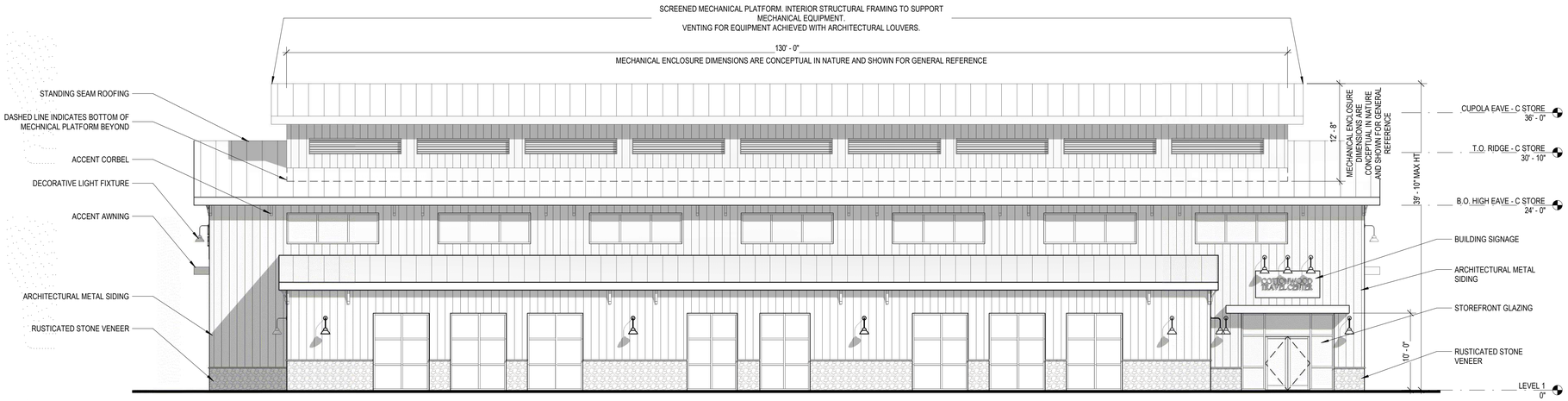
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1 NORTH ELEVATION - C-STORE AND TRAVEL SERVICES

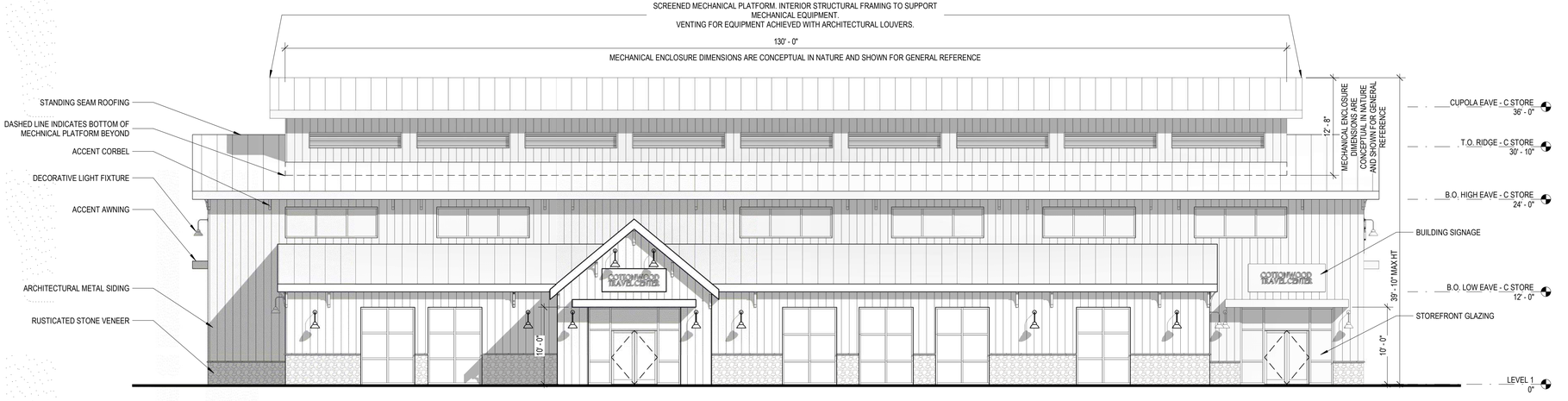
SCALE: 1/8" = 1'-0"

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2 EAST ELEVATION - C-STORE AND TRAVEL SERVICES

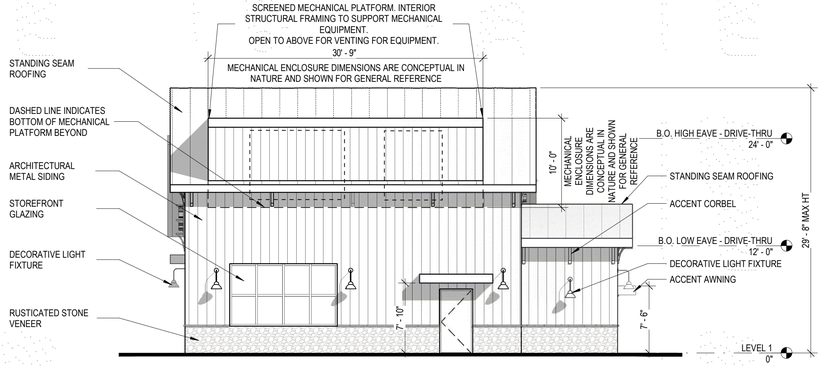
SCALE: 1/8" = 1'-0"



1 WEST ELEVATION - C-STORE AND TRAVEL SERVICES

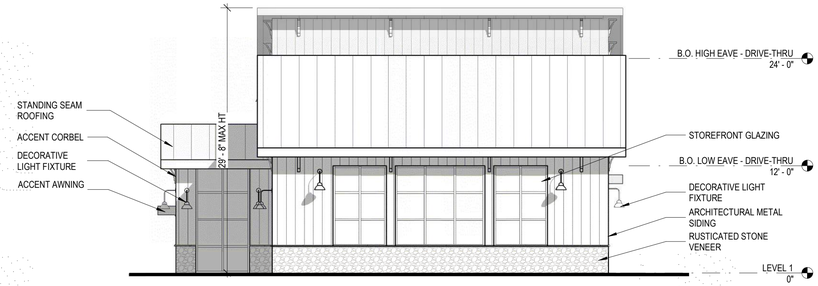
SCALE: 1/8" = 1'-0"

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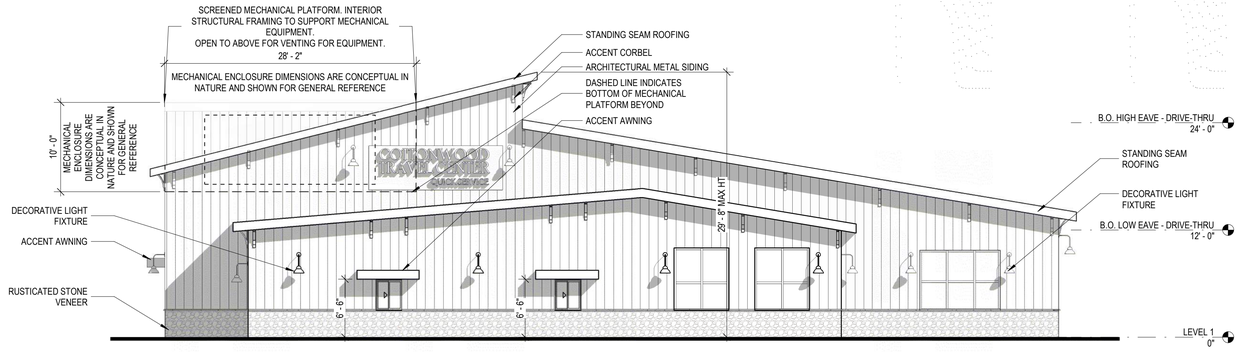
3 EAST ELEVATION - DRIVE-THROUGH 01

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



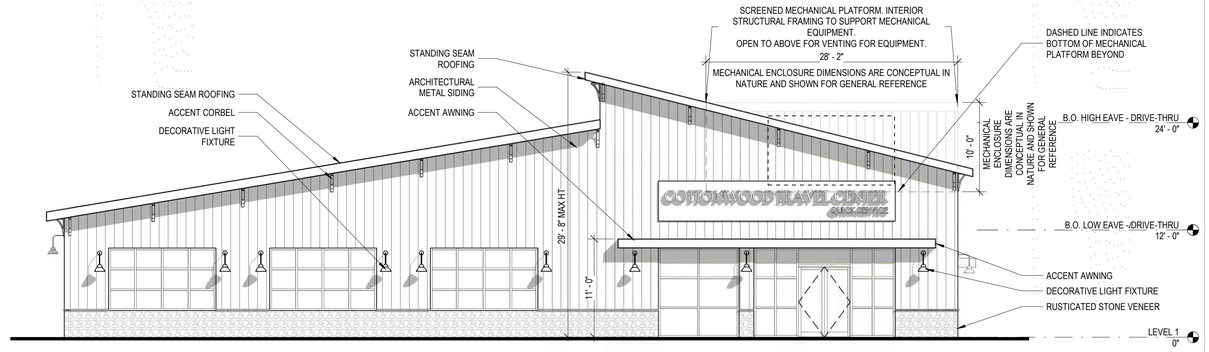
4 WEST ELEVATION - DRIVE-THROUGH 01

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



1 NORTH ELEVATION - DRIVE-THROUGH 01

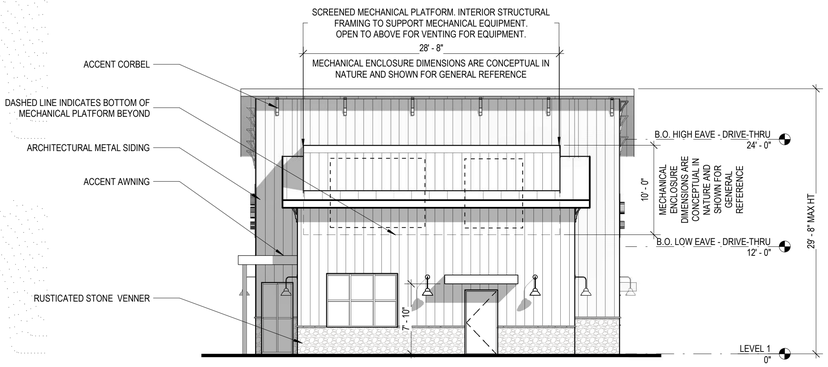
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2 SOUTH ELEVATION - DRIVE-THROUGH 01

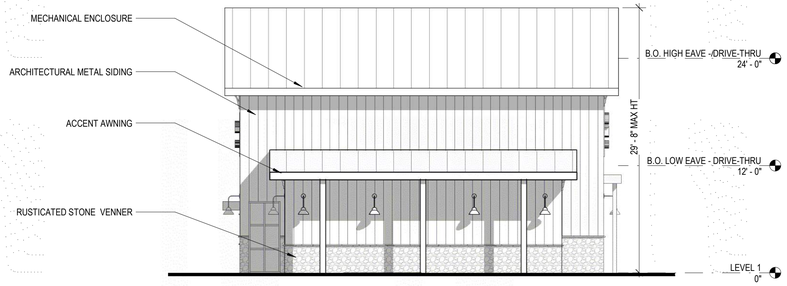
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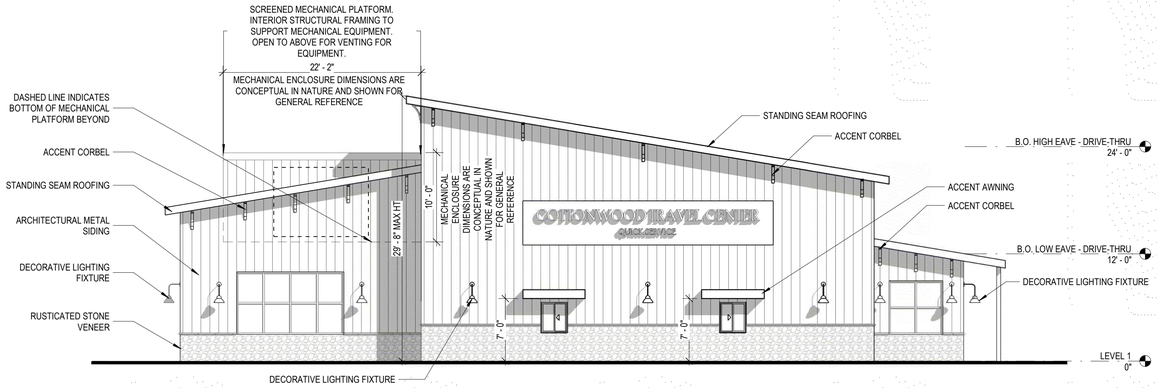
3 EAST ELEVATION - DRIVE THROUGH 02

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



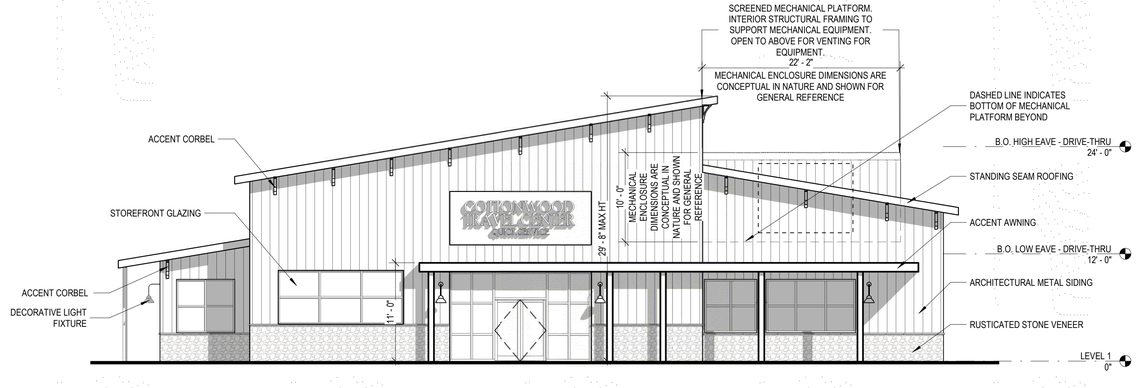
4 WEST ELEVATION - DRIVE THROUGH 02

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



1 NORTH ELEVATION - DRIVE-THROUGH 02

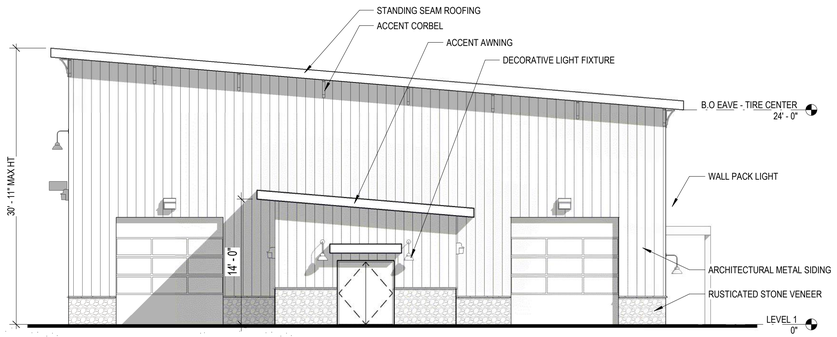
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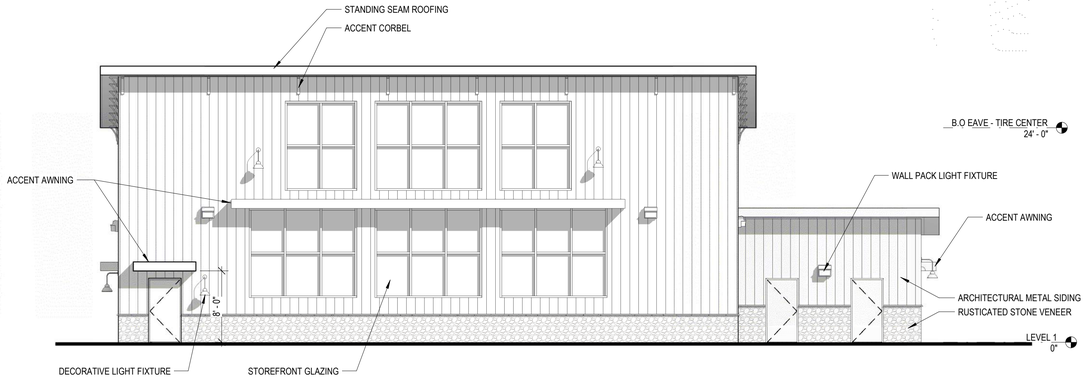
2 SOUTH ELEVATION - DRIVE THROUGH 02

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

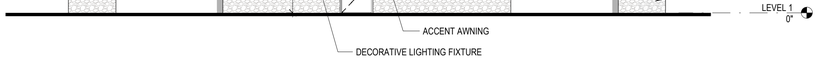
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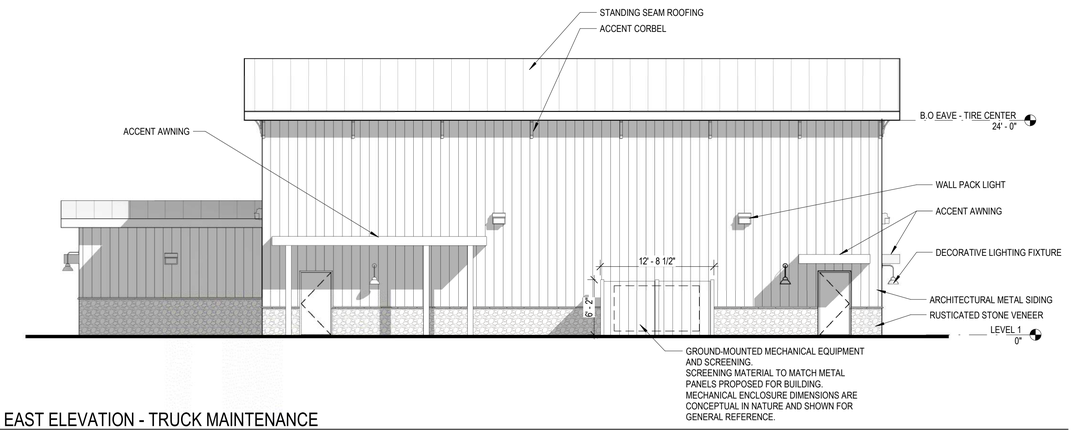
7 SOUTH ELEVATION - TRUCK MAINTENANCE
SCALE: 1/8" = 1'-0"



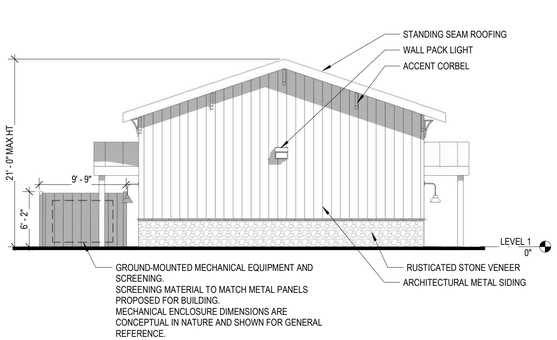
8 WEST ELEVATION - TRUCK MAINTENANCE
SCALE: 1/8" = 1'-0"



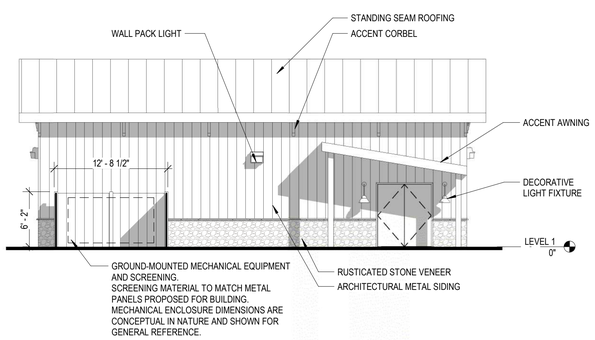
5 NORTH ELEVATION - TRUCK MAINTENANCE
SCALE: 1/8" = 1'-0"



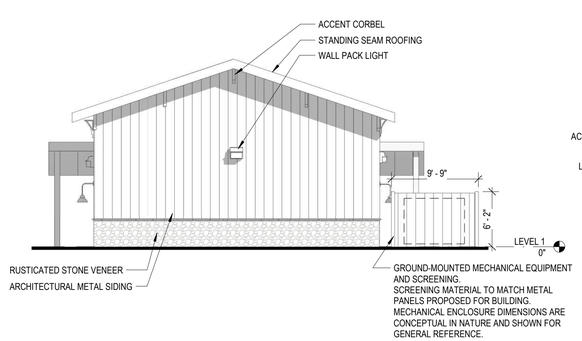
6 EAST ELEVATION - TRUCK MAINTENANCE
SCALE: 1/8" = 1'-0"



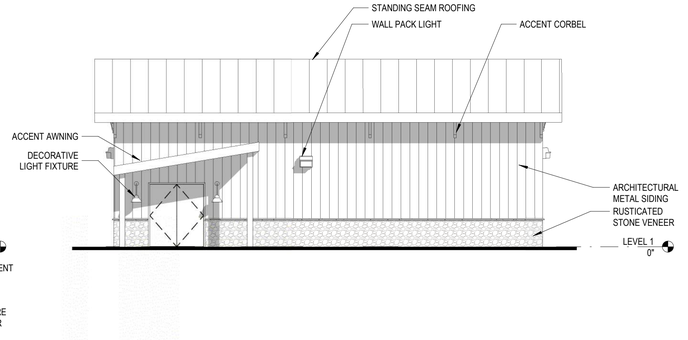
1 NORTH ELEVATION - RESTROOM BUILDING
SCALE: 1/8" = 1'-0"



2 EAST ELEVATION - RESTROOM BUILDING
SCALE: 1/8" = 1'-0"



3 SOUTH ELEVATION - RESTROOM BUILDING
SCALE: 1/8" = 1'-0"



4 WEST ELEVATION - RESTROOM BUILDING
SCALE: 1/8" = 1'-0"

Galloway

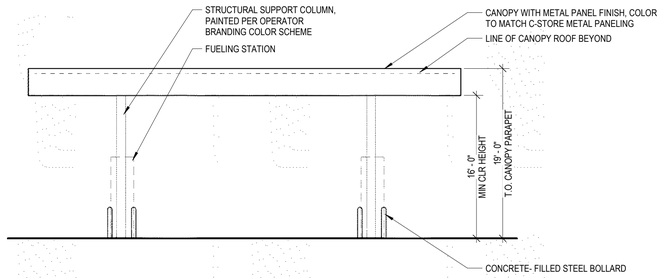
ATTACHMENT D

COTTONWOOD INVESTMENT GROUP

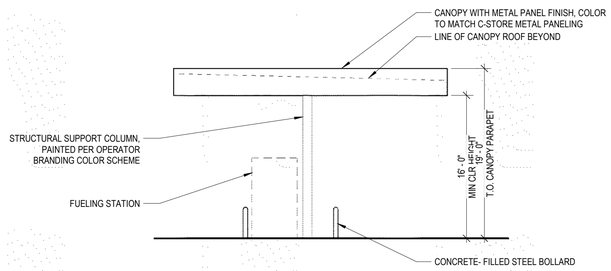
TRUCK MAINTENANCE AND RESTROOM BUILDING

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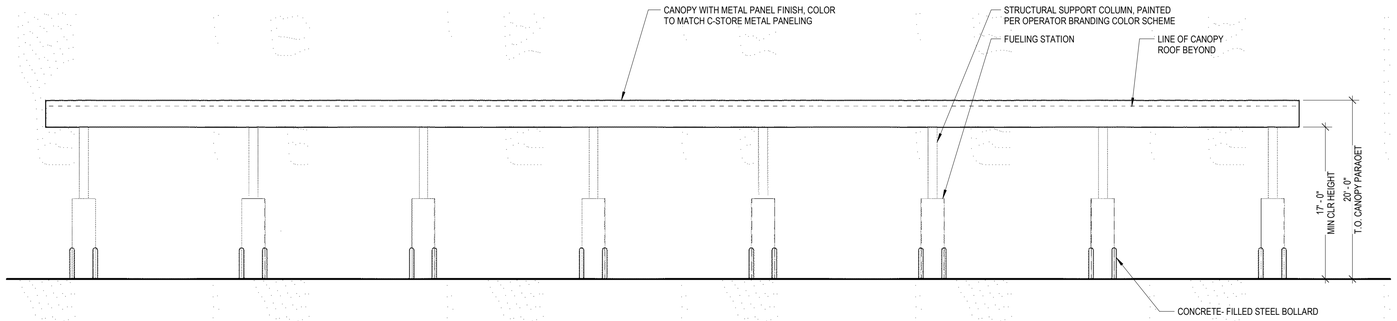
03/01/2024



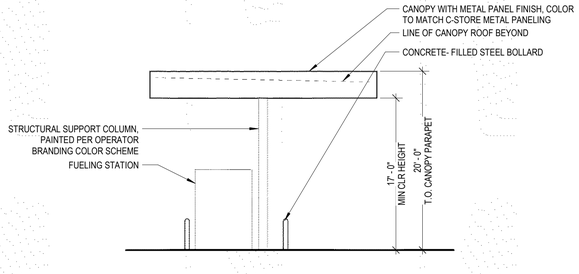
5 FRONT ELEVATION - TYP RV FUELING CANOPY
SCALE: 1/8" = 1'-0"



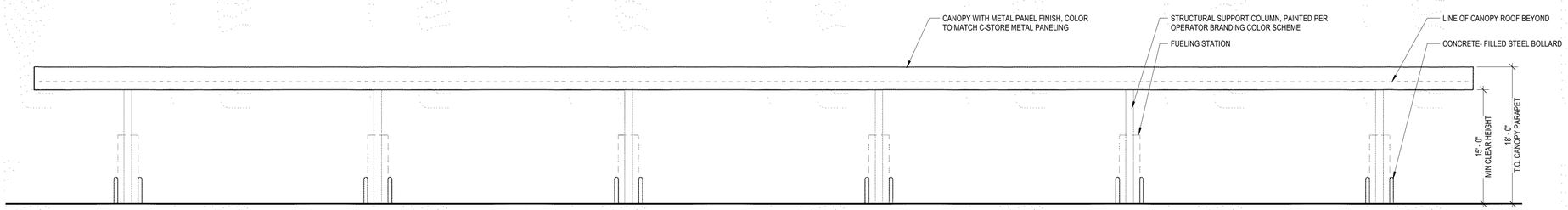
6 SIDE ELEVATION - TYP RV FUELING CANOPY
SCALE: 1/8" = 1'-0"



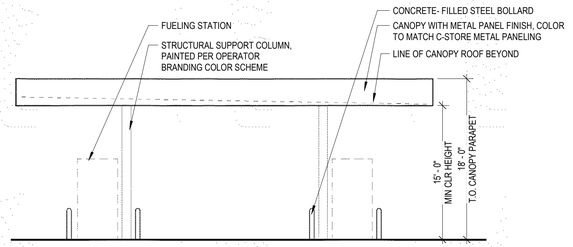
3 FRONT ELEVATION - TYP SEMI TRUCK FUELING CANOPY
SCALE: 1/8" = 1'-0"



4 SIDE ELEVATION - TYP SEMI FUELING CANOPY
SCALE: 1/8" = 1'-0"



1 FRONT ELEVATION - TYP AUTOMOBILE FUELING CANOPY
SCALE: 1/8" = 1'-0"



2 SIDE ELEVATION - TYP AUTOMOBILE FUELING CANOPY
SCALE: 1/8" = 1'-0"

Galloway

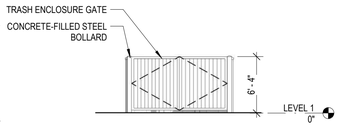
ATTACHMENT D

TYPICAL FUELING CANOPY ELEVATIONS

COTTONWOOD INVESTMENT GROUP

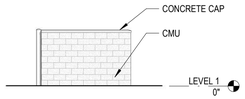
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03/01/2024



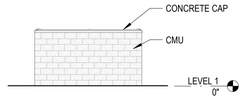
7 FRONT ELEVATION - TYP TRASH ENCLOSURE

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



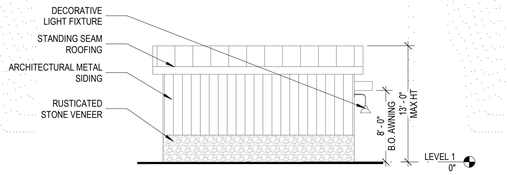
8 SIDE ELEVATION - TYP TRASH ENCLOSURE

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



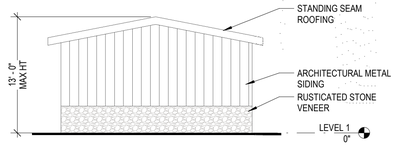
9 BACK ELEVATION - TYP TRASH ENCLOSURE

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



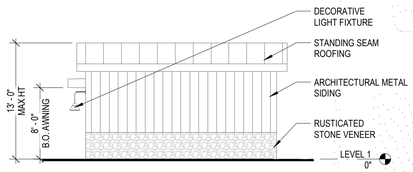
5 SOUTH ELEVATION - WELL HOUSE

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



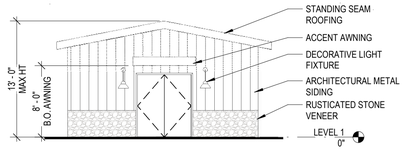
6 WEST ELEVATION - WELL HOUSE

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



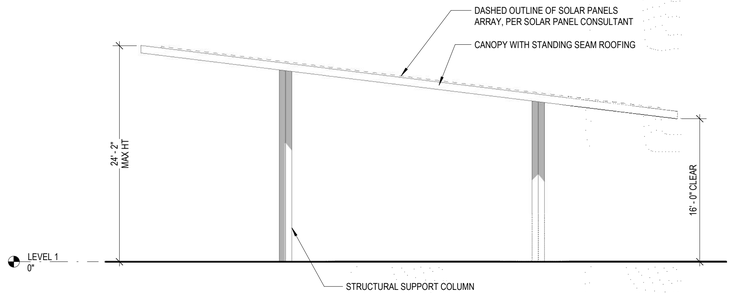
2 NORTH ELEVATION - WELL HOUSE

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



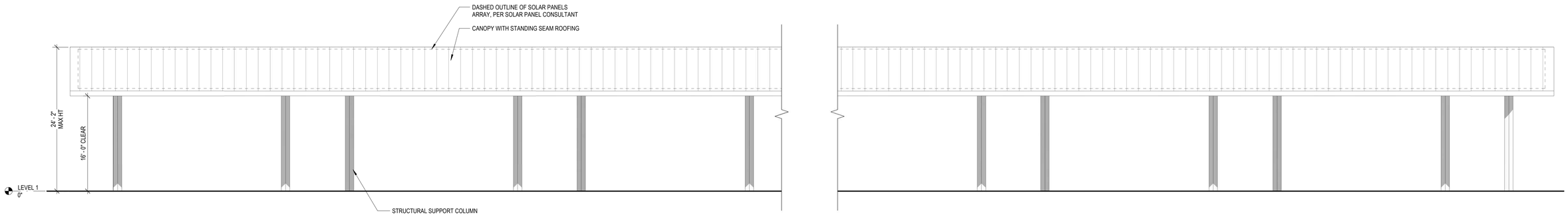
3 EAST ELEVATION - WELL HOUSE

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



4 SIDE ELEVATION - TYP PARKING SOLAR CANOPY

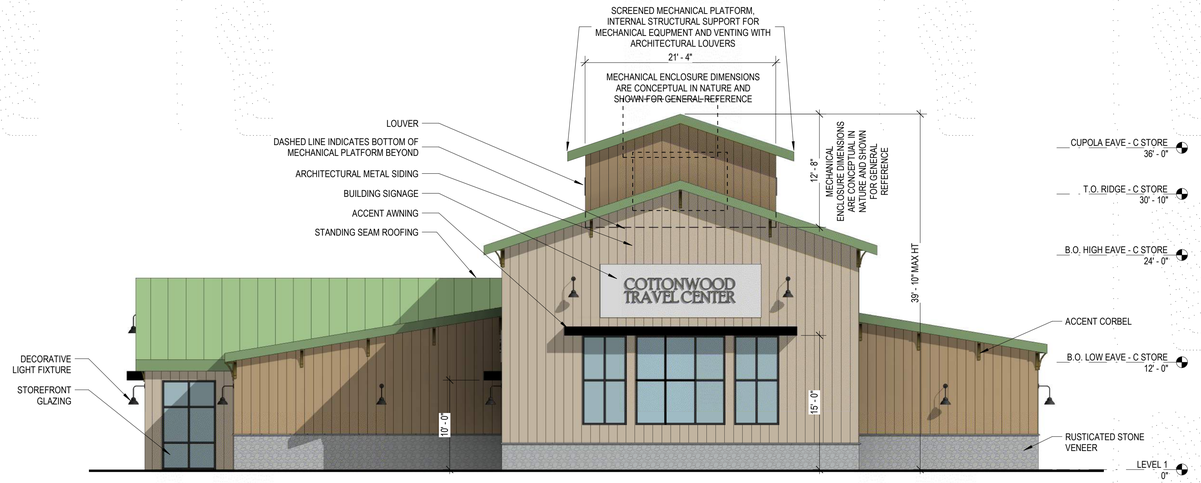
SCALE: 1/8" = 1'-0"



1 FRONT ELEVATION - TYP PARKING SOLAR CANOPY

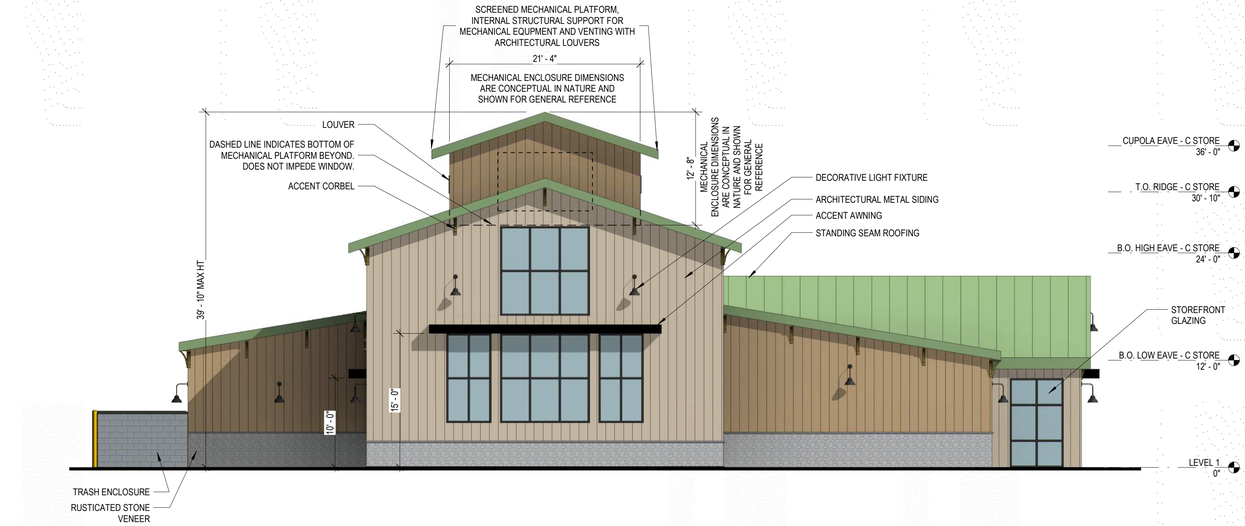
SCALE: 1/8" = 1'-0"

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2 SOUTH RENDERED ELEVATION - C-STORE AND TRAVEL SERVICES

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



1 NORTH RENDERED ELEVATION - C-STORE AND TRAVEL SERVICES

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

FINISH SYMBOL LEGEND


METAL AWNING - BLACK


STANDING SEAM ROOF - SAGE GREEN


METAL SIDING - SIERRA TAN

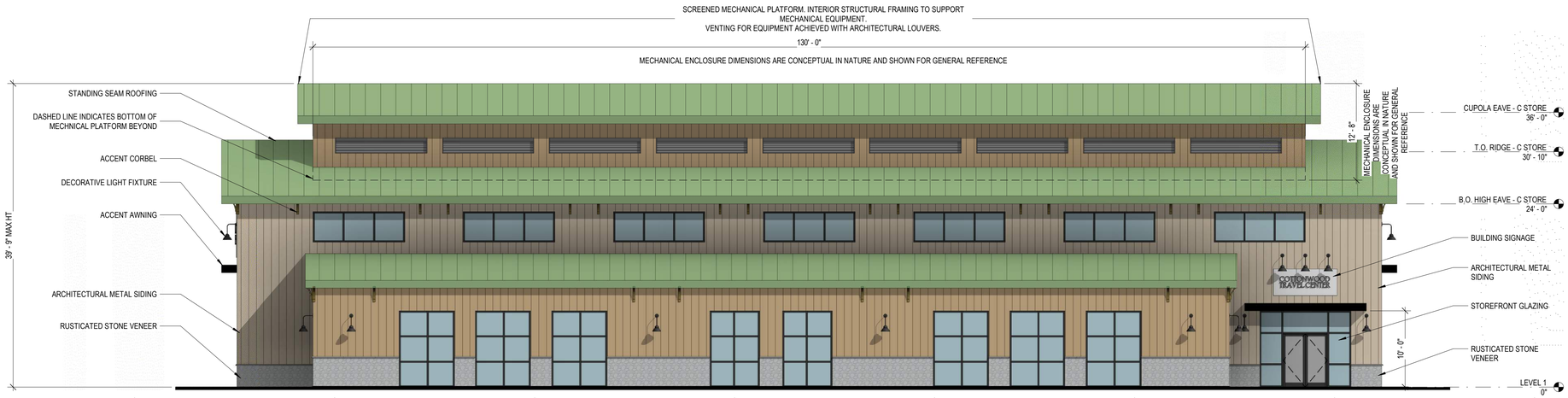

METAL SIDING - BUCKSKIN


RIVER ROCK VENEER


GLAZING AND STOREFRONT - BLACK FRAMES, VISION GLAZING

METAL WATER TANK - SIERRA TAN

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2 EAST RENDERED ELEVATION - C-STORE AND TRAVEL SERVICES

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



1 WEST RENDERED ELEVATION - C-STORE AND TRAVEL SERVICES

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

FINISH SYMBOL LEGEND



METAL AWNING - BLACK



STANDING SEAM ROOF - SAGE GREEN



METAL SIDING - SIERRA TAN



METAL SIDING - BUCKSKIN



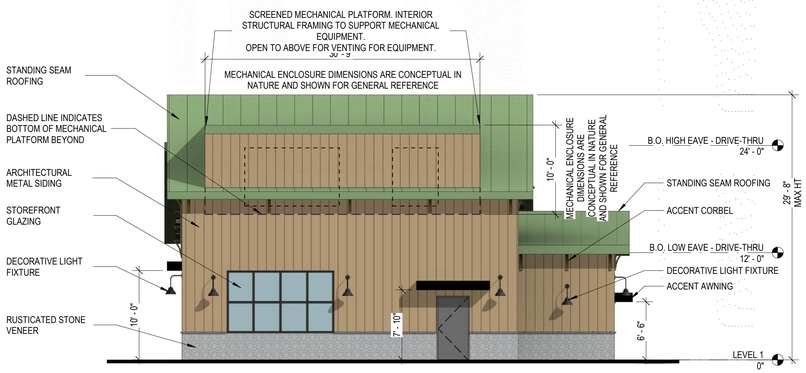
RIVER ROCK VENEER



GLAZING AND STOREFRONT - BLACK FRAMES, VISION GLAZING

METAL WATER TANK - SIERRA TAN

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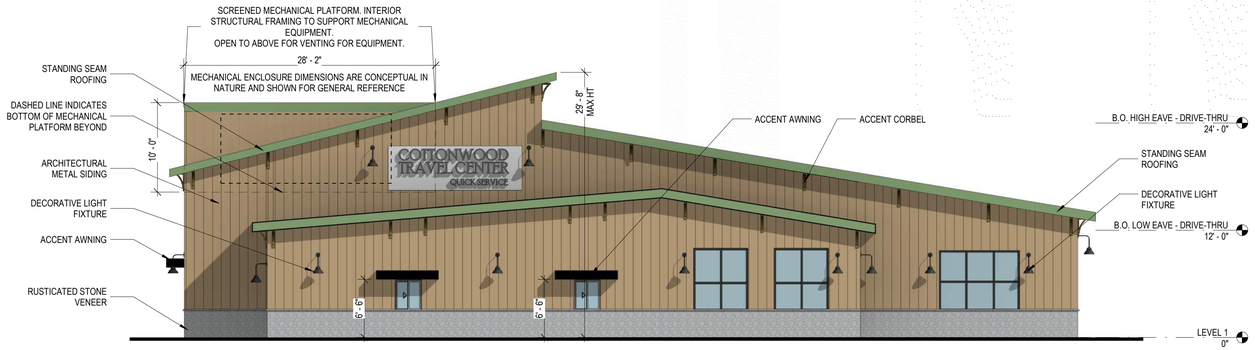
3 EAST RENDERED ELEVATION - DRIVE-THROUGH 01

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



4 WEST RENDERED ELEVATION - DRIVE-THROUGH 01

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



11 NORTH RENDERED ELEVATION - DRIVE-THROUGH 01

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



2 SOUTH RENDERED ELEVATION - DRIVE-THROUGH 01

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

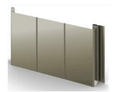
NOTE: ELEVATIONS ARE CONCEPTUAL IN NATURE. BRAND-SPECIFIC ELEMENTS WILL BE INCORPORATED AT BUILDING PERMIT-LEVEL DOCUMENTS.

FINISH SYMBOL LEGEND


METAL AWNING - BLACK


STANDING SEAM ROOF - SAGE GREEN


METAL SIDING - SIERRA TAN


METAL SIDING - BUCKSKIN


RIVER ROCK VENEER


GLAZING AND STOREFRONT - BLACK FRAMES, VISION GLAZING

METAL WATER TANK - SIERRA TAN

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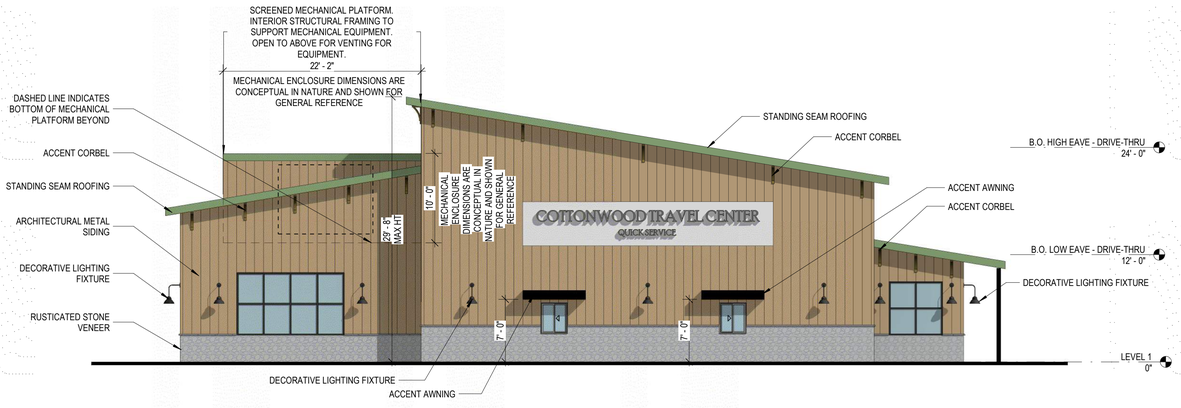
3 EAST RENDERED ELEVATION - DRIVE-THROUGH 02

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



4 WEST RENDERED ELEVATION - DRIVE-THROUGH 02

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



11 NORTH RENDERED ELEVATION - DRIVE-THROUGH 02

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



2 SOUTH RENDERED ELEVATION - DRIVE-THROUGH 02

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

NOTE: ELEVATIONS ARE CONCEPTUAL IN NATURE. BRAND-SPECIFIC ELEMENTS WILL BE INCORPORATED AT BUILDING PERMIT-LEVEL DOCUMENTS.

FINISH SYMBOL LEGEND



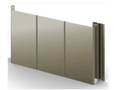
METAL AWNING - BLACK



STANDING SEAM ROOF - SAGE GREEN



METAL SIDING - SIERRA TAN



METAL SIDING - BUCKSKIN



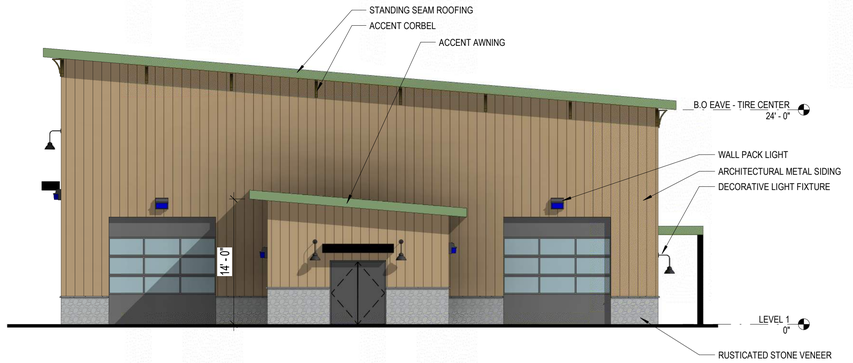
RIVER ROCK VENEER



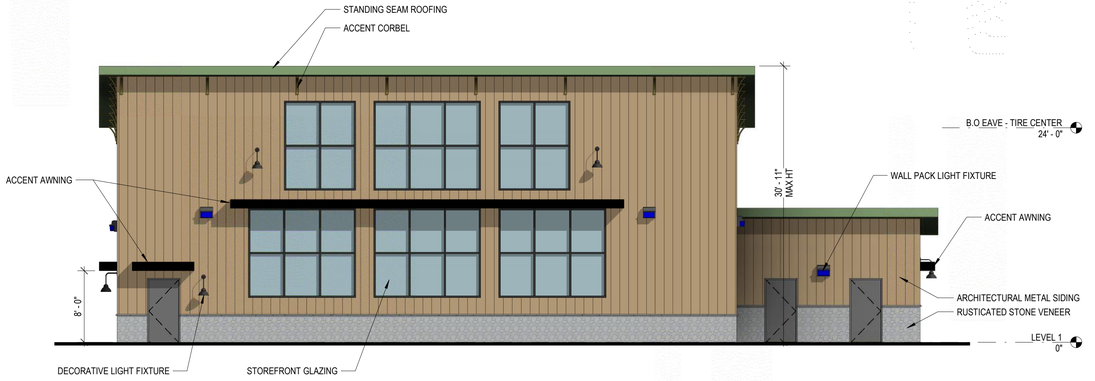
GLAZING AND STOREFRONT - BLACK FRAMES, VISION GLAZING

METAL WATER TANK - SIERRA TAN

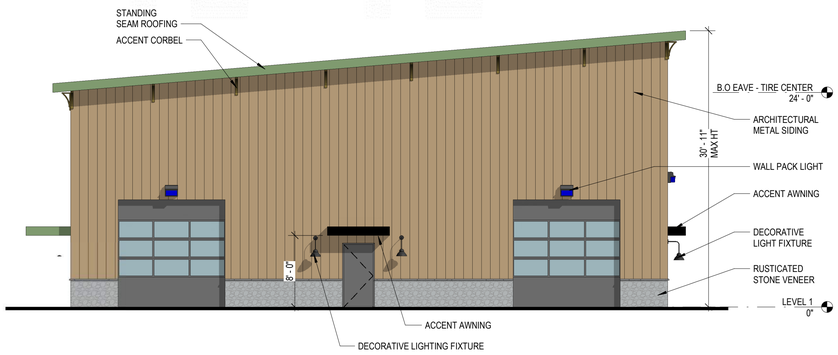
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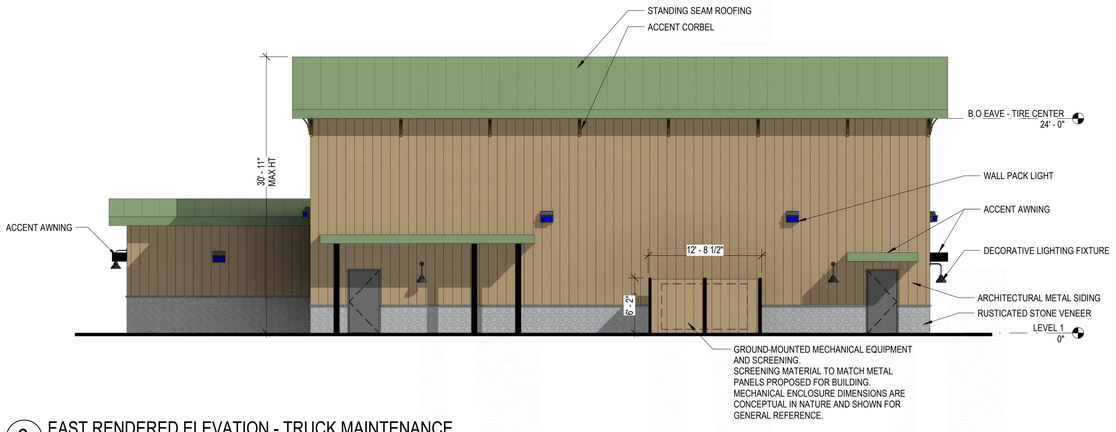
7 SOUTH RENDERED ELEVATION - TRUCK MAINTENANCE
SCALE: 1/8" = 1'-0"



8 WEST RENDERED ELEVATION - TRUCK MAINTENANCE
SCALE: 1/8" = 1'-0"



5 NORTH RENDERED ELEVATION - TRUCK MAINTENANCE
SCALE: 1/8" = 1'-0"



6 EAST RENDERED ELEVATION - TRUCK MAINTENANCE
SCALE: 1/8" = 1'-0"

FINISH SYMBOL LEGEND


METAL AWNING - BLACK


STANDING SEAM ROOF - SAGE GREEN

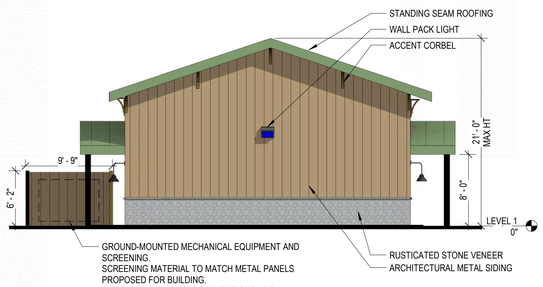

METAL SIDING - SIERRA TAN


METAL SIDING - BUCKSKIN

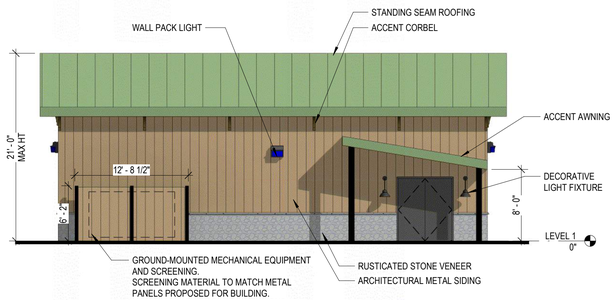

RIVER ROCK VENEER


GLAZING AND STOREFRONT -
BLACK FRAMES, VISION GLAZING

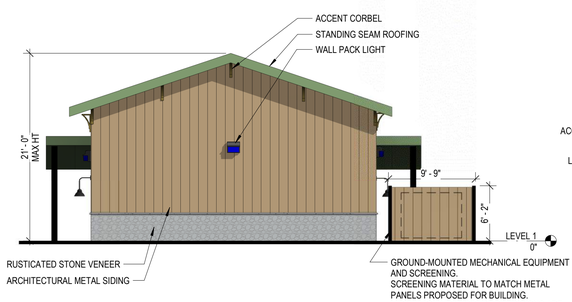
METAL WATER TANK - SIERRA TAN



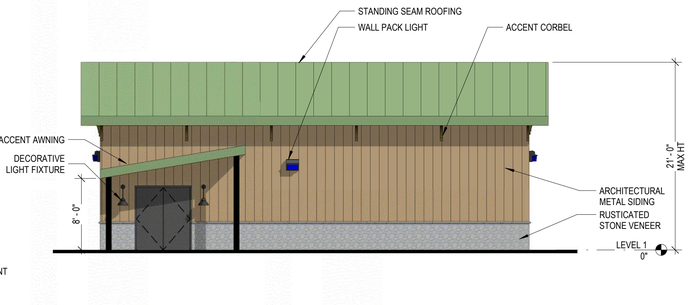
1 NORTH RENDERED ELEVATION - RESTROOM BUILDING
SCALE: 1/8" = 1'-0"



2 EAST RENDERED ELEVATION - RESTROOM BUILDING
SCALE: 1/8" = 1'-0"

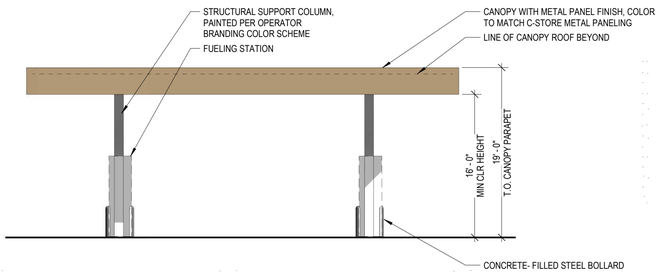


3 SOUTH RENDERED ELEVATION - RESTROOM BUILDING
SCALE: 1/8" = 1'-0"

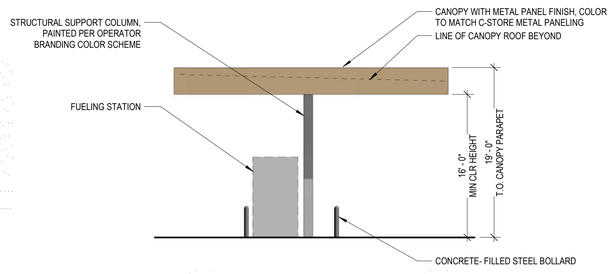


4 WEST RENDERED ELEVATION - RESTROOM BUILDING
SCALE: 1/8" = 1'-0"

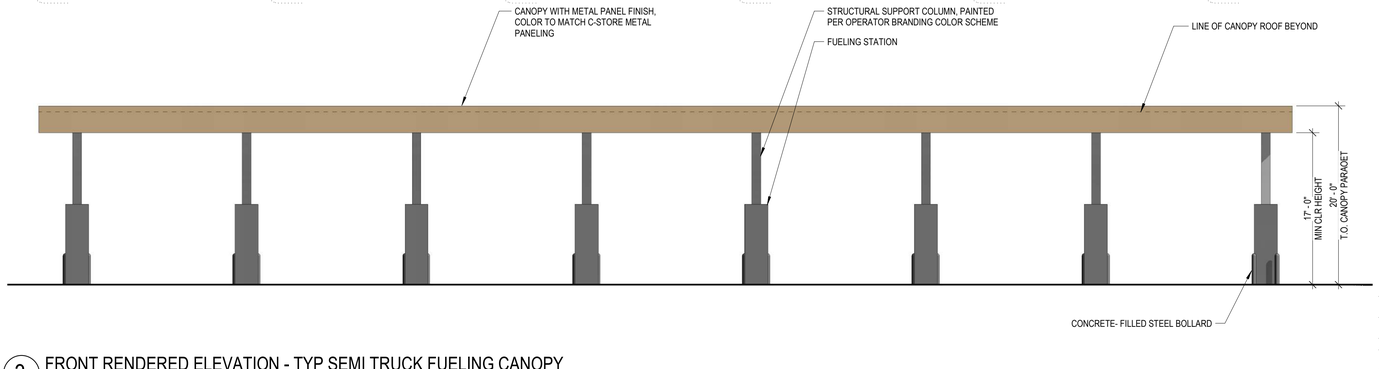
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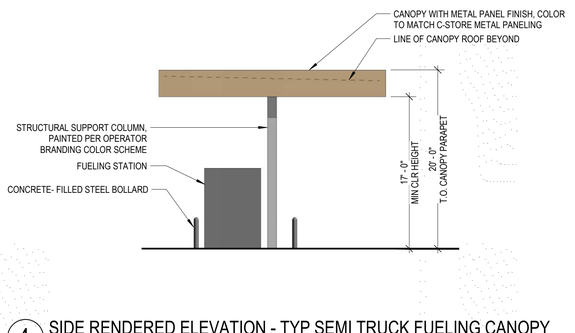
5 FRONT RENDERED ELEVATION - TYP RV FUELING CANOPY
SCALE: 1/8" = 1'-0"



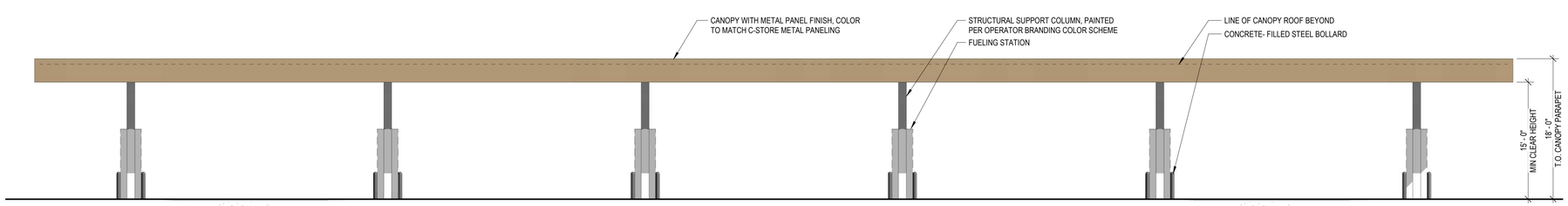
6 SIDE RENDERED ELEVATION - TYP RV FUELING CANOPY
SCALE: 1/8" = 1'-0"



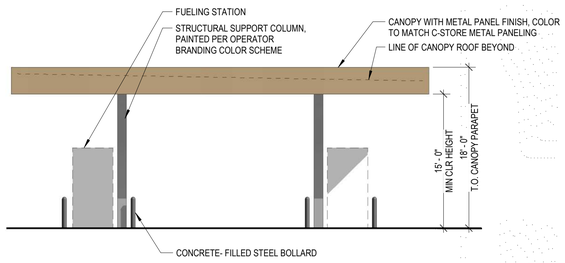
3 FRONT RENDERED ELEVATION - TYP SEMI TRUCK FUELING CANOPY
SCALE: 1/8" = 1'-0"



4 SIDE RENDERED ELEVATION - TYP SEMI TRUCK FUELING CANOPY
SCALE: 1/8" = 1'-0"



1 FRONT RENDERED ELEVATION - TYP AUTOMOBILE FUELING CANOPY
SCALE: 1/8" = 1'-0"



2 SIDE RENDERED ELEVATION - TYP AUTOMOBILE FUELING CANOPY
SCALE: 1/8" = 1'-0"

FINISH SYMBOL LEGEND


METAL AWNING - BLACK


STANDING SEAM ROOF - SAGE GREEN


METAL SIDING - SIERRA TAN


METAL SIDING - BUCKSKIN


RIVER ROCK VENEER


GLAZING AND STOREFRONT - BLACK FRAMES, VISION GLAZING

METAL WATER TANK - SIERRA TAN

Galloway

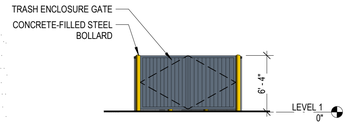
ATTACHMENT D

COTTONWOOD INVESTMENT GROUP

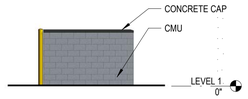
FUELING CANOPY ELEVATIONS

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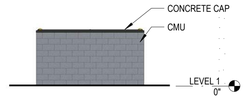
03/01/2024



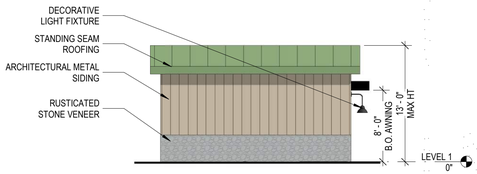
7 FRONT ELEVATION - TYP TRASH ENCLOSURE (COLOR)
SCALE: 1/8" = 1'-0"



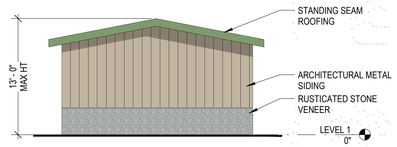
8 SIDE ELEVATION -TYP TRASH ENCLOSURE (COLOR)
SCALE: 1/8" = 1'-0"



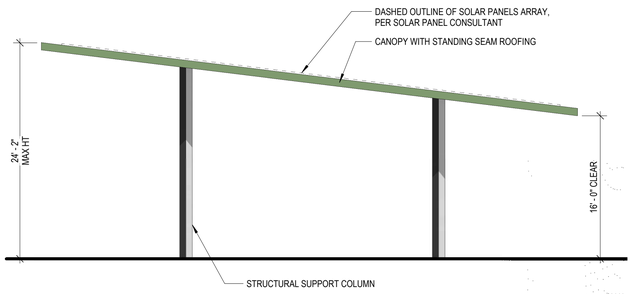
9 BACK ELEVATION - TYP TRASH ENCLOSURE (COLOR)
SCALE: 1/8" = 1'-0"



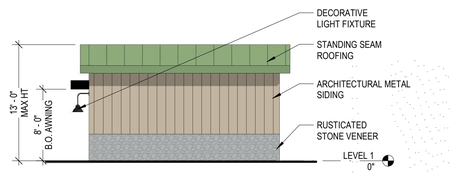
5 SOUTH ELEVATION - WELL HOUSE (COLOR)
SCALE: 1/8" = 1'-0"



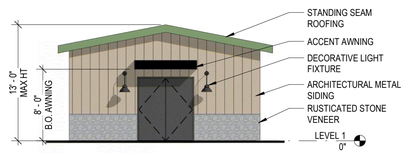
6 WEST ELEVATION - WELL HOUSE (COLOR)
SCALE: 1/8" = 1'-0"



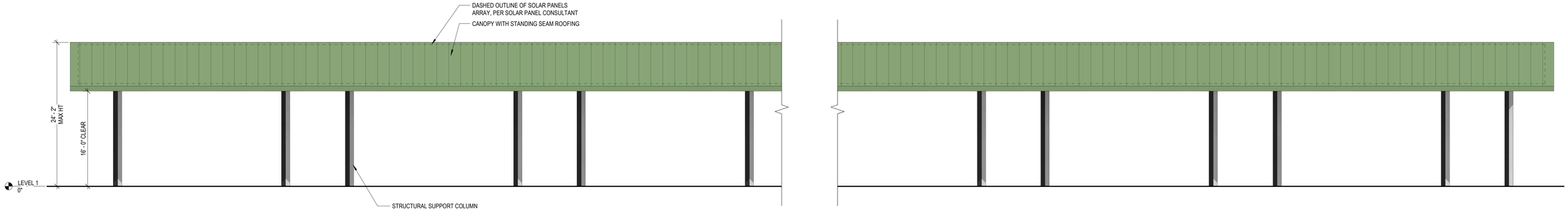
4 SIDE RENDERED ELEVATION - TYP PARKING SOLAR CANOPY
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION - WELL HOUSE (COLOR)
SCALE: 1/8" = 1'-0"



3 EAST ELEVATION - WELL HOUSE (COLOR)
SCALE: 1/8" = 1'-0"



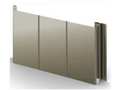
1 FRONT RENDERED ELEVATION - TYP PARKING SOLAR CANOPY
SCALE: 1/8" = 1'-0"

FINISH SYMBOL LEGEND


METAL AWNING - BLACK


STANDING SEAM ROOF - SAGE GREEN


METAL SIDING - SIERRA TAN

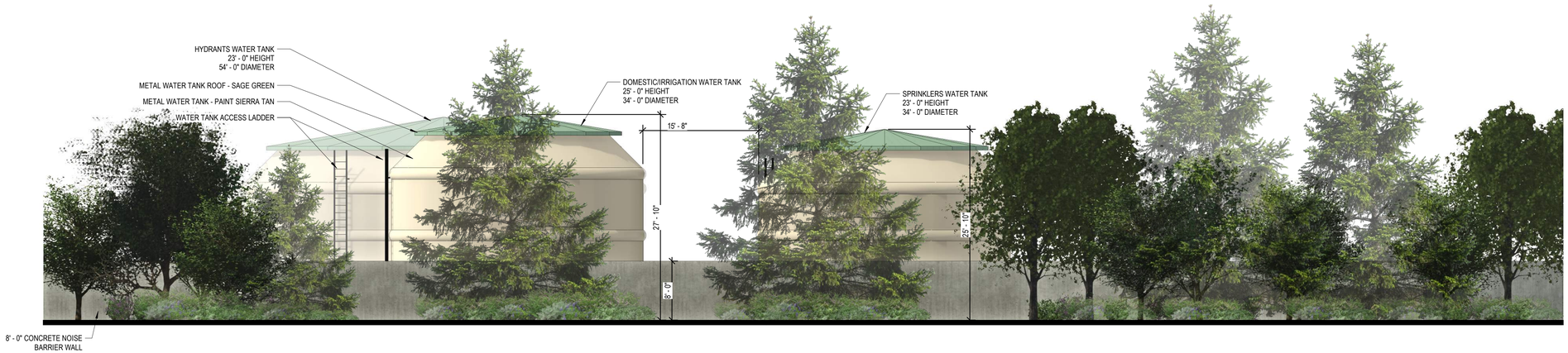

METAL SIDING - BUCKSKIN


RIVER ROCK VENEER


GLAZING AND STOREFRONT - BLACK FRAMES, VISION GLAZING

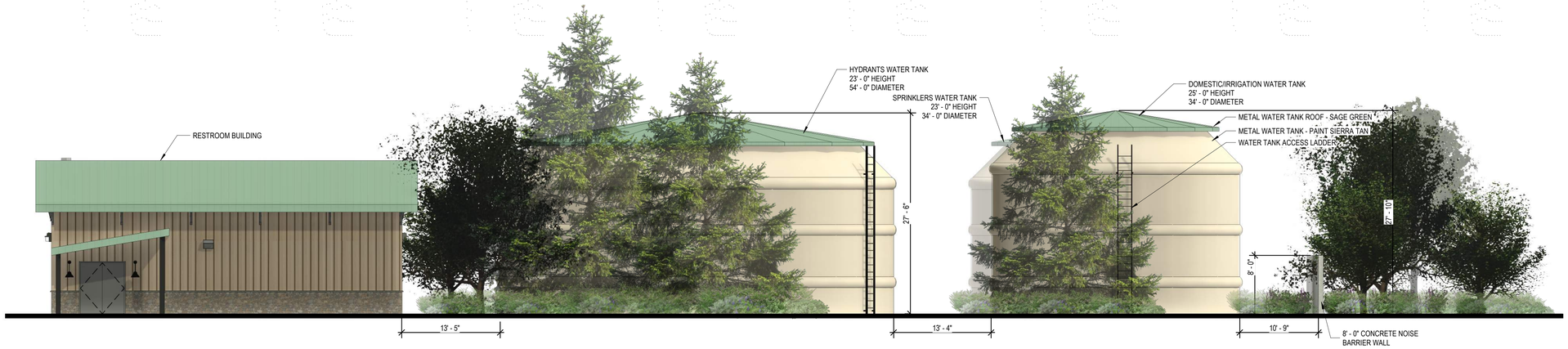
METAL WATER TANK - SIERRA TAN

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2 SOUTH ELEVATION - WATER TANKS

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



1 WEST ELEVATION - WATER TANKS

FINISH SYMBOL LEGEND

- METAL AWNING - BLACK
- STANDING SEAM ROOF - SAGE GREEN
- METAL SIDING - SIERRA TAN
- METAL SIDING - BUCKSKIN
- RIVER ROCK VENEER
- GLAZING AND STOREFRONT - BLACK FRAMES, VISION GLAZING
- METAL WATER TANK - SIERRA TAN

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ATTACHMENT D

COTTONWOOD INVESTMENT GROUP

WATER TANK ELEVATIONS

03/01/2024

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SIGN LOCATION PLAN

ATTACHMENT E

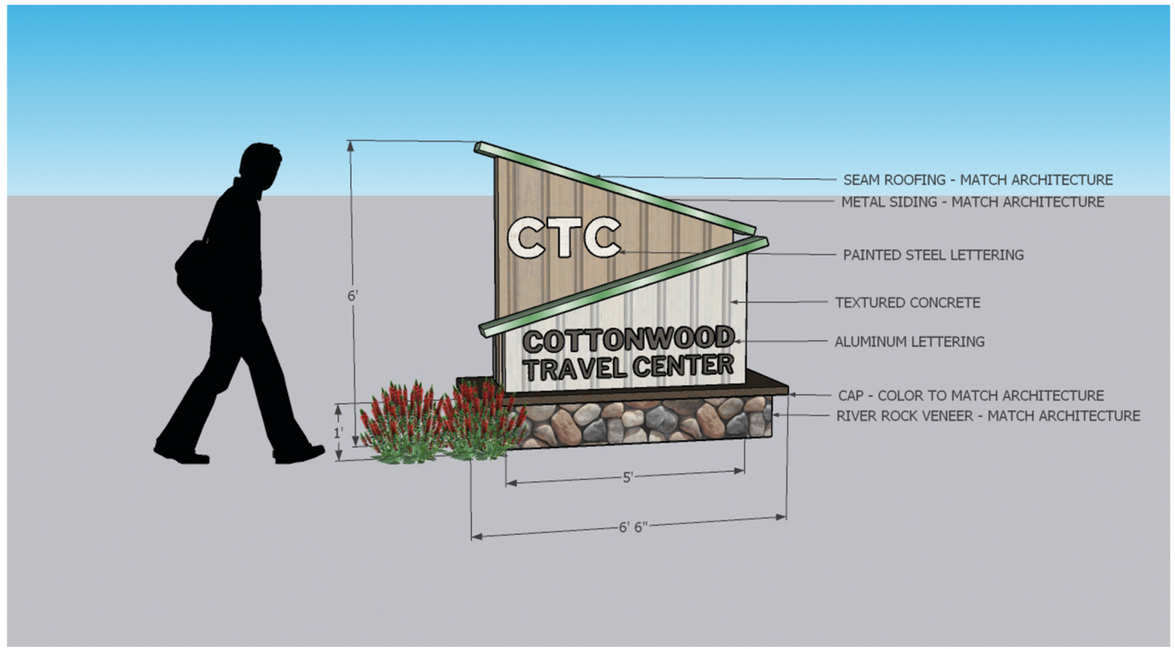
COTTONWOOD INVESTMENT GROUP, LLC. - COTTONWOOD TRAVEL CENTER

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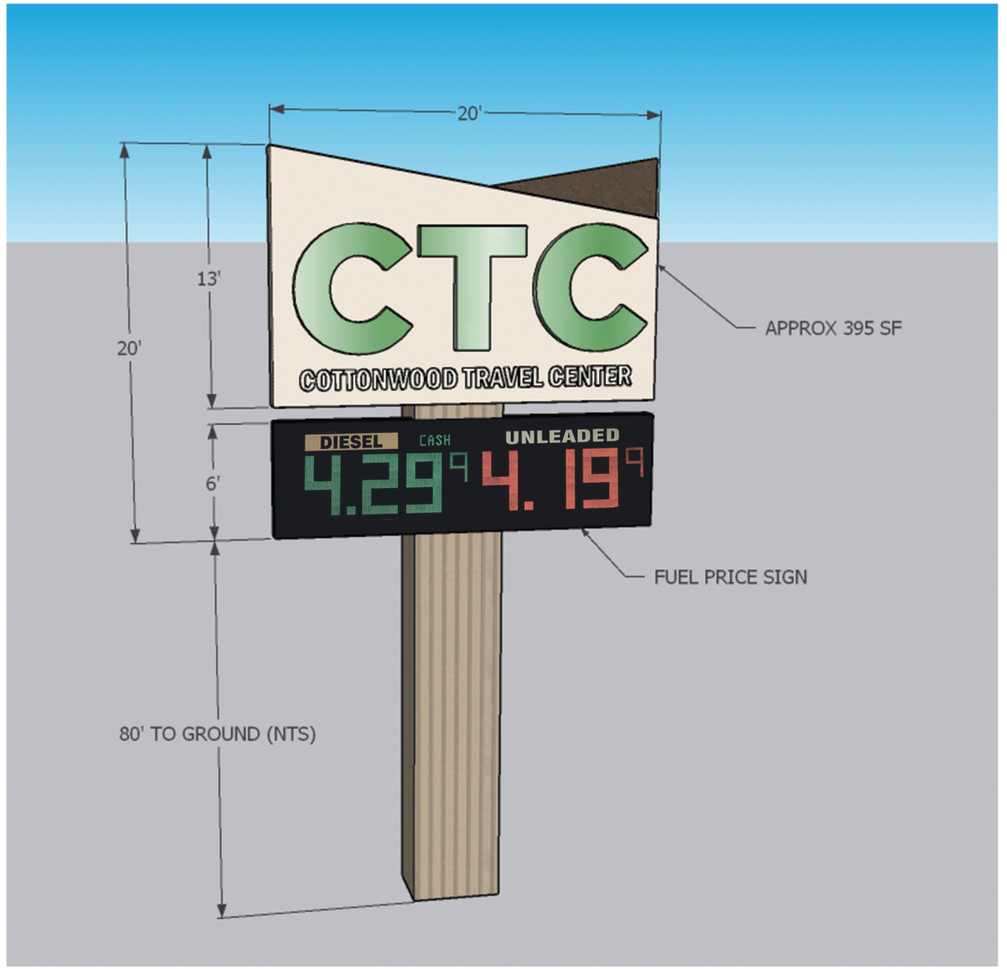
JULY 2024



SIGN CONCEPT 1



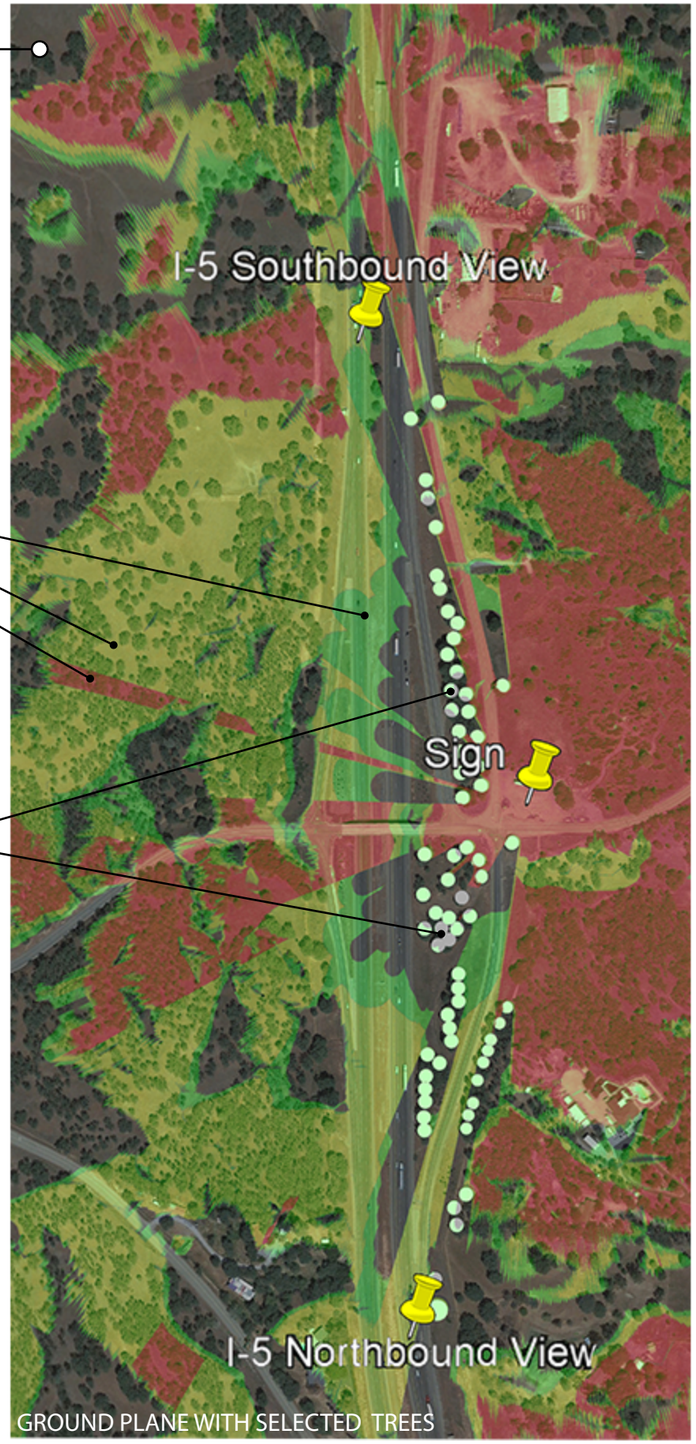
SIGN CONCEPT 2



POLE SIGN

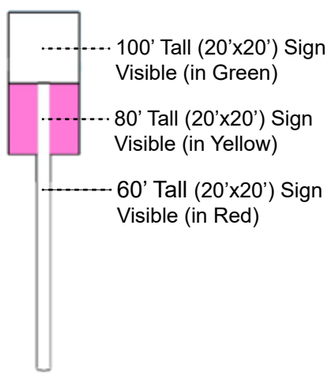
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NOTE: THIS EXHIBIT DOES NOT ACCOUNT FOR THE IMPACT & SCREENING CAUSED BY ALL VEGETATION AND STRUCTURES. IT DEPICTS THE EXPECTED VISIBILITY OF A 20'X20' SIGN AT THE ELEVATION INDICATED. THE VEGETATION (LOCATION AND SIZE) ARE ESTIMATED BASED ON PUBLICLY AVAILABLE INFORMATION. FOR THIS EXHIBIT TREES ARE ASSUMED TO BE SOLID OBJECTS WITH NO VISUAL POROSITY.



100' Sign (in Green)
80' Sign (in Yellow)
60' Sign (in Red)

Tree Location



100' Tall (20'x20') Sign Visible (in Green)

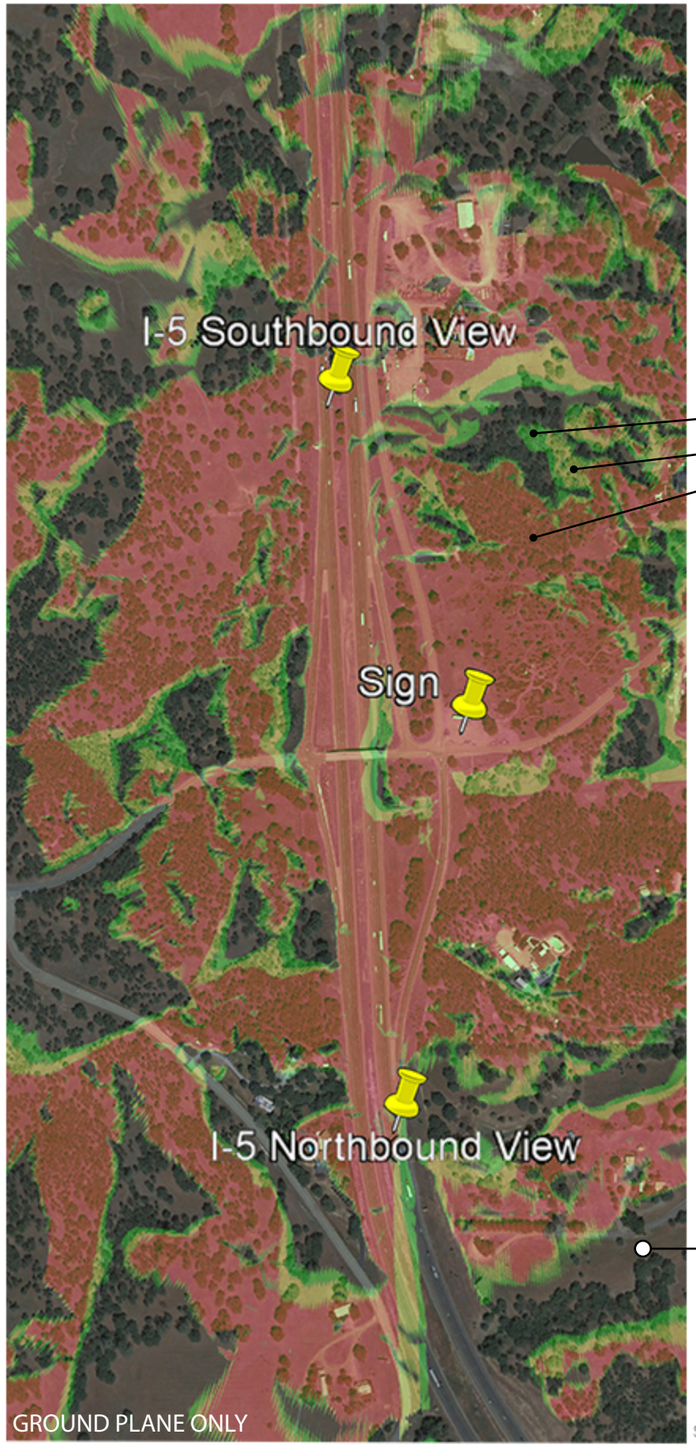
80' Tall (20'x20') Sign Visible (in Yellow)

60' Tall (20'x20') Sign Visible (in Red)

GROUND PLANE WITH SELECTED TREES

N

SCALE: NTS



100' Sign (in Green)
80' Sign (in Yellow)
60' Sign (in Red)

GROUND PLANE ONLY

N

SCALE: NTS

NOTE: THIS EXHIBIT DOES NOT ACCOUNT FOR THE IMPACT & SCREENING CAUSED BY VEGETATION AND STRUCTURES. IT DEPICTS THE EXPECTED VISIBILITY OF A 20'X20' SIGN AT THE ELEVATION INDICATED.

ATTACHMENT E

Galloway

COTTONWOOD TRAVEL CENTER

Cottonwood Investment Group, LLC

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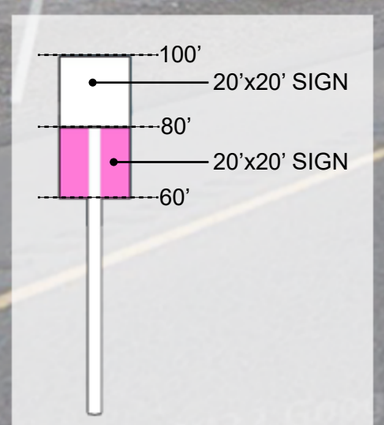
SIGN VIEWSHED

1.19.2023

NOTE: The information presented in this exhibit is based on publicly available topographic and visual information. While Galloway cannot verify the accuracy of the information presented on this exhibit, Galloway has made a good faith effort to accurately depict existing and proposed conditions.

View Map







COTTONWOOD TRAVEL CENTER

SIGN VIEW I-5 NORTH

Cottonwood Investment Group, LLC

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1.19.2023

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ATTACHMENT E

View Map



ATTACHMENT E

Galloway

COTTONWOOD TRAVEL CENTER

SIGN VIEW I-5 SOUTH

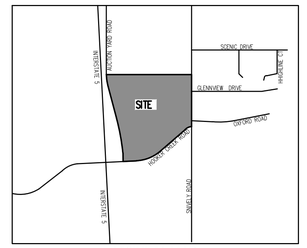
Cottonwood Investment Group, LLC

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1.19.2023

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COTTONWOOD TRAVEL CENTER
TEHAMA COUNTY, CA



VICINITY MAP
NOT TO SCALE

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DIAZ ASSOCIATES
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REDDING, CA 96002
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ATTN: DAVE FOSTER
EMAIL: DAVEFOSTER@GALLOWAYUS.COM

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GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 707-8884
ATTN: CHRISTIAN ARNDT
EMAIL: CHRISTIANARNDT@GALLOWAYUS.COM

LANDSCAPE CHECKLIST

- LANDSCAPE PLAN
- IRRIGATION PLAN
- LIGHTING/PHOTOMETRIC PLAN
- GRADING PLAN
- SOIL MANAGEMENT REPORT (L2.2)
- WATER EFFICIENT LANDSCAPE WORKSHEET

LANDSCAPE INDEX

L1.0	LANDSCAPE OVERALL
L1.1–L1.3	LANDSCAPE PLANS
L2.0	PLANT SCHEDULE & IMAGES
L2.1	LANDSCAPE DETAILS
L2.2	LANDSCAPE NOTES

MATERIALS LEGEND

SYMBOL	DESCRIPTION	QUANTITY	IRRIGATION
	ENGINEERED ALL WEATHER ACCESS ROAD (NOT INCLUDED IN LANDSCAPE CALC'S)	PER CIVIL PLANS	NONE
	LOW-GROW NATIVE SEED	193,421 SF	ROTOR/ SPRAY
	RIPARIAN NATIVE SEED	69,199 SF	NONE
	2"–4": ROCK COBBLE LANDSCAPE MULCH	146,833 SF	DRIP
	4"–6" ROCK COBBLE LANDSCAPE MULCH	65,126 SF	NONE
	DECOMPOSED GRANITE: TAN; 3" DEPTH	2,025 SF	NONE
	LANDSCAPE BOULDERS 3'–6' DIA.	69 EA	NONE

LANDSCAPE QUANTITIES

IRRIGATED LANDSCAPE	–	192,998 SF
NON-IRRIGATED LANDSCAPE	–	226,107 SF
TOTAL LANDSCAPE AREA	–	419,105 SF

WATER EFFICENT LANDSCAPE STATEMENT

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENT PACKAGE.

PETER DREYFUSS

SCALE: 1" = 60'-0"

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Fresno, CA 93730
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GallowayUS.com

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NOT FOR CONSTRUCTION

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COTTONWOOD INVESTMENT GROUP
COTTONWOOD TRAVEL CENTER

NWC I-5 & HOOKER CREEK ROAD
TEHAMA COUNTY, CA

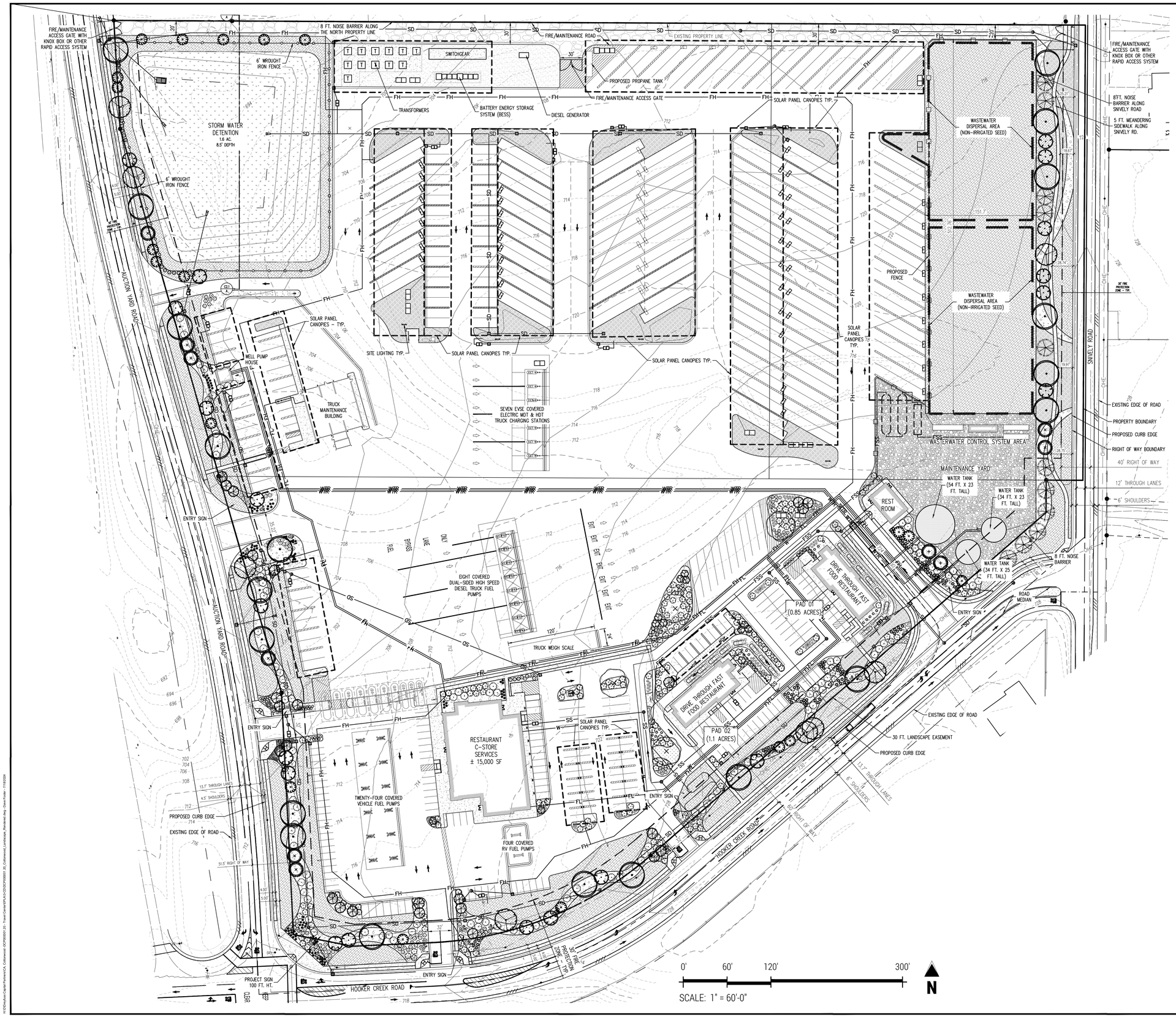
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2	04/26/24	ENTITLEMENT SET	DEF
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Checked By:	JAR
Date:	06/10/2024

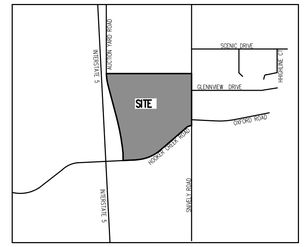
LANDSCAPE OVERALL

L1.0
Sheet 1 of 7

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COTTONWOOD TRAVEL CENTER
TEHAMA COUNTY, CA



VICINITY MAP
NOT TO SCALE

LAND OWNER/ DEVELOPER/APPLICANT

COTTONWOOD INVESTMENT GROUP, LLC
2934 FORD STREET
OAKLAND, CA 94601
TEL: (415) 244-6427
ATTN: PETER DREYFUSS
EMAIL: PADREYFUSS@ATT.NET

PROJECT MANAGER

DIAZ ASSOCIATES
4277 PASATIEMPO CT.
REDDING, CA 96002
TEL: (530) 949-9810
ATTN: EHNARD DIAZ
EMAIL: EDIAZ@DIAZPLANNING.COM

CIVIL ENGINEER

GALLOWAY & COMPANY, INC.
575 E. LOCUST AVE.
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EMAIL: TERRAMORTENSEN@GALLOWAYUS.COM

LANDSCAPE ARCHITECT

GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
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TEL: (303) 707-8884
ATTN: DAVE FOSTER
EMAIL: DAVEFOSTER@GALLOWAYUS.COM

ARCHITECT

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GREENWOOD VILLAGE, CO 80111
TEL: (303) 707-8884
ATTN: CHRISTIAN ARNDT
EMAIL: CHRISTIANARNDT@GALLOWAYUS.COM

LANDSCAPE CHECKLIST

- LANDSCAPE PLAN
- IRRIGATION PLAN
- LIGHTING/PHOTOMETRIC PLAN
- GRADING PLAN
- SOIL MANAGEMENT REPORT (L2.2)
- WATER EFFICIENT LANDSCAPE WORKSHEET

LANDSCAPE INDEX

L1.0	LANDSCAPE OVERALL
L1.1–L1.3	LANDSCAPE PLANS
L2.0	PLANT SCHEDULE & IMAGES
L2.1	LANDSCAPE DETAILS
L2.2	LANDSCAPE NOTES

MATERIALS LEGEND

SYMBOL	DESCRIPTION	QUANTITY	IRRIGATION
	ENGINEERED ALL WEATHER ACCESS ROAD (NOT INCLUDED IN LANDSCAPE CALC'S)	PER CIVIL PLANS	NONE
	LOW-GROW NATIVE SEED	193,421 SF	ROTOR/ SPRAY
	RIPARIAN NATIVE SEED	69,199 SF	NONE
	2"–4": ROCK COBBLE LANDSCAPE MULCH	146,833 SF	DRIP
	4"–6" ROCK COBBLE LANDSCAPE MULCH	65,126 SF	NONE
	DECOMPOSED GRANITE: TAN; 3" DEPTH	2,025 SF	NONE
	LANDSCAPE BOULDERS 3'–6' DIA.	69 EA	NONE

LANDSCAPE QUANTITIES

IRRIGATED LANDSCAPE	–	192,998 SF
NON-IRRIGATED LANDSCAPE	–	226,107 SF
TOTAL LANDSCAPE AREA	–	419,105 SF

WATER EFFICENT LANDSCAPE STATEMENT

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENT PACKAGE.

PETER DREYFUSS

Galloway
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Fresno, CA 93730
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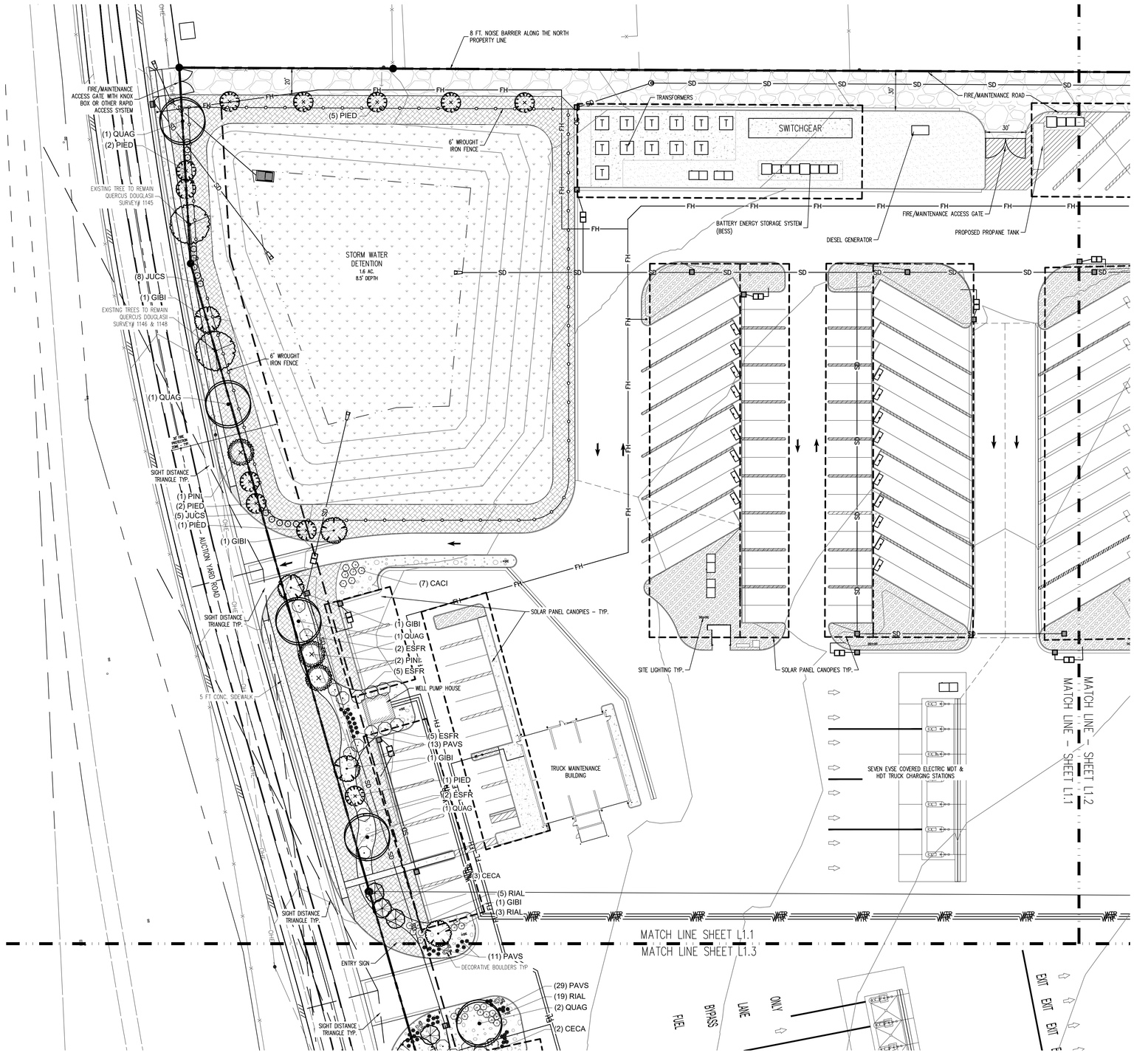
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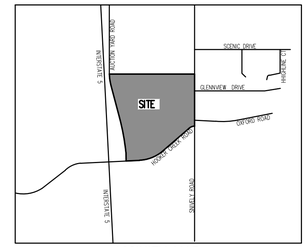
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LANDSCAPE OVERALL

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Sheet 1 of 7

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VICINITY MAP
NOT TO SCALE

PLANT LEGEND

DECIDUOUS TREES	CODE	COMMON NAME
	GIBI	AUTUMN GOLD GINKGO
	PLRA	CALIFORNIA SYCAMORE
EVERGREEN TREES	**CODE**	**COMMON NAME**
	PIED	PINYON PINE
	PINI	AUSTRIAN PINE
	QUAG	COAST LIVE OAK
	SESE	COAST REDWOOD
ORNAMENTAL TREES	**CODE**	**COMMON NAME**
	CECA	EASTERN REDBUD
	CORP	ROYAL PURPLE SMOKE TREE
SHRUBS	**CODE**	**COMMON NAME**
	CACI	LEMON BOTTLEBRUSH SHRUB
	ESFR	PINK PRINCESS ESCALLONIA
	PEAF	HIMALAYAN BORDER JEWEL FLEECEFLOWER
	RIAL	ALPINE CURRANT
UPRIGHT JUNIPERS	**CODE**	**COMMON NAME**
	JUCS	SPARTAN JUNIPER
EVERGREEN SHRUBS	**CODE**	**COMMON NAME**
	ABGR	RADIANCE GLOSSY ABELIA
	AGAF	AFRICAN LILY
	BEPI	CALIFORNIA BARBERRY
	CODI	SPREADING COTONEASTER
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	BOGB	BLONDE AMBITION BLUE GRAMA
	PAVS	SHENANDOAH SWITCH GRASS
	PEOK	KARLEY ROSE FOUNTAIN GRASS
PERENNIALS	**CODE**	**COMMON NAME**
	SASY	MAY NIGHT SALVIA
MULCH	**CODE**	**COMMON NAME**
	RMULCH	2"-4" ROCK COBBLE MULCH
	RMULCH2	6"-8" ROCK COBBLE MULCH
	CFINES	DECOMPOSED GRANITE
SOD/SEED	**CODE**	**COMMON NAME**
	SEED1	LOW GROW NATIVE SEED
	SEED4	RIPARIAN/DETENTION NATIVE SEED
		LANDSCAPE BOULDERS 3'-6' DIA.

CAUTION - NOTICE TO CONTRACTOR

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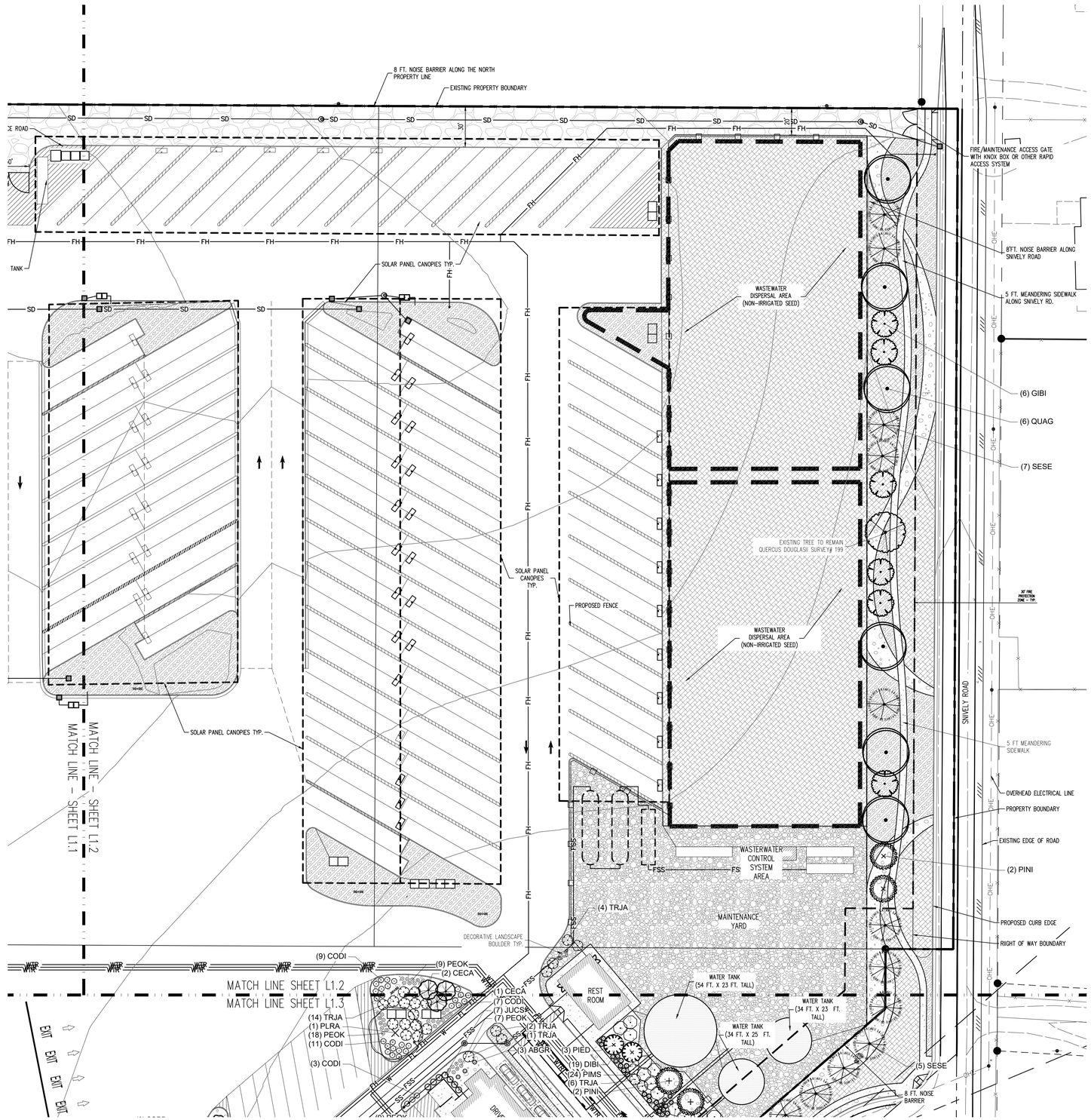
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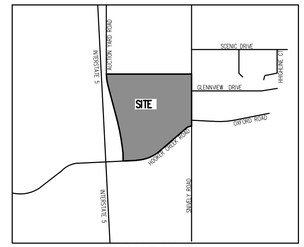
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LANDSCAPE PLAN

L1.1
Sheet 2 of 7

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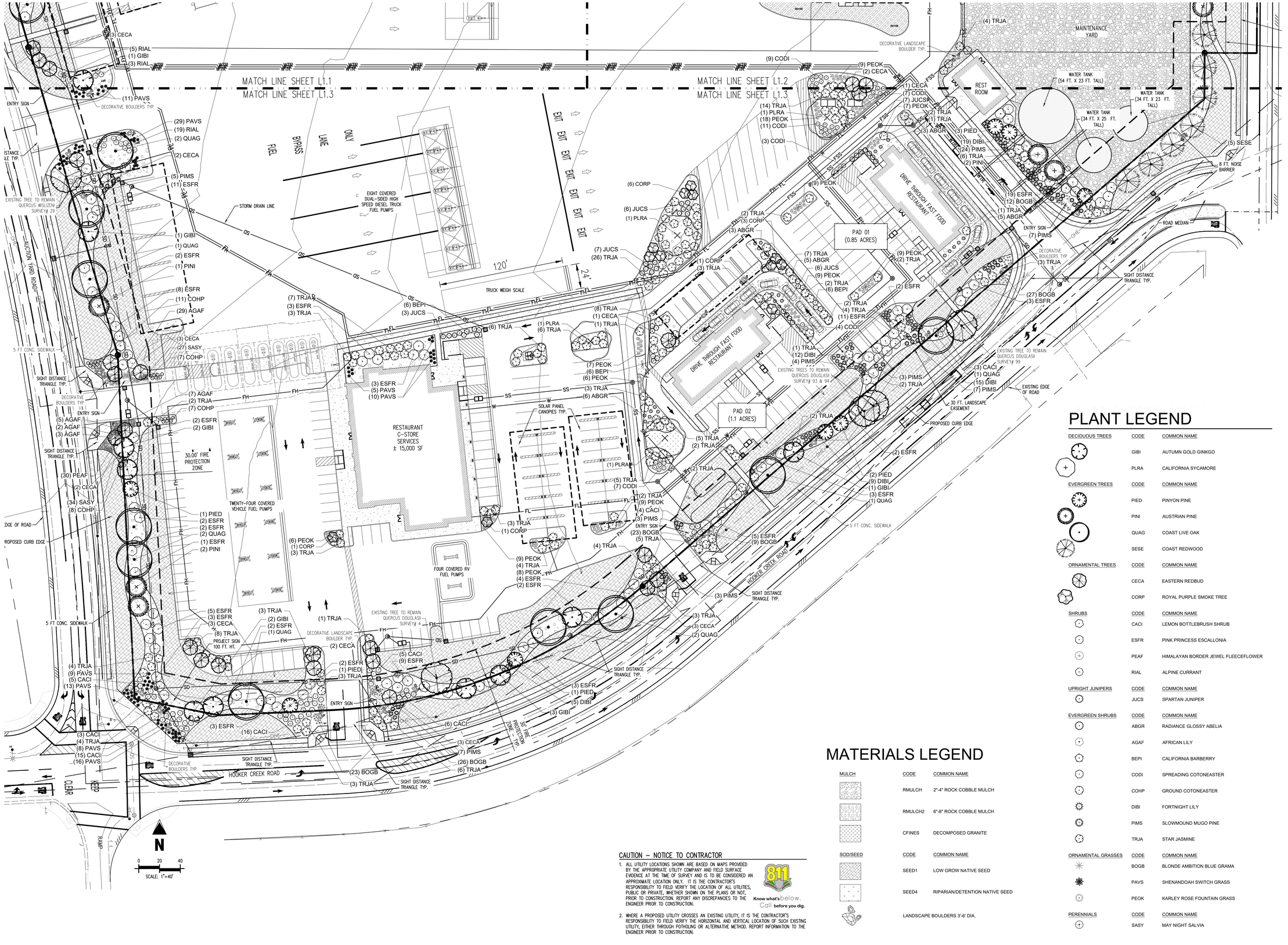
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LANDSCAPE PLAN

L1.2
Sheet 3 of 7

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LANDSCAPE PLAN

L1.3
Sheet 4 of 7

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Autumn Gold Ginkgo



California Sycamore



Pinyon Pine



Austrian Pine



Coast Live Oak



Coast Redwood Aptos Blue



Western Redbud



Royal Purple Smoke Tree



Radiance Abelia



California Barberry

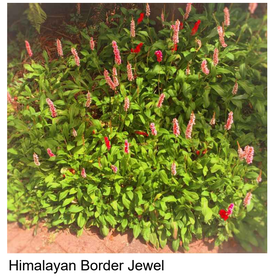


Fall Color

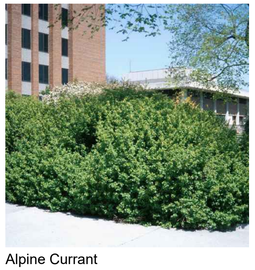
Lemon Bottlebrush



Pink Princess Escallonia



Himalayan Border Jewel



Alpine Currant



Spartan Juniper



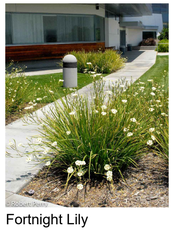
African Lily



Spreding Cotoneaster



Ground Cotoneaster



Fortnight Lily



Slowmound Mugo Pine



Star Jasmine



Blond Ambition Blue Grama



Shenandoah Switchgrass



Karley Rose Fountain Grass



May Night Salvia

PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT.	CAL / SIZE	HT. X SPD.	WATER USE	LIGHT REQ.
DECIDUOUS TREES									
	GIBI	20	AUTUMN GOLD GINKGO	GINKGO BILOBA 'AUTUMN GOLD' TM	BOX	24" BOX	50'X20'	MODERATE	SUN
	PLRA	4	CALIFORNIA SYCAMORE	PLATANUS RACEMOSA	BOX	36" BOX	50'X40'	MODERATE	SUN
EVERGREEN TREES									
	PIED	19	PINYON PINE	PINUS EDULIS	B&B	6` HT	25'X15'	LOW	SUN
	PINI	10	AUSTRIAN PINE	PINUS NIGRA	B&B	6` HT	50'X20'	LOW	SUN/PART SHADE
	QUAG	20	COAST LIVE OAK	QUERCUS AGRIFOLIA	BOX	36" BOX	45'X35'	LOW	ANY
	SESE	12	COAST REDWOOD	SEQUOIA SEMPERVIRENS `APTOS BLUE`	BOX	36" BOX	80'X25'	LOW	SUN
ORNAMENTAL TREES									
	CECA	25	EASTERN REDBUD	CERCIS CANADENSIS	B&B	1.5" CAL	20'X15'	MODERATE	SUN/PART SHADE
	CORP	12	ROYAL PURPLE SMOKE TREE	COTINUS COGGYGRIA 'ROYAL PURPLE'	BOX	15 GAL	15'X10'	LOW	SUN

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT.	HT. X SPD.	WATER USE	LIGHT REQ.
SHRUBS								
	CACI	64	LEMON BOTTLEBRUSH SHRUB	CALLISTEMON CITRINUS	#5 CONT.	10`X5`	LOW	SUN
	ESFR	126	PINK PRINCESS ESCALLONIA	ESCALLONIA X EXONIENSIS `FRADESII`	#5 CONT.	10`X10`	LOW	SUN/PART SHADE
	PEAF	30	HIMALAYAN BORDER JEWEL FLEECEFLOWER	PERSICARIA AFFINIS `BORDER JEWEL`	#1 CONT.	1.5`X2`	LOW	SUN/PART SHADE
	RIAL	27	ALPINE CURRANT	RIBES ALPINUM	#5 CONT.	5`X5`	LOW	SUN/PART SHADE
UPRIGHT JUNIPERS								
	JUCS	43	SPARTAN JUNIPER	JUNIPERUS CHINENSIS 'SPARTAN'	#5 CONT.	15`X5`	VERY LOW	SUN
EVERGREEN SHRUBS								
	ABGR	22	RADIANCE GLOSSY ABELIA	ABELIA X GRANDIFLORA 'RADIANCE'	#5 CONT.	2`X3`	LOW	SUN/PART SHADE
	AGAF	46	AFRICAN LILY	AGAPANTHUS AFRICANUS	#1 CONT.	2`X2`	LOW	PART SUN
	BEPI	18	CALIFORNIA BARBERRY	BERBERIS PINNATA	#5 CONT.	5`X5`	LOW	SUN/SHADE
	CODI	41	SPREADING COTONEASTER	COTONEASTER DIVARICATUS	#5 CONT.	6`X4`	VERY LOW	SUN/PART SHADE
	COHP	33	GROUND COTONEASTER	COTONEASTER HORIZONTALIS PERPUSILLUS	#5 CONT.	1`X3`	MODERATE	SUN/PART SHADE
	DIBI	60	FORTNIGHT LILY	DIETES BICOLOR	#5 CONT.	4`X4`	MODERATE	SUN/PART SHADE
	PIMS	63	SLOWMOUND MUGO PINE	PINUS MUGO 'SLOWMOUND'	#5 CONT.	3`X4`	LOW	SUN
	TRJA	190	STAR JASMINE	TRACHELOSPERMUM JASMINOIDES	#1 CONT.	2`X8`	LOW	SUN/PART SHADE
ORNAMENTAL GRASSES								
	BOGB	120	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'	#1 CONT.	2'X2'	LOW	SUN/PART SHADE
	PAVS	114	SHENANDOAH SWITCH GRASS	PANICUM VIRGATUM 'SHENANDOAH'	#1 CONT.	4`X3`	LOW	SUN
	PEOK	106	KARLEY ROSE FOUNTAIN GRASS	PENNISETUM ORIENTALE 'KARLEY ROSE'	#1 CONT.	3`X3`	LOW	SUN
PERENNIALS								
	SASY	61	MAY NIGHT SALVIA	SALVIA X SYLVESTRIS 'MAINACHT'	#1 CONT.	2`X2`	VERY LOW	SUN

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	TYPE
MULCH					
	RMULCH	88,348 SF	2"-4" ROCK COBBLE MULCH	2"-4" ROCK COBBLE MULCH	MULCH
	RMULCH2	48,316 SF	6"-8" ROCK COBBLE MULCH	6"-8" ROCK COBBLE MULCH	MULCH
	CFINES	2,823 SF	DECOMPOSED GRANITE	DECOMPOSED GRANITE - TAN	MULCH
SOD/SEED					
	SEED1	181,482 SF	LOW GROW NATIVE SEED	LOW GROW NATIVE SEED	SEED
	SEED4	69,997 SF	RIPARIAN/DETENTION NATIVE SEED	RIPARIAN/DETENTION NATIVE SEED	SEED

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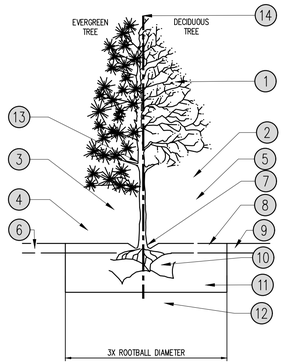
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..	04/26/24	ENTITLEMENT SET	DEF
..	07/18/24	ENTITLEMENT SET	DEF

Project No:	DCP000001
Drawn By:	DEF
Checked By:	JAR
Date:	06/10/2024

PLANT SCHEDULE & IMAGES

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Sheet 5 of 7

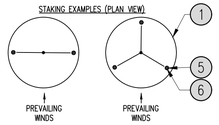
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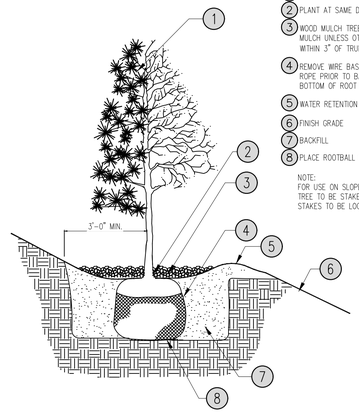
1. TREE CANOPY
2. NYLON TREE STRIPS AT ENDS OF WIRES – SECURE TO STAKE OR DEADEN WITH NAILS
3. 12 GAUGE GALVANIZED WIRE. SECURE TO TRUNK JUST ABOVE LOWEST MAJOR BRANCHES.
4. 24"X3/4" P.V.C. MARKERS OVER WIRES.
5. PRESSURE-TREATED WOOD STAKE, 2" DIA. EXTEND STAKES 12" MIN. INTO UNDISTURBED SOIL.
6. PRESSURE-TREATED WOOD DEADMEN. TWO PER TREE (MIN.). BURY OUTSIDE OF PLANTING PIT AND 18" MIN. INTO UNDISTURBED SOIL.
7. TRUNK FLARE
8. WOOD MULCH TREE RING 3" DIA. MIN. TYPE & DEPTH PER PLANS. DO NOT PLACE MULCH WITHIN 3" OF TRUNK.
9. FINISH GRADE. SEE PLANTING PLAN FOR GROUND COVER TREATMENT
10. ROOT BALL – SEE NOTE 3, THIS DETAIL
11. BACKFILL. AMEND & FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS.
12. UNDISTURBED NATIVE SOIL
13. SOFT VELCRO, OR OTHER FABRIC WRAP
14. CENTRAL LEADER, SEE PLANTING NOTES

NOTES:
1. SCARIFY SIDES OF PLANTING PIT PRIOR TO SETTING TREE.
2. REMOVE EXCESS SOIL APPLIED ON TOP OF THE ROOTBALL THAT COVERS THE ROOT FLARE. THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE ROOTBALL RESTS ON UNDISTURBED SOIL, AND THE ROOT FLARE IS 3"–5" ABOVE FINISH GRADE.
3. CUT OFF BOTTOM 1/3 OF WIRE BASKET BEFORE PLACING TREE IN HOLE, CUT OFF AND REMOVE REMAINDER OF BASKET AFTER TREE IS SET IN HOLE. REMOVE ALL NYLON TIES, TWINE, ROPE, AND OTHER PACKING MATERIAL. REMOVE ALL BURLAP FROM AROUND ROOTBALL.
4. TREE WRAP IS NOT TO BE USED ON ANY NEW PLANTINGS, EXCEPT IN LATE FALL PLANTING SITUATIONS, AND ONLY THEN AFTER CONSULTATION WITH THE LANDSCAPE ARCHITECT. WHEN WRAPPING TREE, WRAP FROM TRUNK FLARE TO LOWEST MAJOR BRANCH.
5. REMOVE ALL NURSERY STAKES AFTER PLANTING.
6. FOR TREES OVER 3" CALIPER, USE THREE STAKES OR DEADMEN (AS APPROPRIATE), SPACED EVENLY AROUND TREE.
7. DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING.

STAKING EXAMPLES (PLAN VIEW)



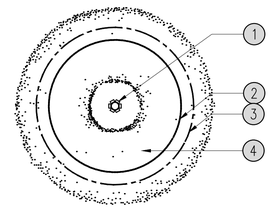
1 TREE PLANTING
N.T.S.



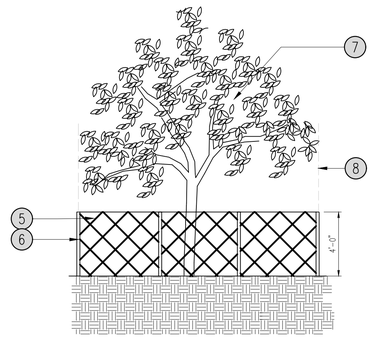
1. TREE LOCATION & SPECIES AS PER PLAN
2. PLANT AT SAME DEPTH MAINTAINED AT NURSERY
3. WOOD MULCH TREE RING 3' DIA. MIN. 4" DEPTH WOOD MULCH UNLESS OTHERWISE NOTED. DO NOT PLACE MULCH WITHIN 3" OF TRUNK.
4. REMOVE WIRE BASKET, WOOD BOX, PLASTIC, TWINE, AND/OR ROPE PRIOR TO BACKFILL. REMOVE BURLAP EXCEPT FROM BOTTOM OF ROOT BALL.
5. WATER RETENTION BERM (2"–4" HT. X 12" WIDTH)
6. FINISH GRADE
7. BACKFILL
8. PLACE ROOTBALL ON UNDISTURBED SOIL

NOTE:
FOR USE ON SLOPES 4:1 OR GREATER
TREE TO BE STAKED PER STANDARD TREE PLANTING DETAIL
STAKES TO BE LOCATED PERPENDICULAR TO THE SLOPE

2 TREE PLANTING ON SLOPE
N.T.S.



1. TRUNK PROTECTION BOARDS MIN. 2" THICK. BENEATH BOARDS ARE 3–4 LAYERS OF BURLAP AROUND TRUNK. TIE BOARDS SECURELY AT TOP, BOTTOM & CENTER WITH HEAVY DUTY CORD, WIRE, OR CABEL CHOKERS.
2. OUTLINE OF TREE CROWN (EDGE OF DRIPLINE) CORRESPONDS WITH ROOT SPREAD.
3. CONSTRUCTION FENCING (MIN. 4' HEIGHT)
4. WOOD MULCH – SEE MULCH
5. PLASTIC ORANGE CONSTRUCTION FENCE TIED TO T-POST
6. T-POST AT 8'–0" O.C. (TYP.)
7. EXISTING TREE
8. DRIPLINE



3 TREE PROTECTION DETAIL
N.T.S.

1. FINISH GRADE. SEE PLANTING PLAN FOR GROUND COVER TREATMENT
2. SHREDDED BARK MULCH, 3" MIN. DEPTH, ROUGHLY THE EXTENTS OF ROOTBALL
3. PLANT ROOT BALL. SET TOP ROOTBALL 2" ABOVE ADJACENT GRADE. IN BERMED AREAS SET ROOTBALL 2" ABOVE LOWER ADJACENT GRADE – INSTALL WATER RING (2 – 3" HT.)
4. BACKFILL MIX (PER PLANTING SPECIFICATIONS). AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS. JET BACKFILL WITH WATER TO ELIMINATE VOIDS.
5. COMPACTED BACKFILL MIX (75%).
6. UNDISTURBED NATIVE SOIL.

4 SHRUB/PERENNIAL PLANTING
N.T.S.

NOTE: ALL PLANTS SHALL BE PLANTED AT EQUAL TRIANGLE SPACING (EXCEPT WHERE SHOWN ON PLANS AS INFORMAL GROUPINGS). REFER TO PLAN LEGEND FOR SPACING DISTANCE BETWEEN PLANTS

5 PLANT SPACING
N.T.S.

1. FINISH GRADE
2. 1/3 TO 1/2 OF BOULDER SHALL BE BURIED
3. COMPACTED SUBGRADE
4. HARVEST BOULDERS FROM A LOCAL SOURCE, REFERENCE SPECIFICATIONS FOR TYPE & PLANS FOR LOCATIONS.

6 LANDSCAPE BOULDER
N.T.S.

ALUMI-GUARD - SECURITY FENCE
72" Ht.; 4" Posts
Finish: Powder Coat, Black
https://alumi-guard.com/commercial-security/

07 6-FT WROUGHT IRON FENCE
NTS

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Project No:	DCP000001
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Checked By:	JAR
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LANDSCAPE DETAILS

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Sheet 6 of 7

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LANDSCAPE NOTES

GENERAL

1. ALL WORK SHALL CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES, STANDARDS, AND SPECIFICATIONS.
2. LANDSCAPE DESIGN IS DIAGRAMMATIC IN NATURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN TAKEOFFS AND QUANTITY CALCULATIONS. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE LANDSCAPE LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN SHALL TAKE PRECEDENCE AND NOTIFY THE LANDSCAPE ARCHITECT OF THESE DISCREPANCIES. MINOR ADJUSTMENTS TO THE LANDSCAPE MATERIAL AND LOCATIONS MAY BE PROPOSED FOR LANDSCAPE ARCHITECT/ OWNER CONSIDERATION AT THE CONSTRUCTION DOCUMENT STAGE TO RESPOND TO MARKET AND FIELD CONDITIONS. HOWEVER, THERE SHALL BE NO REDUCTION IN THE NUMBER AND SIZE OF MATERIALS.
3. CONTRACTOR SHALL MAKE THEMSELVES AWARE OF THE LOCATIONS OF EXISTING AND PROPOSED UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE UTILITIES AND/OR ANY INJURY TO ANY PERSON. UNDER NO CIRCUMSTANCES SHOULD THIS PLAN BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE AND REVIEW ALL RELATED PLANS AND DOCUMENTS.
4. ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT.
5. THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO DAMAGE ANY EXISTING PLANTS INDICATED AS "TO REMAIN". ANY SUCH PLANTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED WITH THE SAME SPECIES, SIZE, AND QUANTITY AT THE CONTRACTOR'S OWN EXPENSE, AND AS ACCEPTABLE TO THE OWNER. REFER TO THE TREE PROTECTION NOTES ON THE PLANS (AS APPLICABLE).
6. LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED AND NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. IF SITE CONDITIONS OR PLANT AVAILABILITY REQUIRE CHANGES TO THE PLAN, THEN AN APPROVAL WILL BE OBTAINED FROM THE LANDSCAPE ARCHITECT/ OWNER. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
7. ALL CONSTRUCTION DEBRIS AND MATERIAL SHALL BE REMOVED AND CLEANED OUT PRIOR TO INSTALLATION OF TOPSOIL, TREES, SHRUBS, AND TURF.
8. FOR ALL INFORMATION ON SURFACE MATERIAL OF WALKS, DRIVES, AND PARKING LOTS, SEE THE SITE PLAN.
9. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT ONE WEEK PRIOR TO BEGINNING CONSTRUCTION.
10. WINTER WATERING SHALL BE AT THE EXPENSE OF THE CONTRACTOR UNTIL SUCH TIME AS FINAL ACCEPTANCE IS RECEIVED.
11. ALL LANDSCAPE CONSTRUCTION PRACTICES, WORKMANSHIP, AND ETHICS SHALL BE IN ACCORDANCE WITH INDUSTRY STANDARDS SET FORTH IN THE CONTRACTORS HANDBOOK PUBLISHED BY THE CALIFORNIA LANDSCAPE CONTRACTORS ASSOCIATION.

FINISH GRADING AND SOIL PREPARATION

12. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN FINISH GRADES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.
13. AFTER FINISH GRADES HAVE BEEN ESTABLISHED, IT IS RECOMMENDED THAT THE CONTRACTOR SHALL HAVE SOIL SAMPLES TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY FOR THE FOLLOWING: GENERAL SOIL FERTILITY, PH, ORGANIC MATTER CONTENT, SALT (CEC), LIME, SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT. EACH SAMPLE SUBMITTED SHALL CONTAIN NO LESS THAN ONE QUART OF SOIL. CONTRACTOR SHALL ALSO SUBMIT THE PROJECT'S PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES. THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): GENERAL SOIL PREPARATION AND BACKFILL MIXES, PRE-PLANT FERTILIZER APPLICATIONS, AND ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD AND FOR LONG-TERM MAINTENANCE.
14. THE CONTRACTOR SHALL RECOMMEND INSTALLATION OF SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT FOR THE THE OWNER/OWNER'S REPRESENTATIVE CONSIDERATION.
15. TOPSOIL SHALL BE AMENDED PER THE SOILS MANAGEMENT REPORT. COMPOST SHALL BE MECHANICALLY INTEGRATED INTO THE TOP 6" OF SOIL BY MEANS OF ROTO-TILLING OR CROSS-RIPPING. NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED FOR ORGANIC AMENDMENTS.

PLANTING

16. ALL DECIDUOUS TREES SHALL HAVE FULL, WELL-SHAPED HEADS/ALL EVERGREENS SHALL BE UNSHEARED AND FULL TO THE GROUND; UNLESS OTHERWISE SPECIFIED. TREES WITH CENTRAL LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
17. ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTABLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS APPEARING TO BE UNHEALTHY, EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT SHALL BE THE SOLE JUDGE AS TO THE ACCEPTABILITY OF PLANT MATERIAL.
18. ALL TREES SHALL BE GUYED AND WOOD STAKED AS PER DETAILS. NO "T-STAKES" SHALL BE USED FOR TREES.
19. ALL PLANT MATERIALS SHALL BE TRUE TO TYPE, SIZE, SPECIES, QUALITY, AND FREE OF INJURY, BROKEN ROOT BALLS, PESTS, AND DISEASES, AS WELL AS CONFORM TO THE MINIMUM REQUIREMENTS DESCRIBED IN THE "AMERICAN STANDARD FOR NURSERY STOCK".
20. ALL TREES PLANTED ADJACENT TO PUBLIC AND/OR PEDESTRIAN WALKWAYS SHALL BE PRUNED CLEAR OF ALL BRANCHES BETWEEN GROUND AND A HEIGHT OF EIGHT (8) FEET FOR THAT PORTION OF THE PLAN LOCATED OVER THE SIDEWALK AND/OR ROAD.
21. ALL PLANT MATERIAL SHALL NOT BE PLANTED PRIOR TO INSTALLATION OF TOPSOIL.
22. ALL PLANT BEDS SHALL BE CONTAINED WITH STEEL EDGER. STEEL EDGER IS NOT REQUIRED ALONG CURBS, WALKS OR BUILDING FOUNDATIONS. ALL EDGING SHALL OVERLAP AT JOINTS A MINIMUM OF 6-INCHES, AND SHALL BE FASTENED WITH A MINIMUM OF 4 PINS PER EACH 10 FOOT SECTION. THE TOP OF ALL EDGING MATERIAL SHALL BE A ROLLED TOP AND 1/2 INCH ABOVE THE FINISHED GRADE OF ADJACENT LAWN OR MULCH AREAS. COLOR: GREEN.
23. THE DEVELOPER, HIS SUCCESSOR, OR ASSIGNEE SHALL BE RESPONSIBLE FOR ESTABLISHING AND CONTINUING A REGULAR PROGRAM OF MAINTENANCE FOR ALL LANDSCAPED AREAS. SEE LANDSCAPE GUARANTEE AND MAINTENANCE NOTE.
24. A 3-FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF ALL FIRE HYDRANTS.
25. LANDSCAPE CONTRACTOR TO SUBMIT SAMPLES OF MISCELLANEOUS LANDSCAPING MATERIALS TO THE LANDSCAPE ARCHITECTS AND OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION, IE.; MULCH, EDGER, LANDSCAPE FABRIC, ETC.

MULCHING

26. AFTER ALL PLANTING IS COMPLETE, THE CONTRACTOR SHALL INSTALL A MINIMUM 4" THICK LAYER OF MULCH AS SPECIFIED IN THE PLANTING LEGEND. INSTALL A 4" THICK X 3' DIAMETER RING OF DOUBLE SHREDDED CEDAR BARK MULCH AROUND ALL PLANT MATERIAL IN ROCK MULCH BEDS WHERE LANDSCAPING IS SHOWN ON THE PLANS. WOOD MULCH RING SIZE SHALL BE THE CONTAINER SIZE OF THE SHRUBS, PERENNIALS, AND ORNAMENTAL GRASSES. TREE RING SIZE SHALL BE INSTALLED GREEN INDUSTRIES OF CALIFORNIA INDUSTRY STANDARD WIDTH.
27. ALL MULCH SHALL BE HARVESTED IN A SUSTAINABLE MANNER FROM A LOCAL SOURCE.
28. INSTALL DEWITT PRO-5 WEED BARRIER FABRIC UNDER ALL ROCK MULCH SHRUB BEDS SPECIFIED ON THE PLANS ONLY. NO LANDSCAPE FABRIC SHALL BE USED IN WOOD MULCH AREAS. NO PLASTIC WEED BARRIERS SHALL BE SPECIFIED.
29. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED.
30. ALL PLANTING AREAS WITH LESS THAN A 4:1 GRADIENT SHALL RECEIVE A LAYER OF MULCH, TYPE AND DEPTH PER PLANS. SUBMIT 1 CUBIC FOOT SAMPLE OF MULCH (ONE SAMPLE PER TYPE) TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. THE MULCH SHALL BE SPREAD EVENLY THROUGHOUT ALL PLANTING AREAS EXCEPT SLOPES 4:1 OR STEEPER, OR AS OTHERWISE DENOTED ON THE PLAN. ABSOLUTELY NO EXPOSED GROUND SHALL REMAIN IN AREAS TO RECEIVE MULCH AFTER MULCH HAS BEEN INSTALLED.
31. ALL PLANTING AREAS ON SLOPES OVER 4:1 SHALL RECEIVE COCONUT FIBER EROSION CONTROL NETTING FROM ROLLS. NETTING SHALL BE #CT-125, AS MANUFACTURED BY NORTH AMERICAN GREEN (OR EQUAL). INSTALL AND STAKE PER MANUFACTURER'S SPECIFICATIONS. SEE ALSO THE CIVIL ENGINEER'S EROSION CONTROL PLAN.

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE WATER SOURCE IF APPLICABLE.
3. ALL NON-TURF/SEED PLANTED AREAS WILL BE DRIP IRRIGATED. TURF SOD/SEED SHALL RECEIVE POP-UP SPRAY IRRIGATION FOR HEAD TO HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND SMART MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.
6. THE IRRIGATION DESIGN FOR THIS SITE WILL COMPLY WITH ALL WWELO AND WUCOLS REQUIREMENTS.

LANDSCAPE GUARANTEE AND MAINTENANCE

1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, SOD, SEEDED AREAS, AND IRRIGATION SYSTEMS FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE OWNER'S ACCEPTANCE. THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY.
2. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A NEAT, CLEAN, AND HEALTHY CONDITION FOR A PERIOD OF 90 DAYS. THIS SHALL INCLUDE PROPER PRUNING, MOWING AND AERATION OF LAWNS, WEEDING, REPLACEMENT OF MULCH, REMOVAL OF LITTER, AND THE APPROPRIATE WATERING OF ALL PLANTINGS. IRRIGATION SHALL BE MAINTAINED IN PROPER WORKING ORDER, WITH SCHEDULING ADJUSTMENTS BY SEASON AND TO MAXIMIZE WATER CONSERVATION. IF SITE OPENS DURING WINTER, TO AVOID FREEZE DAMAGE ON PLANTINGS, THE 90 DAYS SHOULD BEGIN AFTER ACCEPTANCE OF THE WORK.
3. DURING THE LANDSCAPE MAINTENANCE PERIOD, THE LANDSCAPE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM STRUCTURES IN ALL LANDSCAPE AREAS AT THE MINIMUM SLOPE SPECIFIED IN THE GEOTECHNICAL REPORT. LANDSCAPE AREAS WHICH SETTLE AND CREATE THE POTENTIAL FOR PONDING SHALL BE REPAIRED TO ELIMINATE PONDING POTENTIAL AND BLEND IN WITH THE SURROUNDING GRADES. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.
4. LANDSCAPE IMPROVEMENTS AND MAINTENANCE SHALL BE THE RESPONSIBILITY OF OWNER AND/OR THEIR ASSIGNS.

UTILITY NOTES

1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.
2. THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS.
3. THE LOCATION OF THE ALL UNDERGROUND UTILITIES ARE LOCATED ON THE ENGINEERING DRAWINGS FOR THIS PROJECT. THE MOST CURRENT REVISION IS HERE IN MADE PART OF THIS DOCUMENT. UNDERGROUND UTILITIES EXIST THROUGHOUT THIS SITE AND MUST BE LOCATED PRIOR TO ANY CONSTRUCTION ACTIVITY. WHERE UNDERGROUND UTILITIES EXIST, FIELD ADJUSTMENT MAY BE NECESSARY AND MUST BE APPROVED BY A REPRESENTATIVE OF THE OWNER. NEITHER THE OWNER NOR THE LANDSCAPE ARCHITECT ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE CONTRACTORS ACCURACY IN LOCATING THE INDICATED PLANT MATERIAL, AND UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED WITHOUT REFERENCING THE ABOVE MENTIONED DOCUMENTS.

EXISTING TREE PROTECTION NOTES:

1. "PROTECTED ZONE" FOR EXISTING TREES: BEFORE BEGINNING ANY DEMOTION OR CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL INSTALL TEMPORARY FENCING AROUND ALL EXISTING TREES WITHIN THE CONSTRUCTION ZONE THAT ARE TO BE SAVED. THE FENCE SHALL BE INSTALLED NO CLOSER TO THE TREE THAN THE EDGE OF THE TREE'S PROTECTED ZONE, GENERALLY DEFINED AS THE AREA BEGINNING FIVE FEET OUTSIDE OF THE TREE'S DRIPLINE AND EXTENDING TOWARDS THE TREE (OR AS FAR AWAY FROM THE TRUNK AS PRACTICABLE). THE FENCING SHALL BE OF A MATERIAL AND HEIGHT ACCEPTABLE TO THE LANDSCAPE ARCHITECT. ALL CONTRACTORS AND THEIR CREWS SHALL NOT BE ALLOWED INSIDE THIS "PROTECTED ZONE" NOR SHALL THEY BE ALLOWED TO STORE OR DUMP FOREIGN MATERIALS WITHIN THIS AREA. NO WORK OF ANY KIND, INCLUDING TRENCHING, SHALL BE ALLOWED WITHIN THE PROTECTED ZONE EXCEPT AS DESCRIBED BELOW. THE FENCING SHALL REMAIN AROUND EACH TREE TO BE SAVED UNTIL THE COMPLETION OF CONSTRUCTION OPERATIONS.
2. TEMPORARY MULCH: TO ALLEVIATE SOIL COMPACTION IN ANTICIPATED AREAS OF HIGH CONSTRUCTION TRAFFIC, AND ONLY WHERE FENCING CANNOT BE SET FIVE FEET OUTSIDE OF THE DRIPLINE, THE CONTRACTOR SHALL INSTALL A LAYER OF MULCH, 9"-12" THICK, OVER ALL EXPOSED EARTH FROM THE TREE TRUNK TO 5' OUTSIDE OF THE DRIPLINE. THIS LAYER SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. WHEN PLANTING OPERATIONS ARE COMPLETED, THE MULCH SHALL BE REDISTRIBUTED THROUGHOUT ALL PLANTING AREAS IN A 3" THICK "PERMANENT" MULCH LAYER.
3. NECESSARY WORK: WHEN IT BECOMES NECESSARY TO ENTER THE "PROTECTED ZONE", SUCH AS FOR FINE GRADING, IRRIGATION INSTALLATION, AND PLANTING OPERATIONS, THE CONTRACTOR SHALL STRICTLY ADHERE TO THE FOLLOWING RULES:
   A. EVERY EFFORT SHALL BE MADE TO PRESERVE THE EXISTING GRADE AROUND PROTECTED TREES IN AS WIDE AN AREA AS POSSIBLE.
   B. TRENCHING WITHIN THE PROTECTED ZONE OF EXISTING TREES SHALL BE PERFORMED BY HAND, AND WITH EXTREME CARE NOT TO SEVER ROOTS 1-1/2" IN DIAMETER AND LARGER. WHERE ROOTS 1-1/2" IN DIAMETER AND LARGER ARE ENCOUNTERED, THE CONTRACTOR SHALL TUNNEL UNDER SAID ROOTS. EXPOSED ROOTS THAT HAVE BEEN TUNNELED UNDER SHALL BE WRAPPED IN WET BURLAP AND KEPT MOIST WHILE THE TRENCH IS OPEN.
   C. WHERE ROOTS 1-1/2" IN DIAMETER OR LARGER MUST BE CUT DUE TO EXTENSIVE GRADE CHANGES, THOSE ROOTS MUST BE EXPOSED BY HAND DIGGING AND CUT CLEANLY. RAGGED CUTS GENERALLY DO NOT HEAL PROPERLY, AND MAY LEAVE THE TREE OPEN TO PESTS AND PATHOGENS.
   D. WHERE TRENCHING NEAR TREES HAS ALREADY OCCURRED FROM PREVIOUS CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL MAKE EVERY EFFORT TO CONFINE HIS TRENCHING OPERATIONS TO THE PREVIOUSLY-CREATED TRENCHES, WHILE ADHERING TO THE CONDITIONS SET FORTH IN 3B.
4. POTENTIAL CONFLICTS: THE CONTRACTOR SHALL NOTIFY THE OWNER AND ARBORIST SHOULD ANY POTENTIAL CONFLICTS ARISE BETWEEN THESE SPECIFICATIONS AND/OR LARGE ROOTS ENCOUNTERED IN THE FIELD, AND CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL NOT TAKE ANY ACTION IN SUCH CONFLICTS WITHOUT THE ARBORIST'S WRITTEN APPROVAL. THE ARBORIST SHALL HAVE FINAL AUTHORITY OVER ALL METHODS NECESSARY TO HELP ENSURE THE PROTECTION AND SURVIVAL OF EXISTING TREES.
5. THERE SHALL BE NO BACK FILLING WITHIN 10 FT. OF THE TRUNK OF AN EXISTING OAK AND A MAXIMUM OF 6 INCHES OF BACKFILL WITHIN THE CROWN DRIP-LINE. ANY DEVIATION FROM THIS REQUIRES CITY ARBORIST APPROVAL. BACKFILL WILL BE OF A HIGH QUALITY SOIL AND CLEAN OF ANY DEBRIS.
6. THERE SHALL BE NO TRENCHING WITHIN THE CROWN DRIP-LINE OF THE EXISTING OAK, OR AT A DISTANCE TO BE DETERMINED A CERTIFIED ARBORIST. UTILITIES TO BE INSTALLED WITHIN THE CROWN DRIP-LINE SHALL BE BORED AT A MINIMUM DEPTH OF 36".
7. THERE SHALL BE NO SOIL COMPACTION, PAVING OR STRUCTURES PLACED WITHIN THE CROWN OF A EXISTING OAKS WITHOUT THE WRITTEN CONSENT OF THE COUNTY ARBORIST.
8. EXISTING OAK TREES SHALL BE IRRIGATED PRIOR TO CONSTRUCTION STARTING AND THROUGH CONSTRUCTION STARTING IN MAY AND STOPPING AT THE END OF SEPTEMBER. IRRIGATION SHALL CONSIST OF 35 GALLONS OF WATER APPLIED PER ONE INCH MEASURED AT BREAST HEIGHT. TREES SHALL BE WATERED ONCE EVERY THREE WEEKS. EXAMPLE 36" DBH VALLEY OAK SHALL RECEIVE 2205 GALLONS OF WATER AT EACH APPLICATION. THIS WILL HELP ENSURE THAT THE TREE CAN BETTER WITHSTAND THE STRESS OF CONSTRUCTION. IRRIGATION IS EXTREMELY IMPORTANT DURING SPRING AND SUMMER WHEN THE ENVIRONMENT AROUND A MATURE OAK IS CHANGED BY CONSTRUCTION. IRRIGATION SHALL WATER ALL OF THE AREA UNDER THE CROWN DRIP-LINE.
9. LANDSCAPING UNDER EXISTING OAKS SHALL CONSIST OF DROUGHT TOLERANT PLANTS OR CALIFORNIA NATIVE PLANTS THAT ARE DROUGHT TOLERANT IN NATURE. THERE IS TO BE NO LANDSCAPING WITHIN 6 FT. OF THE TRUNK. CHIPPED BARK AND MULCH ARE SUITABLE FOR THIS AREA. NO LAWNS SHALL BE PLANTED WITHIN 10 FT. OF THE TRUNK.

Soils Management Report

Project: Cottonwood Travel Center
Location: Tehama County, CA
Prepared: June 8, 2023

Soils Testing & Analysis:

A total of (3) soil samples were obtained from the site on May 10,2023, at disperesed locations where landscaping is proposed for the project. The samples were labeled A, B & C and sent to a laboratory for agronomic soils testing specifically tailored for WELO (Water Efficient Lanscape Ordinance) specific analysis.
Table 'A' below summarizes the laboratory recommendations for soils amendments. Table 'B' provides the Proposed Soil Managment/ Amendments for the overall applicication rate for all landscaped areas. Proposed application rates are derived from an 'Average' recommended application rate indicated in Table 'A' and is intended to address all soil deficencies accrosss the site. The proposed applications are intended to be applied only to the proposed landscape and seeded areas indicated on the Landscape Plans.

Application:

The proposed amendments (Table B) shall supercede any other soil application rates noted in the landscape plans or elsewhere. Amendments shall be applied evenly over the landscape areas and incorporated into the into the existing topsoil at a depth of four to six inches. All other specifications for applying soil amendments in landscaped areas or seeded areas shall apply respectively.

Table A: Recommended Amendment & Fertilizers:

	Application Rate per 1,000 SF		
Amendments:	**Sample A**	**Sample B**	**Sample C**
Organic Compost	2 cu. yds.	2 cu. yds.	2 cu. yds.
Dolomite	121 lbs.	-	154 lbs.
Limestone	110 lbs.	140 lbs.	140 lbs.
Soil Sulfer	25 lbs.	25 lbs.	25 lbs.
Fertilizers:	**Sample A**	**Sample B**	**Sample C**
Nitrogen	1.4 lbs.	0.0 lbs.	1.4 lbs.
Phosphorus	1.5 lbs.	3.9 lbs.	3.1 lbs.
Potassium	3.4 lbs.	3.8 lbs.	3.4 lbs.

Table B: Proposed Soil Management/ Amendment Plan:

Amendments:	**Application Rate per 1,000 SF**
Organic Compost	3 cu. yds.
Dolomite	121 lbs.
Limestone	140 lbs.
Soil Sulfer	25 lbs.
Fertilizers:	
Nitrogen	1.4 lbs.
Phosphorus	3.0 lbs.
Potassium	3.4 lbs.

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COTTONWOOD INVESTMENT GROUP
COTTONWOOD TRAVEL CENTER

NWC I-5 & HOOKER CREEK ROAD
TEHAMA COUNTY, CA

#	Date	Issue / Description	Init.
1	02/23/23	ENTITLEMENT SET	DEF
2	04/26/24	ENTITLEMENT SET	DEF
3	07/18/24	ENTITLEMENT SET	DEF

Project No:	DCP000001
Drawn By:	DEF
Checked By:	JAR
Date:	06/10/2024

LANDSCAPE NOTES

L2.2
Sheet 7 of 7

W:\DCP\active\Capital Partners\CA, Cottonwood_DCP000001.20 - Travel Center\PLANS\LA\CD\DCP000001.20_Cottonwood_Landscape_Standard.dwg - Dave Proctor - 7/18/2024



COTTONWOOD TRAVEL CENTER

CONCEPTUAL RENDERING

Cottonwood Investment Group

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5.30.2024

ATTACHMENT G



EXISTING CONDITIONS



VIEW CORRIDOR

Galloway

COTTONWOOD TRAVEL CENTER

Cottonwood Investment Group, LLC

VIEW FROM I-5 SOUTH

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7.12.2024

ATTACHMENTG

NOTE: The information presented in this exhibit is based on publicly available topographic and visual information. While Galloway cannot verify the accuracy of the information presented on this exhibit, Galloway has made a good faith effort to accurately depict existing and proposed conditions.

ATTACHMENT H

USE PERMIT 23-01 (Cottonwood Travel Center)
FINDINGS

CEQA

Finding #1

That the Initial Study and Mitigated Negative Declaration prepared for the project meet the requirements of California Environmental Quality Act (CEQA) and its Guidelines.

Based on the completion and circulation of the project's Initial Study/Mitigated Negative Declaration, the Tehama County Planning Department has determined that the proposed project would not have any significant impacts on the environment, with the incorporation of twenty-three (23) mitigation measures plus four (4) conditions of approval in the MND, and would not substantially increase the demand for County services. The Initial Study/Mitigated Negative Declaration for Use Permit 23-01 (Cottonwood Travel Center) has been prepared, filed, and circulated for comment for the required 30-day minimum period (SCH 2025100910) through the State of California CEQA review process, which includes the acceptance and response to all comments received. Upon review of the whole record, there is substantial evidence that the project will not likely have a significant effect on the environment with the incorporation of twenty-three (23) mitigation measures and four (4) conditions of approval in the MND. The Mitigated Negative Declaration reflects Tehama County's independent judgment and analysis as lead agency.

PROJECT

Finding #2

That the location, size, design and operating characteristics of the proposed use will be compatible with and will not adversely affect or be materially detrimental to uses, buildings or structure, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets, and to any other relevant impact of the proposed use.

A total of eighty-six (86) Conditions of Approval, of which twenty-three (23) are environmental mitigation measures and four (4) are environmental conditions of approval in the MND, are recommended to be imposed on a project that is adding a much-needed commercial land use with proposed buildings and landscaping to provide harmony in scale, bulk, coverage, and density with the surrounding area. Through the project's development under Planned Development Zoning and the required Use Permit, the project will not be harmful to the desirable neighborhood character, due to the generation of traffic, wastewater treatment and disposal facilities, minimal effects on groundwater, noise and lighting reduction features, fire

protection enhancements, the improvement of the capacity and physical character of surrounding streets, and the reduction of other relevant impacts of the proposed use.

Finding #3
That the impacts and the location of the proposed use are consistent with the county general plan.

The proposed use consists of an auto and truck station (including EV charging stations and a convenience store with integrated restaurant and services), commercial truck storage, a commercial vehicle maintenance/repair shop, and two drive-through fast food restaurants. This commercial transportation-oriented use, immediately adjacent to I-5, is consistent with the site's designation of General Commercial on the General Plan Land Use Diagram. In addition, there are many additional General Plan policies which the project is compatible with related to economic development, supporting new development in the North I-5 Planning Area, mitigating impacts of new development, facilitating the movement of freight along I-5, and encouraging the use of solar power generation and electric vehicles. The project, including all mitigation measures and conditions, is consistent with the Tehama County General Plan.

Finding #4
That the proposed use at its proposed location will provide a service or facility which will contribute to the general well-being of the surrounding neighborhood or community.

The project provides a commercial use with overall community benefits including, but not limited to improving Auction Yard, Hooker, Creek, and Snively Road to current standards, providing fire protection services which includes a 300,000 gallon tank serving ten fire hydrants, a 120,000 gallon tank for building sprinklers, a Tactical Water Tender, a 20 foot wide paved emergency access road for first responders and another access for residences north of Hooker Creek Road connecting Snively Road to Auction Yard Road. Mitigation measures and conditions of approval are to be implemented that provide land use compatibility and address issues related to aesthetics, lighting, water supply, noise, public services, traffic, utilities and service systems, and wildfires.

Finding #5
For a new development project approvals, that all feasible and cost-effective options for conservation and water reuse are incorporated into project design.

As demonstrated on the Landscape Plan, the project incorporates modern low water-use irrigation techniques, prominently features low water-use native grasses, and has an onsite detention basin to reduce stormwater runoff and promote groundwater recharge. All new structures must comply with current California building codes, which incorporate many water conservation features for new construction.

ATTACHMENT I

CONDITIONS OF APPROVAL
USE PERMIT 23-01 (Cottonwood Travel Center)

Use Permit 23-01 (Cottonwood Travel Center) authorizes construction and operation of the "Cottonwood Travel Center" Project, consisting of an auto and truck station (including EV charging stations and a convenience store with integrated restaurant and services), commercial truck storage, a commercial vehicle maintenance/repair shop, two drive-through fast food restaurants, and other site amenities and facilities, on property located at 16780 Hooker Creek Road and 17265 Snively Road, Cottonwood (NE Corner of Interstate 5 and Hooker Creek Road), also identified as APNs 007-080-029, -065, & -066, in substantial conformance with the Site Plan, Elevations, Landscape Plan, and Sign Plan for UP 23-01 attached to the May 21, 2026 staff report, and as modified by any condition of approval.

Condition #1

COMPLIANCE WITH LOCAL, STATE AND/OR FEDERAL LAWS: The Permittee and future project owner(s) shall comply with all of the latest adopted local, state and federal laws, regulations, standards and requirements including Tehama County's Building and Safety Code. ***Tehama County Planning Department***

Condition #2

COMPLIANCE WITH AGENCY REQUIREMENTS: The Permittee shall obtain any and all local, state and/or federal permits, licenses, and/or other approvals for the construction and/or operation of the Project. This shall include, but not be limited to, local requirements by Tehama County Environmental Health Department, Tehama County Planning Department, Tehama County Building and Safety Department, Tehama County Air Pollution Control District, Tehama County Public Works Department, Tehama County Cooperative Fire Protection, and Tehama County Sheriff/Coroner's office. Permittee shall likewise comply with all such permit requirements. ***Tehama County Planning Department***

Condition #3

AB 1263. The project must meet all permitting requirements of AB 1263. ***Tehama County Environmental Health Department***.

Condition #4

PUBLIC WATER. The project must meet all construction and testing requirements for a Public Water System. ***Tehama County Environmental Health Department***.

Condition #5

SEWAGE DISPOSAL. The project must be permitted by the RWQCB for an onsite sewage disposal system. ***Tehama County Environmental Health Department***.

Condition #6

AB 1263. The project must pull all required permits from Tehama County Environmental Health for Food/Water/CUPA programs. ***Tehama County Environmental Health Department***.

Condition #7

EMERGENCY ACCESS. To provide for safe access for emergency wildland fire equipment and civilian evacuation concurrently and to provide unobstructed traffic circulation during a wildfire emergency consistent with Tehama County of Code Ordinances (TCO) Chapters 9.14.020 through 9.14.031, all access locations depicted on Site Plan C1.0 dated June 10, 2024, shall remain unchanged. ***Tehama County Cooperative Fire Protection***

Condition #8

GATED ENTRANCES. All gated access shall meet or exceed TCO 9.14.031 and CFC 506.1.1.

A. All gate entrances shall be a minimum of fourteen-feet horizontal width and provide a minimum of fifteen-feet vertical clearance.

B. Any gate being secured by a lock shall have the following installed; an approved all-weather device meeting the Tehama County Fire "Knox" rapid entry system. (Knox Padlock #3770).

C. Any gate being electrically operated for vehicle use, shall be accessible by a radio operated controller approved by the fire code official (such as Click2Enter or its equivalent), pursuant to CFC Appendix D103.5.

D. Electrically operated gates shall "fail" to the open position when the power is off. Gates shall remain open until power is restored. ***Tehama County Cooperative Fire Protection***

Condition #9

ADDRESSING: To facilitate locating a fire and avoiding delays in emergency response, all roads and buildings shall provide for signage and building numbering that meets or exceeds TCO Chapters 9.14.041, 9.14.047, 9.14.046, 9.14.048, and 9.14.049. Fire apparatus access roads shall be marked with permanent "NO PARKING-FIRE LANE" signs in accordance with CFC D103.6. ***Tehama County Cooperative Fire Protection***

Condition #10

FIRE FLOW. Water for emergency "fire flow" use shall be provided at a minimum rate for a duration of 2 hours in accordance with Appendix B, Table B105.1(1) of the current edition of the California Fire Code. ***Tehama County Cooperative Fire Protection***

Condition #11

FIRE HYDRANTS. Hydrants and water source signage shall be in accordance with TCO Chapters 9.14.062 to 9.14.064. All hydrant locations depicted on the Utility

Plan C4.1 through C4.3 dated June 10, 2024, shall remain unchanged. ***Tehama County Cooperative Fire Protection***

Condition #12

FIRE HYDRANTS. All hydrants shall be marked, and flow tested to National Fire Protection Association (NFPA) 291, Recommended Practice for Fire Flow Testing and Marking of Hydrants. ***Tehama County Cooperative Fire Protection***

Condition #13

SPRINKLER SYSTEM. An automatic sprinkler system that meets or exceeds the current NFPA 13 Standard, Standard for the Installation of Sprinkler Systems, shall be installed in all currently proposed buildings except for the 1,500 square foot restroom building. Any future structures and/or building additions shall also be required to meet NFPA 13 Standards. ***Tehama County Cooperative Fire Protection***

Condition #14

SPRINKLER SYSTEM. A detailed fire flow and sprinkler calculation sheet shall be provided to determine the storage capacity of the water tanks dedicated for the hydrant and sprinkler systems. The fire suppression water tanks must also meet NFPA 22, Standard for Water Tanks for Private Fire Protection. ***Tehama County Cooperative Fire Protection***

Condition #15

FIRE INSPECTION. This project will be subject to final and annual "Fire Safety Inspection", per the California Fire Code. ***Tehama County Cooperative Fire Protection***

Condition #16

FIRE EXTINGUISHERS. Fire Extinguishers shall be installed and maintained at a location approved by Tehama County Fire in each building. An appropriately rated fire extinguisher shall be provided for each 1,500 sq. ft. of ordinary hazard fuel load. Travel distance shall not exceed 75 feet. (CFC 906.3) One 2A-20BC rated fire extinguisher shall be provided within in 50 feet of all fueling areas. ***Tehama County Cooperative Fire Protection***

Condition #17

KNOX BOX. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for lifesaving or fire purposes, a key box (Knox Box) is required to be installed and maintained in an approved location for each proposed building. (CFC 506.1 & 506.2). ***Tehama County Cooperative Fire Protection***

Condition #18

FUEL BUFFER ZONE. The hazardous fuel buffer zone of 30 feet on all sides of the parcel, TCO Chapter 9.14.070 to 9.14.073, shall be maintained to TCO 2122, Chapter 9.05.050. The Low Grow Native Seed area above the proposed leach field

shall also be maintained to TCO 2122, Chapter 9.05.050. ***Tehama County Cooperative Fire Protection***

Condition #19

FUEL HAZARD ZONE. This project is located in State Response Area (SRA) and within the Very High Fire Hazard Severity Zone. Tehama County General Plan Goal SAF-3 states: "To protect the people and property within Tehama County against fire-related loss and damage." Tehama County General Plan Policy SAF-3.3 states: "The County shall ensure that sufficient levels of service for fire protection are maintained by requiring development projects to provide and/or fund fire protection facilities, personnel, operations, and maintenance or provide alternative methods that sustain adequate levels of service."

Of the proposed truck parking sites, a percentage will likely be carrying flammable or hazardous materials, in addition to flammable liquid storage. In order to meet the Tehama County Standards previously mentioned, a Tactical Water Tender shall be required to meet the County Tactical Water Tender specification currently in place. Tehama County Fire Department shall encumber the funds from the project developer in order to purchase this apparatus prior to grading permits being issued. This apparatus will be added to one of three fire stations with initial response to the area. ***Tehama County Cooperative Fire Protection***

Condition #20

SMOKING. Smoking shall be prohibited, and "No Smoking" signs shall be placed in accordance with CFC 5003.7.1. ***Tehama County Cooperative Fire Protection***

Condition #21

SIGNAGE. Visible hazard identification signs as specified in NFPA 704 *Standard System for the Identification of the Hazards of Materials for Emergency Response,* for the specific material contained shall be placed on stationary containers and aboveground tanks and at entrances to locations where hazardous materials are stored, dispensed, used or handled in quantities requiring a permit and at specific entrances and locations designated by the Fire Marshal. (CFC 5003.5) ***Tehama County Cooperative Fire Protection***

Condition #22

BUILDING ADDITIONS, STRUCTURES, CHANGES, MODIFICATIONS. Any building additions, future structures, occupancy type classification changes, or operating plan modifications may require further conditioning and shall be subject to the requirements set forth in the currently adopted edition of the California Fire Code at the time of development.

All work shall comply with the latest adopted local, state, and federal laws and ordinances, whether shown on these documents or not, and a notation to that effect shall be placed upon the final statement of conditions. ***Tehama County Cooperative Fire Protection***

Condition #23

COMMERCIAL STANDARDS. All Tehama County Fire Department Commercial Standards will apply, including Tehama County Ordinances 1537 and 2023, TCO Chapter 9.14, TCO 2122 Chapter 9.05, California Fire Code (CFC), California Building Code (CBC), and California Title 19 Public Safety. ***Tehama County Cooperative Fire Protection***

Condition #24

INSPECTIONS. This project will be subject to final and annual "Fire Safety Inspection", per the California Fire Code. ***Tehama County Cooperative Fire Protection***

Condition #25

STRUCTURAL ENGINEERING. Submit structural engineering, energy calculations and complete construction plans (including complete foundation, floor, lateral and roof framing plans) showing compliance with 2022 Title 24 code editions. Additional corrections may be required subsequent to your submittal. ***Tehama County Department of Building and Safety.***

Condition #26

COVER SHEET. Indicate the address of the building, accessor's parcel number (APN), zoning, the name, address and phone numbers of owner(s) and person(s) preparing the plans of the cover sheet of the plans. ***Tehama County Department of Building and Safety.***

Condition #27

OCCUPANCY TYPE. Indicate the occupancy type, type of construction, square footage and current Code Editions - 2022 CRC, CBC, CEC, CPC, CGBSC and the 2019 Energy Code. ***Tehama County Department of Building and Safety.***

Condition #28

SIGNATURE. Please provide a signature on each sheet of the individual responsible for the preparation of the sheet. Number all sheets and provide a sheet index on the cover page. ***Tehama County Department of Building and Safety.***

Condition #29

BUILDING PERMITS. Separate building permits are required for photovoltaic systems, fire sprinklers (submit to fire marshal), retaining walls, swimming pools, demolition. ***Tehama County Department of Building and Safety.***

Condition #30

TRUSS CALCULATIONS. Submit digitally stamped truss calculations for review including a digitally stamped/signed review and approval letter from the projects design professional (architect and/or engineer) stating that they have reviewed the truss calculations, and they are in conformance with their structural design. ***Tehama County Department of Building and Safety.***

Condition #31

ALTERNATE MATERIALS/METHODS FORM. Alternate materials/methods form shall be filled out and submitted to Tehama County Building Department. ***Tehama County Department of Building and Safety.***

Condition #32

SITE PLAN. Provide fully dimensioned site plan to scale. Provide north arrow. Show property lines, easements, and new building locations. Dimension front, side and rear distances to property lines and between buildings. Indicate finish and existing ground slope grades. Clearly show the locations and sizes of water lines, gas lines, sewer lines and electrical service and/or feeders. Indicate the location of the water and electrical meters. All structures and improvements on the parcel shall be shown on the site plan, with their uses accurately noted. ***Tehama County Department of Building and Safety.***

Condition #33

DEVELOPMENT FEE APPLICATION. Compliance with the District's Indirect Source Fee Program (Rule 2:11D) is required for any construction project that needs a permit from the local building department. ***Tehama Couty Air Pollution Control District***

Condition #34

AUTHORITY TO CONSTRUCT. An Authority to Construct application must be submitted for any new or existing equipment on-site, such as backup generators. ***Tehama County Air Pollution Control District***

Condition #35

CLEAN WATER ACT (CWA) SECTION 401, WATER QUALITY CERTIFICATION. Section 404 Permit and Section 401 Water Quality Certification must be obtained prior to site disturbance. Any person discharging dredge or fill materials to waters of the State must file a report of waste discharge pursuant to Sections 13376 and 13260 of the California Water Code. Both the requirements to submit a report of waste discharge and apply for a Water Quality Certification may be met using the same application form, found at Water Boards 401 Water Quality Certification and/or WDRs Application. ***Central Valley Regional Water Quality Control Board***

Condition #36

GENERAL PERMIT FOR STORM WATER DISCHARGES. Construction activity, including demolition, resulting in a land disturbance of one acre or more, must obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (CGP). The Project must implement stormwater pollution controls during construction and post-construction as required by the CGP. To apply for coverage under the CGP, the property owner must submit Permit Registration Documents electronically prior to construction. ***Central Valley Regional Water Quality Control Board***

Condition #37

ISOLATED WETLANDS. Some wetlands and other waters are considered "geographically isolated" from navigable waters and are not within the jurisdiction of the Clean Water Act. (e.g., isolated wetlands, vernal pools, or stream banks above the ordinary high-water mark). Discharge of dredged or fill material to these waters may require either individual or general waste discharge requirements from the Central Valley Water Board. If the U.S. Army Corps of Engineers determines that isolated wetlands or other waters exist at the project site, and the project impacts or has the potential to impact these non-jurisdictional waters, a Report of Waste Discharge and filing fee must be submitted to the Central Valley Water Board. The Central Valley Water Board will consider the information provided and either issue or waive Waste Discharge Requirements. Failure to obtain waste discharge requirements or a waiver may result in enforcement action. ***Central Valley Regional Water Quality Control Board***

Condition #38

INDUSTRIAL STORM WATER. The United States Environmental Protection Agency (USEPA) promulgated storm water regulations (40 CFR Parts 122, 123 & 124) which require specific categories of industrial facilities discharging storm water to obtain NPDES permits and to implement Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT) to reduce or eliminate industrial storm water pollution. These requirements apply to the project. ***Central Valley Regional Water Quality Control Board***

Condition #39

WASTEWATER TREATMENT AND DISPOSAL. The proposed project description indicates the anticipated wastewater volume will exceed the limit permitted under Tehama County's local Agency Management Program (LAMP) and as such the Project will be permitted by the Central Valley Water Board. The California Water Code requires that any person proposing to discharge waste that could affect the quality of waters of the State to file a Report of Waste Discharge (ROWD). Due to the potential threats to water quality that activities at the proposed facility pose, a ROWD, Form 200 and supporting information must be submitted at least 140 days prior to any discharges. The Central Valley Water Board will consider the information submitted and issue Waste Discharger Requirements. ***Central Valley Regional Water Quality Control Board***

Condition #40

LAND DEVELOPMENT STANDARDS: The Developer/Applicant shall comply with the following;

A. All the pertinent requirements of Title16, Subdivisions, Chapters 16.04 thru 16.40 of the Tehama County Code, the Tehama County Land Development and Engineering Design Standards (TCLD&EDS), and the Subdivision Map Act, as amended.

B. The requirements of the Regional Water Quality Control Board (RWQCB) regarding storm water permitting via Storm Water Pollution Prevention Plan (SWPPP). ***Tehama County Department of Public Works***

Condition #41

ROAD IMPROVEMENT REQUIREMENTS: The Developer/Applicant shall construct all road, and related public improvements in accordance with the Tehama County Land Development and Engineering Design Standards (TCLD&EDS) and the following:

A. The Developer/Applicant shall submit improvement plans prepared by a Registered Civil Engineer (RCE) to the Tehama County Public Works Department (TCPWD) for approval in accordance with the TCLD&EDS and applicable sections of the Caltrans Highway Design Manual.

1. Hooker Creek Road (Co. Rd #85) shall be constructed in accordance with the current Standard Drawing No. 0904 - 120' right of way improvement with curb, gutter, sidewalk along frontage.

2. Auction Yard Road (Co. Rd #633) shall be constructed in accordance with the current Standard Drawing No. 0904 - 100' right of way improvement with curb, gutter, sidewalk along frontage.

3. Snively Road (Co. Rd. 82) shall be constructed in accordance with the current Standard Drawing No. 0905 - 80' right of way improvement with curb, gutter, sidewalk along frontage.

B. Construction shall not commence prior to approval of the improvement plans, grading permit, and encroachment permit by the Tehama County Public Works Department.

1. The Developer/Applicant shall notify TCPWD a minimum of five (5) working days prior to commencement of construction activities.

C. Developer shall reimburse the TCPWD for all costs related to checking, processing, and inspection activities associated with the improvement plans, documents, and construction activities in accordance with the Tehama County Code.

D. Developer shall enter into a Service Agreement with the Tehama County Public Works Department to pay for all labor, equipment usage, materials, and administrative costs for checking improvement plans, drainage study, traffic study, grading plan, inspection of construction improvements, and any other studies or documents

E. The Developer/Applicant shall provide the TCPWD with a RCE certification that all improvements were constructed in accordance with the approved improvement plans, TCLD&EDS, and applicable sections of the Caltrans Standard Plans and Specifications 2022.

F. Developer shall provide the County Engineer with all compaction test results and a certification from a Registered Civil Engineer which certifies that all road and related improvements have been constructed in accordance with the standards outlined in the conditions of approval.

G. Developer/Applicant shall submit a Traffic Control Plan prepared by an authorized professional for approval by the TCPWD prior to the start of construction.

H. The Roadway structural section of above said roads shall be based on "R" Value Tests and Traffic Indices for Truck Volumes as provided by the Traffic Study.

I. The Developer/Applicant shall submit AS-BUILT improvement plans prior to acceptance of the completed improvements and/or the release of any improvement security. ***Tehama County Department of Public Works***

Condition #42

DEDICATION OF EASEMENT: The Developer/Applicant shall dedicate to the public an additional 100-foot full-width right-of-way along Auction Yard Road (Co. Rd #633) for public road, public utilities, and related purposes. ***Tehama County Department of Public Works***

Condition #43

DEDICATION OF EASEMENT: The Developer/Applicant shall dedicate to the public an additional 80-foot full width right of way along Snively Road (Co. Rd. 82) for public road, public utilities and related purposes. ***Tehama County Department of Public Works***

Condition #44

ENCROACHMENT PERMIT: The Developer/Applicant shall obtain an encroachment permit from the Tehama County Public Works Department prior to obtaining a Use Permit for the new connections from Hooker Creek Road (Co. Rd #85), Auction Yard Road (Co. Rd #633), and Snively Road (Co. Rd. 82).

A. Applicant shall permanently block all existing accesses onto the county right of way except for the above approved locations.

B. A complete set of improvement plans and calculations shall be submitted to the Tehama County Public Works Department (TCPWD) for its review and approval prior to commencement of any on-site and off-site construction. ***Tehama County Department of Public Works***

Condition #45

TRAFFIC STUDY REQUIREMENTS: Prior to Issuance of Use Permit, the Developer/ Applicant shall provide the County Engineer with a Traffic Study that provides the following:

A. Impact of Proposed Development on:

1. Hooker Creek Road (Co. Rd. #85)
2. Auction Yard Road (Co. Rd. #633)
3. Snively Road (Co. Rd. #82)

B. Infrastructure improvements required to mitigate all traffic impacts identified in the above study. ***Tehama County Department of Public Works***

Condition #46

STOPPING SIGHT DISTANCE REQUIREMENT: A 55 M.P.H. stopping sight distance is required for traffic at the Intersection of Snively Road (Co. Rd. #82) and Hooker Creek Road (Co. Rd. #85) and Auction Yard Road (Co. Rd. #633).

A. A Registered Civil Engineer (RCE) shall submit a detailed design showing that the stopping sight distance meets the Tehama County Land Division Standards and the Caltrans "Highway Design Manual".

B. The above said stopping sight distance shall be determined by information provided in the current addition of American Association of State Highway and Transportation Officials (AASHTO) reference "A Policy on Geometric Design of Highways and Streets". ***Tehama County Department of Public Works***

Condition #47

GRADING PERMIT: The Developer/Applicant shall submit a Grading Plan and obtain a Grading Permit from Tehama County Public Works prior to the start of any work related to on-site or off-site improvements.

Developer/Applicant shall submit a Site Development Plan to scale showing all temporary and permanent improvements, preliminary grading, drainage, any piping, tanks, parking areas or other appurtenances directly related to this project and how they meet the TCLD&EDS. ***Tehama County Department of Public Works***

Condition #48

DRAINAGE PLAN: The Developer/Applicant shall submit a Drainage Facility Plan consistent with a Hydrology Report approved by Tehama County Public Works prior to the start of any work related to buildings, parking lots, driveways, and storm water facilities that include but are not limited to filtration systems (oil/sand separator), retention/detention facilities, catch-basins, storm water diffusers, outfalls, and road connections. A 100-year design flow check shall be used to ensure that no flooding occurs on-site or off-site due to the development of project. A 100-year design shall be used to design the size of the detention basin so that no net increase in runoff occurs. Relocate any on-site drainage ditches into a Drainage Easement. Establish discharge path to existing locations with adequate facilities to ensure no "Net-Increase" in run-off. ***Tehama County Department of Public Works***

Condition #49

DRAINAGE REQUIREMENTS: The Developer/Applicant shall submit documents acceptable to the County demonstrating compliance with Chapter 2.E. of the Tehama County Land Development and Engineering Design Standards (TCLD&EDS). ***Tehama County Department of Public Works***

Condition #50

TRANSIT BUS STOP: The Developer/Applicant shall construct a Type "4" Bus Stop Layout as outline in the current edition of the "Tehama County Transit Agency Bus Stop Standards, Policies, and Procedures Manual". The bus stop shall be placed along the frontage of Auction Yard Road (Co. Rd. #633). ***Tehama County Department of Public Works***

Condition #51

WATER QUALITY PERMIT: Applicant shall obtain a General Construction Activity Permit from California Regional Water Quality Control Board prior to the start of any work related to road construction of access road, grading or building construction if total disturbed area is greater than one (1) acre. ***Tehama County Department of Public Works***

Condition #52

CALTRANS ENCROACHMENT PERMIT: The Developer/Applicant shall obtain and provide a copy of an approved Caltrans Encroachment Permit to the County prior to obtaining a Use Permit for the new connections from Hooker Creek (Co. Rd. #85) and Auction yard Road (Co. Rd. #633). ***Tehama County Department of Public Works***

Condition #53

CALTRANS PREREQUISITE FOR PARCEL "B" BUILDING PERMIT ISSUANCE: Per Parcel Map 05-73, dated June of 2006, 13 Parcel Maps 92, see Caltrans conditional statement on 13 Parcel Maps page 93. Prior to the issuance of any building permit on Parcel "B" as created herein, the permit Applicant shall provide Caltrans/District 02 Office with all drainage information necessary to assess whether drainage impacts to the State of California facilities would occur. ***Tehama County Department of Public Works***

Condition #54

CALTRANS INTERCHANGE IMPROVEMENTS: The Project shall provide a pro-rata fair share toward further improvements needed at the Hooker Creek and Auction Yard Road interchange as determined by Caltrans. Caltrans has identified that the realignment of the NB Hooker Creek Road NB offramp approach be constructed should the Nine-Mile Hill Development be developed. If development does not occur on or before April 30, 2030, then the condition no longer applies to the proposed Project. ***Tehama County Department of Public Works*** and ***California Department of Transportation***

Condition #55

INTERCHANGE ILLUMINATION REQUIREMENTS: The Developer/Applicant shall provide the necessary illumination of the I-5 and Hooker Creek Road interchange. Illumination required shall be determined by Caltrans. ***Tehama County Department of Public Works***

Condition #56

DEVELOPMENT IMPACT FEES: A note shall be placed on the Use Permit requiring that all development undertaken pursuant to this project pay a Countywide Development Impact Fee as per County Ordinance 2030 and amended Chapter 9.15 of the Tehama County Code for library, general government, sheriff, corrections, fire protection, parks and recreation, and transportation facilities in accordance with the adopted fee schedule. Development Impact Fees are to be paid to the County Building Department with any application for a building permit. ***Tehama County Department of Public Works***

Condition #57

Mitigation Measure BR-4: AESTHETICS. The Project Applicant shall implement one of the measures presented below to mitigate the loss of 17.8 acres of oak woodland.

1. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall establish an off-site conservation easement covering a minimum of 35.6 acres of oak woodland in Tehama County. In support of the conservation easement, a detailed management plan acceptable to the Tehama County Planning Department Director shall be developed and implemented to provide for the long-term maintenance of the oak woodland. The management plan shall address allowable land uses and intensities of such use, provide for periodic inspection of the protected lands, address the establishment and maintenance of protective measures such as fencing, identify maintenance and management tasks such as weed removal and trash pick-up, provide for remediation of the effects of unauthorized activities, and name a conservation-oriented third party to hold the easement and be responsible for ensuring the long-term maintenance of the protected lands. Establishment of an endowment to fund the management and maintenance activities undertaken by the easement holder may be appropriate.

   The conservation easement may be established directly by the Project Applicant, or the Project Applicant may fund the purchase of a conservation easement by a third-party conservation-oriented entity (such as California Rangeland Trust). If the latter option is selected, the management plan for the oak woodland would be provided by the conservation entity; proof of payment to the conservation entity shall be submitted to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site

2. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall contribute an appropriate compensation fee to the Oak Woodland Conservation Fund managed by the Wildlife Conservation Board. The fee shall be sufficient to protect a minimum of 35.6 acres of oak woodland in Tehama County. Proof of payment shall be submitted to the Planning Department Director prior to the initiation of any ground-disturbing activities on the Project site.

3. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall purchase mitigation credits for 35.6 acres

of oak woodland from an agency-approved mitigation bank. Purchase of mitigation credits at a mitigation bank located outside of Tehama County shall be allowed only if specifically authorized by the Planning Department Director. Proof of purchase of mitigation credits shall be provided to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site. ***California Department of Fish and Wildlife*** and ***Tehama County Planning Department***

Condition #58

Mitigation Measure AQ 1. B(a): AIR QUALITY. The following measures shall be noted on the grading plans and shall be employed to implement Tehama County APCD Fugitive PM10 to prevent and control dust emissions:

1. Land Clearing/Earth Moving:
   A. Water shall be applied by means of truck(s), hoses, and/or sprinklers as needed prior to any land clearing or earth movement to minimize dust emission.
   B. Haul vehicles transporting soil into or out of the property shall be covered.
   C. Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary.
   D. On-site vehicles shall be limited to 15 MPH, which minimizes dust emissions on unpaved roads.
   E. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The district's telephone number shall also be visible to ensure compliance with District *Rules 4:1 and 4:24* (*Nuisance and Fugitive Dust Emissions*).
2. Visibly Dry Disturbed Soil Surface Areas:
   A. All visibly dry disturbed soil surface areas of operation shall be treated with a dust palliative agent and/or watered to minimize dust emission.
3. Paved Road Track-Out:
   A. Existing roads and streets adjacent to the project will be cleaned at least once per day unless conditions warrant a greater frequency.
4. Visibly Dry Disturbed Unpaved Roads:
   A. All visibly dry, disturbed, unpaved road surface areas of operation shall be watered to minimize dust emission.
   B. Unpaved roads may be graveled to reduce dust emissions.
   C. Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary.

D. On-site vehicles are limited to a speed of 15 MPH, which minimizes dust emissions on unpaved roads.

E. Haul roads shall be sprayed down at the end of the work shift to form a thin crust. This application of water shall be in addition to the minimum rate of application.

5. Vehicles Entering/Exiting Construction Area:

   A. Vehicles entering or exiting the construction area(s) shall travel at a speed that minimizes dust emissions but does not exceed 15 MPH.

6. Employee Vehicles:

   A. Construction workers shall park in designated parking areas(s) to help reduce dust emissions.

7. Soil Piles:

   A. Soil pile surfaces shall be moistened if dust is being emitted from the pile(s). Adequately secured tarps, plastic or other material may be required to further reduce dust emissions.

Condition #59

Mitigation Measure AQ 1. B(b): AIR QUALITY. Applicants' improvement and/or building permit plans shall note for individual projects constructed under the proposed Project, that construction contractors will be required to implement the following *Tehama County APCD Standard Mitigation Measures* for heavy-duty construction equipment:

1. Maintain all construction equipment in proper tune according to manufacturer's specifications.

2. Maximize, to the extent feasible, the use of diesel construction equipment that meets current CARB certification standards for off-road heavy-duty diesel engines.

3. Registration in the *CARB DOORS Program* (www.arb.ca.gov/msprog/ordiesel/ordiesel.htm) and meeting all applicable standards for replacement and/or retrofit.

4. All portable equipment, including generators and air compressors rated over 50 brake horsepower, shall be registered in the *Portable Equipment Registration Program* (www.arb.ca.gov/portable/portable.htm) or permitted through the District as a stationary source. ***Tehama County Air Pollution Control District***

Condition #60

Mitigation Measure AQ 1. B (c): AIR QUALITY. Notes on improvement and/or building permit plans will identify the following measures related to ensuring the

use of low-emission construction equipment shall be implemented for the construction of the proposed Project:

1. Applicants shall require construction contractors to provide a plan for approval by the District that demonstrates that all heavy-duty off-road equipment used for construction activities shall be equipped with the most effective *Verified Diesel Emissions Control Strategies* (*VDECS*) available for the engine type. In this case, the best available *VDECS* would be the implementation of Tier 4F engines as certified by CARB and USEPA. The equipment shall be properly maintained and tuned in accordance with the manufacturers' specifications. This would be verified through an equipment inventory submittal and certification plan submitted to the District.

2. The plan shall have two components: an initial report submitted before construction and a final report submitted at completion.

3. Emissions from all off-road diesel-powered equipment used within the Project area shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the County Planning Department and the District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other District or state rules or regulations. ***Tehama County Air Pollution Control District***

Condition #61

Mitigation Measure AQ 2. C (a): AIR QUALITY. The following, to be noted on the improvement and/or building permit plans, shall be implemented to reduce on-site diesel particulate matter emissions and its associated health risk impacts to surrounding areas from diesel APUs from nighttime truck stays.

1. Applicants shall provide outboard power supply (shore power) to charge the onboard APU and/or an overhead system of heating, ventilation, and air conditioning (HVAC) ducted to supply comfort cooling and heating to truck cabins. The shore power and/or HVAC ducting shall accommodate a minimum of 50 percent of the designated nighttime truck parking spaces. ***Tehama County Air Pollution Control District***

Condition #62

Mitigation Measure BR-1: BIOLOGICAL RESOURCES. In order to avoid impacts on the pallid bat and any other roosting bats that may be present, the following shall be implemented:

Prior to issuance of any permits for any onsite construction activities, a qualified bat biologist[1] shall conduct a survey to identify the presence or absence of bats in the onsite buildings planned for demolition. If bats are present, the California Department of Fish and Wildlife shall be notified, and appropriate steps for the humane eviction of bats shall be implemented by a qualified biologist.

Trees greater than 12 inches in diameter at breast height (DBH) shall be removed using a two-step process to allow bats the opportunity to abandon the roost before removal. The two-step removal process shall be as follows:

- Day 1: Remove small-diameter trees, brush, and non-habitat features of large trees (branches without cavities, crevices, or exfoliating bark), using chainsaws for cutting and chippers wherever possible to cause a level of noise and vibration disturbance sufficient to cause bats to choose not to return to the tree for a few days after they emerge to forage.
- Day 2: Remove the remainder of the trimmed trees.

To avoid impacts to active maternity colonies, tree removal shall occur only during the following time frames and subject to the following weather conditions or as otherwise approved/recommended by a qualified biologist:

- Between March 1 (or after temperatures rise above 45°F, and/or no more than $^1/_2$" of rainfall within 24 hours occurs) and April 15; and

Between September 1 and October 15 (or before evening temperatures fall below 45°F, and/or more than $^1/_2$" of rainfall within 24 hours occurs). ***California Department of Fish and Wildlife***

Condition #63

Mitigation Measure BR-2: BIOLOGICAL RESOURCES. To avoid impacts to nesting birds and raptors protected under the federal *Migratory Bird Treaty Act* and *California Fish and Game Code §3503* and *§3503.5*, including their nests and eggs, improvement plans shall identify that one of the following shall be implemented:

1. Vegetation removal and other ground-disturbance activities associated with Project construction shall occur between September 1 and January 31 when birds are not nesting; or
2. If vegetation removal or ground disturbance activities occur during the nesting season, a pre-construction nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area.

   The survey shall consider acoustic impacts and line-of-sight disturbances occurring as a result of the Project in order to determine a sufficient survey radius to avoid nesting birds. At a minimum, the survey report shall include a description of the area surveyed, date and time of the survey, ambient conditions, bird species observed in the area, a description of any active nests observed, any evidence of breeding behaviors (e.g., courtship, carrying nest

materials or food, etc.), and a description of any outstanding conditions that may have impacted the survey results (e.g., weather conditions, excess noise, the presence of predators, etc.).

The results of the survey shall be submitted to the California Department of Fish and Wildlife upon completion. The survey shall be conducted no more than one week prior to the initiation of construction activities (i.e., prior to vegetation removal). If construction activities are delayed or suspended for more than one week after the pre-construction survey, the site shall be resurveyed.

If active nests are found, a qualified biologist, in consultation with California Department of Fish and Wildlife staff, shall identify and implement appropriate actions to ensure compliance with the *Migratory Bird Treaty Act* and *California Fish and Game Code*. compliance measures may include, but are not limited to, exclusion buffers, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified in the survey, as well as ongoing monitoring by biologists. ***California Department of Fish and Wildlife***

Condition #64

Mitigation Measure BR-3: BIOLOGICAL RESOURCES. Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the *Delineation of Potential Jurisdictional Waters of the U.S.* and *Waters of the State of California* (see Appendix C-2), the project applicant or developer shall obtain the following resource agency permits from the Corps, RWQCB, CDFW or any other applicable agency (i.e., USFWS) identified through the permitting process:

- Prior to any discharge of dredged or fill material into "waters of the U.S.", including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined not to be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material.

- Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if required, a *1602 Streambed Alteration Agreement* (SAA) shall be obtained by the Project Applicant or developer.

- The Project Applicant or developer shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank at a minimum 1:1 ratio, or through onsite/offsite habitat restoration at a minimum 1:1 ratio. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead

regulatory agency. ***California Department of Fish and Wildlife***

Condition #65

Mitigation Measure BR-4: BIOLOGICAL RESOURCES. The Project Applicant shall implement one of the measures presented below to mitigate the loss of 17.8 acres of oak woodland.

1. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall establish an off-site conservation easement covering a minimum of 35.6 acres of oak woodland in Tehama County. In support of the conservation easement, a detailed management plan acceptable to the Tehama County Planning Department Director shall be developed and implemented to provide for the long-term maintenance of the oak woodland. The management plan shall address allowable land uses and intensities of such use, provide for periodic inspection of the protected lands, address the establishment and maintenance of protective measures such as fencing, identify maintenance and management tasks such as weed removal and trash pick-up, provide for remediation of the effects of unauthorized activities, and name a conservation-oriented third party to hold the easement and be responsible for ensuring the long-term maintenance of the protected lands. Establishment of an endowment to fund the management and maintenance activities undertaken by the easement holder may be appropriate.

   The conservation easement may be established directly by the Project Applicant, or the Project Applicant may fund the purchase of a conservation easement by a third-party conservation-oriented entity (such as California Rangeland Trust). If the latter option is selected, the management plan for the oak woodland would be provided by the conservation entity; proof of payment to the conservation entity shall be submitted to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.

2. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall contribute an appropriate compensation fee to the *Oak Woodland Conservation Fund* managed by the Wildlife Conservation Board. The fee shall be sufficient to protect a minimum of 35.6 acres of oak woodland in Tehama County. Proof of payment shall be submitted to the Planning Department Director prior to the initiation of any ground-disturbing activities on the Project site.

3. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall purchase mitigation credits for 35.6 acres of oak woodland from an agency-approved mitigation bank. Purchase of mitigation credits at a mitigation bank located outside of Tehama County shall be allowed only if specifically authorized by the Planning Department Director. Proof of purchase of mitigation credits shall be provided to the Planning Department Director prior to initiation of any ground-disturbing activities on the

Project site. ***California Department of Fish and Wildlife***

Condition #66

Mitigation Measure BR-5: BIOLOGICAL RESOURCES. To prevent the inadvertent entrapment of wildlife, a note on the improvement plans will require that the construction contractor ensure that, at the end of each workday, trenches and other excavations that are over one foot deep have been backfilled or covered with plywood or other hard material. If backfilling or covering is not feasible, one or more wildlife escape ramps constructed of earthen fill or wooden planks shall be installed in the open trench. Pipes shall be inspected for wildlife prior to capping, moving, or placing backfill over the pipes to ensure that animals have not been trapped. If animals have been trapped, they shall be allowed to leave the area unharmed. ***California Department of Fish and Wildlife***

Condition #67

Mitigation Measure CR-1: CULTURAL RESOURCES. If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 50-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. If the professional archaeologist determines that the find does not represent a cultural resource, then work may resume immediately, and no agency notifications are required. If the professional archaeologist determines that the find represents a cultural resource from any time period or cultural affiliation, then he or she shall immediately notify Tehama County, which shall consult on a finding of eligibility and implement appropriate treatment measures. If the find is determined to be eligible for inclusion in the NRHP or CRHR. Work cannot resume within the no-work radius until the County, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction. ***Tehama County Planning Department***

Condition #68

Mitigation Measure CR-2: CULTURAL RESOURCES. In the event of the discovery of human remains or remains that are potentially human, the construction contractor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Tehama County Coroner (per Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Public Resources Code (PRC), Section 5097.98, and AB 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (PRC, Section 5097.98). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning the treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (PRC, Section 5097.94). If no agreement is reached, the landowner

must rebury the remains where they will not be further disturbed (PRC, Section 5097.98). This will also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation, or easement, or recording a reinternment document with the county in which the property is located (AB 2641). Work cannot resume within the no-work radius until the lead agency, which is Tehama County, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction. ***Tehama County Planning Department***

Condition #69

Mitigation Measure N-1: NOISE. The following measures shall be incorporated into the Project improvement plans and applicable building permit plans to reduce temporary on-site construction operation impacts in ambient noise levels in excess of *Tehama County General Plan* and *Noise Ordinance Standards*:

- Noise-generating construction activities within the Project area shall occur pursuant to the hours and days outlined in the *Tehama County General Plan* to the maximum extent feasible.
- All noise-producing Project equipment and vehicles using internal combustion engines shall be equipped with manufacturers'- recommended mufflers and maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the Project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of Project activity.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- In the event that unusual circumstances or emergencies prevent certain Project construction activities from complying with the *Tehama County General Plan*, then a noise control plan shall be developed to ensure that sufficient mitigation is implemented during Project construction to ensure adverse noise impacts are avoided. ***Tehama County Planning Department***

Condition #70

Mitigation Measure N-2: NOISE. The following measures shall be incorporated into the Project improvement plans and applicable building permit plans to reduce on-site circulation noise impacts affecting existing residences.

- A noise barrier measuring 8 feet in height shall be constructed prior to issuance of an occupancy permit at the locations indicated in Figure N-3, Proposed Site Plan & Noise Mitigation Requirements, to provide shielding of

on-site vehicle movements at the nearest residences located in those directions.

- The barrier can be constructed of masonry, stone, brick, block, precast concrete systems, earthen berms, or a combination of these materials. Optional pilaster inserts, wall caps, or other features to enhance the aesthetics of these walls are to be utilized. Other materials may be acceptable, provided they are reviewed by a qualified acoustical consultant prior to installation. ***Tehama County Planning Department***

Condition #71

Mitigation Measure N-3: NOISE. The following measures shall be incorporated into the Project prior to issuance of an occupancy permit to reduce the noise impact of on-site Transport Refrigeration Units (TRUs) on existing residences.

- Operation of diesel trailer-mounted Transport Refrigeration Units (TRUs) shall be limited to the locations indicated in Figure N-3, Proposed Site Plan & Noise Mitigation Requirements. Signage or pavement markings shall be installed to delineate in which parking areas the use of diesel TRUs and eTRUs would be permitted.

- TRUs shall not be operated along the northernmost and easternmost trailer parking areas unless they are electrically powered (eTRUs**).** ***Tehama County Planning Department***

Condition #72

Mitigation Measure N-4: NOISE. The following measures shall be incorporated into the Project to reduce on-site idling truck noise impacts affecting existing residences.

- The idling of heavy truck engines shall not be permitted within the northernmost or easternmost parking areas. The specific locations where heavy truck idling would not be permitted are indicated in Figure N-3, Proposed Site Plan & Noise Mitigation Requirements. Signage or pavement markings shall be installed prior to issuance of an occupancy permit to delineate in which parking areas idling would be permitted.

  To provide maintenance of comfortable interior temperatures within the cabs of trucks parked in the northernmost and easternmost parking areas, Truck Stop Electrification (TSE), which provides electrically powered heating and air-conditioning, shall be required and shown on building permit plans. Figure N-4, Truck Stop Electrification (TSE) System, provides an example of a TSE system providing air-conditioning to heavy truck cabs. ***Tehama County Planning Department***

Condition #73

Mitigation Measure N-5: NOISE. The following measures shall be incorporated into the Project prior to issuance of an occupancy permit to reduce on-site emergency backup diesel generator noise impacts affecting existing residences.

According to the manufacturer data, a Level 3 enclosure would reduce the generator's sound output to approximately 68 dBA at the 25-foot reference distance, which represents a noise level decrease of 24 dBA. Table N-19, Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA shows the predicted levels at the nearest residences with the Level 3 enclosure.

In the event that a Level 3 enclosure is unavailable for this particular model of generator, a custom enclosure providing 24 dBA of noise attenuation similar to the Level 3 enclosure would be required. Given this level of sound attenuation, generator noise levels would be satisfactory relative to Tehama County noise standards and CEQA requirements. As a result, the following measures are required for the proposed Project:

- The proposed diesel generator shall include a Level 3 acoustic enclosure, which would reduce generator noise levels to approximately 68 dBA at a distance of 25 feet.
- In the event that a Level 3 enclosure is unavailable for this particular model of generator, a custom enclosure providing 24 dBA of noise attenuation similar to the Level 3 enclosure would be required. ***Tehama County Planning Department***

Table N-19
Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA

	Diesel Generator Noise Level at Nearest Residences	
Receptor[1]	No Enclosure	With Level 3 Enclosure
1	77	53
2	70	46
3	68	44

1. Receptor Locations are identified on Figure N-2

Source: Bollard Acoustical Consultants

Condition #74

Mitigation Measure N-6: NOISE. Following completion of construction and commencement of Project operations, annual noise monitoring by a qualified acoustical consultant shall be conducted at the nearest residences, or as close as practical to those residences, to verify Project noise generation is in full compliance with the applicable Tehama County noise standards. After three consecutive years of such monitoring indicating the Project is in full compliance with the applicable County noise standards, the duration between noise compliance monitoring shall be increased from annual monitoring to monitoring every five years. In the event that the compliance monitoring reveals that aspects of the Project are generating noise levels in excess of the applicable Tehama County noise standards at any of the nearest residences to the Project site, additional noise mitigation measures shall be determined and implemented for the source(s) responsible for the identified exceedance. Such measures could include, but not be limited to, the following:

- Establishment of increased setbacks between certain noise sources and sensitive receptors (i.e., further restrictions on the locations of idling engines and TRU usage).
- Implementation of additional TSE components that would reduce or eliminate the noise generation of the Project sources responsible for any exceedance of noise standards.
- Installation of localized noise control measures (i.e., barriers, sound absorptive materials, etc.).

Mitigation Measure N-6 reduces the combined Project noise generation impacts affecting sensitive receptors to a less than significant level. However, it should be recognized that over the ensuing years, more and more EV vehicles and trucks will be placed into service. The Project is designed to allow the conversion of currently proposed standard parking stalls to EV charging stations as demand continues to grow. The additional EV vehicles, trucks and charging facilities will result in the Project in and of itself reducing the noise effects experienced by traditional vehicles and trucks. Therefore, vehicular noise impacts in the Project vicinity are anticipated to decline over time, commensurate with passenger car and truck fleet turnover. ***Tehama County Planning Department***

Condition #75

Mitigation Measure PS-1: PUBLIC SERVICES. A security lighting plan shall be prepared by a certified lighting designer and submitted with the improvement and/or building permit plans. "Unlike other professions, lighting designers do not require state licensure. To encourage and promote expertise, the lighting industry has developed a series of certifications that demonstrate proficiency while providing confidence." Certifications include but are not limited to: a Lighting Certified designation managed by the National Council for the Qualification of the Lighting Professions (NCQLP); Certified Lighting Management Consultant (CLMC) maintained by the International Association of Lighting Management Companies that maintains the CLMC, the oldest lighting certification; Certified Lighting Efficiency Professional (CLEP), the Association of Energy Engineers CLEP designation to demonstrate proficiency in delivering energy-efficient nonresidential lighting systems; and the Advanced Lighting Controls Training Program. In 2010, a consortium of organizations launched the California Advanced Lighting Controls Training Program (CALCTP) to train licensed electrical contractors and state-certified electricians on how to install, test, commission, and maintain nonresidential lighting controls. In 2012, the California program expanded to train and certify Acceptance Test Technicians (CALCTP-AT), required by the state in projects complying with the latest iteration of its energy code. Since 2014, building projects must employ an Acceptance Test Technician to certify all lighting controls are properly installed and functional prior to issuance of an occupancy permit. ***Tehama County Planning Department***

Condition #76

Mitigation Measure PS-2: PUBLIC SERVICES. Dedicated security personnel will be contracted to provide 24-hour security within the Project site and along the Project perimeter. The Project Operator shall coordinate with the Tehama County Sheriff's Office and a certified and bonded security company to determine operational parameters. At a minimum, security personnel must be licensed by the State of California Bureau of Security & Investigative Services (BSIS). The BSIS licenses and regulates private security services, thereby providing oversight and ensuring accountability. A contract with a licensed security company must be in place before an occupancy permit is issued. ***Tehama County Planning Department***

Condition #77

TRANSPORTATION, T-1. To discourage Project-related trips from using Snively Road, the Project Applicant or developer shall construct a raised median on Hooker Creek Road between the project's easterly driveway and Snively Road. The raised median shall also include Project-related signing that directs Project traffic to use the easterly driveway. The installation of regulatory "LOCAL TRAFFIC ONLY" signage in the median and on the shoulders facing eastbound traffic shall also be implemented. These improvements shall be completed prior to the issuance of an occupancy permit by the County. ***Tehama County Planning Department*** and ***Tehama County Department of Public Works***

Condition #78

TRANSPORTATION, T-2. Prior to the issuance of an occupancy permit by the County, crosswalks and access ramps shall be provided at the Hooker Creek Road/Auction Yard Road/I-5 Northbound off-ramp intersection as determined by Caltrans and the County Department of Public Works during the construction documents stage. The median at the Hooker Creek Road/Snively Road intersection shall also be configured to allow for an unmarked crosswalk across Hooker Creek Road. ***California Department of Transportation*** and ***Tehama County Department of Public Works***

Condition #79

TRANSPORTATION, T-3. Prior to the issuance of the occupancy permit, the Project Applicant or developer shall obtain an Encroachment Permit from Caltrans and install the following at the I-5 Northbound Off-Ramp & Sunset Hills Drive intersection (Intersection 2) to minimize delays and facilitate orderly traffic flow:

- Provide "KEEP CLEAR" pavement markings in the intersection. ***California Department of Transportation***

Condition #80

TRANSPORTATION, T-4. Prior to the issuance of an occupancy permit by the County, the northbound I-5 off-ramp shall include the following: Install two sets of "Wrong Way" sign packages and red-backed raised pavement markers, as outlined in Section 28.41, Figure 2B-18(CA), Figure 3B-24(CA), and Figure 3A-114(CA) of

the 2014 California MUTCD (REV 7), or the latest version published by Caltrans. ***California Department of Transportation***

Condition #81

Mitigation Measure T-5:TRANSPORTATION. Prior to April 30, 2030, the Project Applicant or developer shall pay the pro-rata cost share toward the following improvements. The payment amount shall be established based on an engineer's preliminary design and cost estimate of the improvements prepared by the Project Applicant or developer and approved by the County Public Works Director or Caltrans. The payment shall be either a deposit into an escrow account, a letter of credit, or a direct deposit with the County, and shall be in a form approved by the County.

- I-5 Northbound Off Ramp & Sunset Hills Drive:
  - Widening the northbound approach to provide a northbound left turn lane and a northbound right turn pocket of 100 feet. These improvements will result in a 2-lane ramp terminus.
  - Add "KEEP CLEAR" pavement markings to the intersection in accordance with California Manual of Uniform Traffic Control Devices guidelines.
- I-5 Northbound Onramp/Auction Yard Road & Sunset Hills Drive:
  - Widening the eastbound approach to provide an eastbound left turn lane and an eastbound thru/right turn lane. The additional lane shall extend to the adjacent northbound onramp.
- I-5 Northbound Offramp/Auction Yard Road & Hooker Creek Road:
  - Widening the northbound approach to provide a northbound left turn pocket of 150 feet, a northbound thru lane, and a northbound right turn pocket of 150 feet. These improvements will result in a 3-lane ramp terminus. ***California Department of Transportation*** and ***Tehama County Department of Public Works***

Condition #82

Mitigation Measure TCR-1: TRIBAL CULTURAL RESOURCES. Unanticipated Discovery – If any suspected TCRs are discovered during ground-disturbing construction activities, all work shall cease within at least 50 feet of the find. The County shall invite a Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with the geographic area to make recommendations about whether or not the discovery represents a TCR (PRC Section 21074) and, if so, to make recommendations for culturally appropriate treatment. The contractor shall implement any measures determined by the County to be necessary. Work at the discovery location cannot resume until the treatment has been implemented to the satisfaction of the County. ***Tehama County Planning Department***

Condition #83

Mitigation Measure US-1: UTILITY & SERVICE SYSTEMS. Before the issuance of an occupancy permit for any of the following buildings, C-Store and Sit-Down Restaurant, or any of the Drive Through Fast Food Restaurants, the Project developer, owner, or operator will coordinate with the County Department of Public Works, the Tehama County Sheriff's Office, California Highway Patrol, and the Tehama County Solid Waste Management Agency to evaluate and implement an Adopt-A-Road Program to control litter along Hooker Creek Road from the intersection with Snively Road to a distance to the west along Hooker Creek Road as established by the Program. In addition to determining the length of the segment along Hooker Creek Road that would be maintained for litter, the Program would identify the design, number, and locations of the Adopt A Road signs, the number of times per year a concerted effort would be made to pick up litter, how the litter would be disposed, instructions for handling the various types of litter, and other issues that would need to be addressed as determined by the aforementioned County Departments, Agencies and CHP. The Project developer, owner, or operator would be responsible for the Program costs. ***Tehama County Planning Department***

Condition #84

LOT LINE ADJUSTMENT. Assessor Parcel No. 007-080-29, 007-080-066 and 007-080-065 are all legally separate and conveyable parcels. In order for driveways, parking areas, utilities, water, waste water, and other infrastructure and structures can legally cross the project area without the limitations of property lines a ministerial Lot Line Adjustment will be submitted for approval prior to improvement plan approval(s). ***Tehama County Planning Department***

Condition #85

INDEMNIFICATION. As a condition and in consideration of the approval of this Use Permit, the Permittee shall defend, indemnify, and hold harmless, at the Permittee's sole expense, the County of Tehama and its employees, officers, contractors, and agents (the "County Indemnitees") from and against any claim, action, or judicial or administrative proceeding brought against the County Indemnitees, or any of them, to attack, set aside, void, annul, or otherwise challenge the County's decision to issue this Use Permit to the Permittee, any environmental review or absence thereof associated with the proposed project, or the manner in which the County interprets or enforces the terms and conditions of this Use Permit at any time. The Permittee shall further pay all losses, liabilities, damages, penalties, costs, awards, judgments, fees (including reasonable attorney's fees) and expenses arising from such claim, action, or judicial or administrative proceeding. Counsel for the County Indemnitees in any such legal defense shall be selected by the County. Upon request of the County, the Permittee shall execute a formal written agreement containing the foregoing terms, but the Permittee's obligations hereunder shall be fully operative and enforceable regardless of whether such an agreement is executed. ***Tehama County Planning Department***

Condition #86

DEVELOPMENT DESIGN STANDARDS. All facilities, structures, landscaping, parking, signage, and other site improvements shall be designed, installed, and maintained consistent with the County's Development Design Standards contained in TCMC 17.08.080. Planning staff shall verify compliance with the Development Design Standards prior to approval of plot plans and issuance of building permits. ***Tehama County Planning Department***

Applicant Acknowledgement

I have read and understand the Conditions of Approval for Use Permit 23-01 (Cottonwood Travel Center) set forth above. I agree to abide by and comply with the Conditions of Approval, as well as to all applicable provisions of the Tehama County Municipal Code. I further understand that failure to comply with the Conditions of Approval may result in revocation of the permit pursuant to the provisions of the Tehama County Municipal Code.

_____

Name of Project Applicant

_____

Signature of Project Applicant

_____

Date

TEHAMA COUNTY

COTTONWOOD TRAVEL CENTER

USE PERMIT 23-01

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION



TEHAMA COUNTY
Ms. Jessica Martinez, Planning Director
Courthouse Annex, Room "I"
444 Oak Street
Red Bluff, CA 96080
(530) 527-2200
E-Mail – jmartinez@tehama.gov

October 6, 2025

ATTACHMENT J

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GUIDELINES FOR COMMENTING ON THE DRAFT IS/MND

An environmental document should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes into account environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency is to be reviewed in light of what is reasonably feasible.

Section 15204(a) of the *State CEQA Guidelines* provides guidance to assist members of the public and public agencies in preparing comments on draft environmental documents. *Section 15204.5(a)* states:

> In reviewing draft environmental documents, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.
>
> Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR or MND is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a Lead Agency, in this case Tehama County to conduct every test of perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made.

Pursuant to the *CEQA Guidelines*, an effect is not considered significant in the absence of substantial evidence; therefore, comments should be accompanied by factual support. *Section 15204(c)* of the *CEQA Guidelines* states:

> Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to *Section 15064* of the *CEQA Guidelines*, an effect shall not be considered significant in the absence of substantial evidence.

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TABLE OF CONTENTS

ENVIRONMENTAL CHECKLIST FORM

1.	Project Title	7
2.	Lead Agency Name and Address	7
3.	Contact Person, Phone Number, E-mail	7
4.	Project Location	7
5.	Applicant Name and Address	7
6.	General Plan Classification	7
7.	Zoning District Designation	7
8.	Project Description	7
9.	Surrounding Land Uses and Setting	7
10.	Other Public Agencies Whose Approval Is Required	7
11.	Native American Consultation	10
12.	List of Attachments	10

CHAPTER 1.0 – INTRODUCTION & PURPOSE

1.1	Introduction	1-1
1.2	Lead Agency	1-1
1.3	Purpose of the Initial Study	1-1
1.4	Incorporation by Reference	1-2
1.5	Project Related Technical Studies	1-3
1.6	Project Plans	1-4
1.7	Environmental Review Process	1-5

CHAPTER 2.0 – PROJECT DESCRIPTION

2.1	Project Location & Setting	2-1
2.2	Proposed Project	2-5
2.3	Documentation & References	2-11

CHAPTER 3.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

3.1	Determination	3-1

CHAPTER 4.0 EVALUATION OF ENVIRONMENTAL EFFECTS

SECTIONS

I	Aesthetics	I-1
II	Agricultural Resources	II-1
III	Air Quality	III-1
IV	Biological Resources	IV-1
V	Cultural Resources	V-1
VI	Energy	VI-1
VII	Geology And Soils	VII-1
VIII	Greenhouse Gas Emissions	VIII-1
IX	Hazards & Hazardous Materials	IX-1
X	Hydrology & Water Quality	X-1
XI	Land Use & Planning	XI-1
XII	Mineral Resources	XII-1
XIII	Noise	XIII-1
XIV	Population & Housing	XIX-1
XV	Public Services	XV-1
XVI	Recreation	XVI-1
XVII	Transportation	XVII-1

XVIII	Tribal Cultural Resources	XVIII-1
XIX	Utility & Service Systems	XIX-1
XX	Wildfire	XX-1
XXI	Mandatory Findings of Significance	XXI-1
XXII	Mitigation Monitoring Program	XXII-1

TABLES

AIR QUALITY		
AQ-1	Tehama County Attainment Status	III-1
AQ-2	Health Effects of Main Criteria Air Pollutants	III-4
AQ-3	Ambient Air Quality Monitoring Data	III-5
AQ-4	Tehama County APCD Project-Level Air Quality Thresholds of Significance	III-9
AQ-5	Project-Level Health Risk Thresholds of Significance	III-11
AQ-6	Average Daily Construction-related Criteria Pollutant Emissions (pounds per day) Without Mitigation	III-13
AQ-7	Average Daily Construction-related Criteria Pollutant Emissions (pounds per day) With Mitigation	III-13
AQ-8	Operational Average Daily Criteria Pollutant Emissions (Pounds per Day)	III-14
AQ-9	Health Risk Impacts at The Maximum Exposed Sensitive Receptors Without Mitigation	III-18
AQ-10	Health Risk Impacts at The Maximum Exposed Sensitive Receptors With Mitigation	III-19
BIOLOGICAL RESOURCES		
BR-1	Habitat Types by Acreages	IV-2
BR-2	Special Status Species with The Potential to Occur in the Project Area	IV-12
ENERGY		
E-1	Construction Diesel and Gasoline Use	VI-5
GREENHOUSE GAS EMISSIONS		
GHG-1	Annual Project Construction GHG Emissions	VIII-5
GHG-2	Annual Project Operational GHG Emissions	VIII-6
HYDROLOGY & WATER QUALITY		
HWQ-1	Summary of DWR Wells of Record	X-2
HWQ-2	Potential Pollutant Sources and Corresponding Best Management Practices (BMPs)	X-18
HWQ-3	Baseline Condition Flow Summary from Rational Method	X-21
HWQ-4	Project Condition Flow Summary from Rational Method	X-22
LAND USE & PLANNING		
LU-1	Existing Land Use & Zoning Designations	XI-3
LU-2	Community Types by County Communities	XI-8
NOISE		
N-1	Ambient Noise Measurement Results	XIII-2
N-2	Existing Traffic Noise Levels at Residences	XIII-3
N-3	Significance of Changes in Cumulative Noise Exposure	XIII-4
N-4	FTA Criteria for Assessing Vibration Damage to Structures	XIII-4
N-5	Vibration Impact Criteria for General Assessment	XIII-4
N-6	Noise Standards for New Uses Affected by Traffic and Railroad Noise	XIII-5
N-7	Noise Standards for New Uses Affected by Non-Transportation Noise	XIII-6
N-8	Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Existing Plus Project Conditions	XIII-11
N-9	Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Cumulative "A" Plus Project	XIII-12
N-10	Traffic Noise Level Increases at Existing Sensitive Receptors - Cumulative "A" Without Project vs. Cumulative "A" Plus Project	XIII-13
N-11	Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Cumulative "B" Plus Project	XIII-14
N-12	Traffic Noise Level Increases at Existing Sensitive Receptors – Cumulative B Without Project vs. Cumulative "B" Plus Project	XIII-14

N-13	On-Site Circulation Noise Levels at Nearest Sensitive Receptors, Leq, dBA	XIII-15
N-14	Reference Noise Levels for Auto/Truck Maintenance Facilities	XIII-16
N-15	TRU Noise Levels at Nearest Sensitive Receptors, Leq, dB	XIII-17
N-16	Idling Truck Noise Levels at Nearest Sensitive Receptors, Leq, dBA	XIII-18
N-17	Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA	XIII-19
N-18	Vibration Source Levels for Construction Equipment and Predicted Levels at 100 Feet	XIII-20
N-19	Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA	XIII-23

TRANSPORTATION

T-1	Study Locations	XVII-9
T-2	VMT Related Study Locations	XVII-15

FIGURES

PROJECT DESCRIPTION

2-1 Regional Project Location
2-2 Project Site Vicinity Aerial
2-3 Overall Site Plan
2-4 Assessor Parcel Map
2-5 USGS Hooker Quadrangle
2-6 Habitat Types
2-7 General Plan Land Use Classifications
2-8 Zoning District Designations

AESTHETICS

A-1 Cottonwood Travel Center View I-5 South
A-2 Cottonwood Travel Center Sign View I-5 South
A-3 Cottonwood Travel Center View I-5 North

BIOLOGICAL RESOURCES

BR-1 Habitat Types by Acreages
BR-2 Aquatic Resources Map
BR-3 CNDDB Occurrences

HYDROLOGY & WATER QUALITY

HWQ-1 Groundwater Basin
HWQ-2 Cross-Section Location Map
HWQ-3 Geologic Cross Section
HWQ-5 DWR Wells of Record Surrounding Site
HWQ-6 Existing Drainage Setting A
HWQ-7 Water and Wastewater System Overview
HWQ-8 Wastewater Treatment Equipment Layout
HWQ-9 Proposed Overall Project Site Drainage (Drawing DR1)

LAND USE & PLANNING

LU-1 North I-5 Corridor Planning Area
LU-2 General Plan Land Use Classifications
LU-3 Zoning District Designations
LU-4 General Commercial & Rural Small Lot Land Use Classifications
LU-5 Overall Site Plan
LU-6 C-Store and Travel Services – South & North Elevations
LU-7 C-Store and Travel Services – East & West Elevations
LU-8 Drive-Through Fast Food Restaurant 01 Elevations
LU-9 Drive-Through Fast Food Restaurant 02 Elevations
LU-10 Truck Maintenance & Restroom Building Elevations
LU-11 Fueling Canopy Elevations
LU-12 Typical Trash Enclosure, Well House & Solar Canopies Elevations
LU-13 Water Tank Elevations
LU-14 Roadway Cross-Sections
LU-15 Overall Landscape Site Plan

LU-16 Plant Schedule & Images
LU-17 Sign Location Plan
LU-18 Conceptual Signage

NOISE

N-1 Common Noise Levels
N-2 Project Area, Noise Survey Sites & Nearest Residences
N-3 Proposed Site Plan & Noise Mitigation Requirements
N-4 Truck Stop Electrification (TSE) System

TRANSPORTATION

T-1 Project Location & Study Intersection Locations
T-2 Existing & Proposed Hooker Creek, Auction Yard, and Snively Road Sections
T-3 Site Plan Street Intersection Enlargement Sheet C1.4

WILDFIRE

WF-1 Community Wildfire Protection Planning Units

APPENDICES

A PG&E Electrical Service Availability Letter
B Tehama County Fire Department Use Permit #23-01 Conditions
C Tehama County Department of Public Works Preliminary Conditions of Approval
D Zoning Code Section 17.08.080 Development Design Standards
E Acoustical Terminology

ATTACHMENTS

A Cottonwood Travel Center Preliminary Electrical Charging Description
B Air Quality, Greenhouse Gas, and Energy Technical Report
C1 Cottonwood Travel Center Biological Constraints Report
C2 Delineation Of Potential Jurisdictional Waters of the U.S. and Waters Of The State Of California
C3 Oak Tree Inventory for the Cottonwood Travel Center Project
C4 Draft Biological/Wetland Impact Analysis and Mitigation Measures
C5 Focused Biological Study Survey Results
C6 Cottonwood Travel Center Bumble Bee Survey Results
D Cultural Resources Study Report (On File with The Tehama County Planning Department)
E Geotechnical Report
F Hydrogeological Analysis
G Final Storm Water/Hydrology Study for Entitlement Purposes
H Water-Quality Impact Analysis
I Phase I Environmental Site Assessment
J Environmental Noise & Vibration Assessment
K Traffic Impact Analysis Memorandum
L Vehicle Miles Traveled (VMT) Memorandum

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Cottonwood Travel Center – Use Permit 23-01

2. **Lead Agency Name and Address**:

   Tehama County
   Tehama County Planning Department
   Courthouse Annex, Room "I"
   444 Oak Street
   Red Bluff, CA 96080

3. **Contact Person, Phone Number, E-mail:**

   Jessica Martinez, Planning Director
   (530) 527-2200
   E-Mail – jmartinez@tehama.gov

4. **General Project Location:** The proposed Cottonwood Travel Center (Project) is located in Tehama County (County) in northern California, approximately 170 miles northeast of San Francisco and about 120 miles south of the Oregon border. The Project site is approximately eight and one-half miles north of the City of Red Bluff and seven miles south of the unincorporated Shasta County Community of Cottonwood. It is located at the northeast corner of I-5 and Hooker Creek Road and is bounded by Auction Yard Road and I-5 to the west, Hooker Creek Road to the south, and Snively Road to the east. Refer to **Figure 2-1, Regional Project Location** and **Figure 2-2, Project Site Vicinity Aerial**.

5. **Applicant Name and Address:**

   Cottonwood Investment Group, LLC
   Peter Dreyfuss, Managing Member
   2934 Ford St., Suite 35
   Oakland, CA 94601
   (415) 244-6427
   padreyfuss@att.net

6. **General Plan Classification:** *GC*, *General Commercial*

7. **Zoning District Designation:** *PD*, *Planned Development*

8. **Project Description:** Cottonwood Investment Group, LLC (Applicant) proposes the development of a 29.97-acre "auto and truck station" for passenger vehicles, recreational vehicles (RVs), and commercial trucks to provide convenient and essential services to travelers along Interstate 5 (I-5) and local and regional residential, commercial, and industrial users. The Project Applicants refer to the proposed Project as a "travel center," whereas, per the *Tehama County Zoning Code*, it is an "auto and truck station." The words "travel center" and "auto and truck station" are used interchangeably for the proposed Project. The Project differs from traditional interstate travel centers and truck stops, and truck stations. Travel centers, truck stations, and truck stops serve similar purposes but cater to different needs and audiences. The following are some key differences:[1]

   The proposed Project is generally larger, offers a wider range of amenities, and is located along a major interstate, I-5, making it accessible to a broader range of travelers. The Project includes

[1] Microsoft Bing Copilot. Available at https://www.bing.com/search?q=travel+center+compared+to+truck+stops. Accessed September 26, 2024.

multiple dining options, a convenience store, showers, and laundry facilities. While the Project will cater to truck drivers, the Project is designed to attract families and other travelers, offering more family-friendly amenities, such as pet areas and larger restrooms.

Auto and truck stations are primarily designed for truckers and focus on their needs offering essential services like fuel, parking, showers, and sometimes repair services. While they may offer some dining options and convenience stores, the range of amenities is more limited than that of the proposed Project. Both types of facilities aim to provide a comfortable and convenient break for travelers, but the proposed Project will offer a broader range of services and cater to a more diverse audience.

Whereas most interstate auto and truck stations provide primarily gasoline and diesel fuel services with nominal electric vehicle parking stations, the proposed Project will provide dedicated electric vehicle (EV) capable and electric vehicle supply equipment (EVSE) parking spaces for passenger vehicles, medium-duty (MDT) and heavy-duty (HDT) trucks, and larger size RVs, in addition to traditional fueling options.[2] Refer to **Figure 2-3, Overall Site Plan**.[3]

Based on the definition of an auto and truck station in the *Tehama County Zoning Code*, neither a travel center nor a truck stop would be permitted to be developed in Tehama County. However, since the proposed Project Site is zoned *Planned Development*, which requires a Use Permit approval, a travel center could be considered for approval by the Planning Commission, provided all the findings can be made pursuant to the *Tehama County Municipal Code Section 17.70.040*.

The Project applicant proposes the development of "a state-of-the-art travel center" offering a 10,000 sq. ft. (SF) retail Convenience Store (C-Store) and a 5,000 SF restaurant in a 15,000 SF. building, two Fast Food Drive-Through (Drive-Through) Restaurant building pads allowing up to 8,000 total SF, a 1,500 SF Restroom Building, and a 4,700 SF Truck Maintenance Facility.

Initially, EVSE and EV Capable parking spaces for trucks and passenger vehicles will be provided between 2026 and 2032. As additional electrical power sources are developed, which include solar power, battery backup, and additional PG&E capacity, more EVSE parking spaces will become available.[4] PG&E provided an Electrical Service Availability letter (essentially a "Will Serve" letter), to provide up to 12 megawatts (MW) of electrical power available to the Project by 2032.[5]

Proposed are 421 parking spaces as follows: 211 medium (MDT) and heavy-duty (HDT) trucks, 188 passenger vehicles, and 22 RVs. A total of 42 diesel and gasoline fueling positions are proposed (16 for MDT/HDT). The Project will have 125 EVSE spaces, of which 73 will be for MDT/HDT trucks and 52 for passenger vehicles. An additional 7 fast-charging EVSE truck pull-through charging stations will be provided. Therefore, a total of 80 trucks could be charged. **Table 2-2, Charging & Truck/Vehicle Charging Station/Parking Summary**, provides a breakdown of EVSE, EV Capable, and Fossil Fuel Parking Spaces.[6] The Project will convert more parking spaces for MDT/HDT trucks and passenger

---

[2] EVSE is defined as "electrical vehicle service equipment," commonly called charging stations or charging docks. EVSE parking spaces include the installation of charging receptacles or permanently installed chargers.

An "EV Capable" parking space requires the infrastructure (e.g. conduit, breaker space, junction box, etc.) for future installation to be an EVSE charging station. EV parking spaces do not require charging equipment to be installed at the time of Project permit issuance.

Passenger Vehicles used here include automobiles, SUVs, minivans, pickup trucks, and smaller RVs. HDT Trucks are heavy-duty trucks that combine a tractor and trailer, known as a semi-trailer. MDT Trucks are medium-duty trucks that can be just the tractor or, for example, a dump truck.

[3] Figures are provided in Appendix A – Figures.

[4] Refer to Attachment A – Cottonwood Travel Center Preliminary Electrical Charging Description. July 26, 2024

[5] Refer to Appendix A, PG&E Electrical Service Availability Letter, January 22, 2024

[6] The Table is on Page 2-6 in SECTION 2.0 – PROJECT DESCRIPTION.

vehicles to EVSE charging stations as more vehicles and trucks transition to electric power over the years beyond 2032.

Hooker Creek Road will have three Project access points, as will Auction Yard Road; however, Snively Road will have no access to the Project. All adjacent roads will be improved to meet County standards. An 8-foot-high noise barrier will be located along the northern property line, Snively Road, and a portion of Hooker Creek Road. Along the north boundary between Auction Yard Road and Snively Road, a minimum all-weather, unobstructed 20-foot-wide driveway, situated within a 30-foot-wide clear area, will provide emergency access. The driveway will be accessible only to authorized personnel, and access will be controlled by 14-foot-wide gates equipped with a Knox Rapid Access System, available exclusively to fire protection, law enforcement, and medical providers.

Proposed Project-related utilities and facilities include a private well, three water tanks, one each for domestic (potable), fire hydrant, and fire sprinkler water, and a septic tank with on-site treatment equipment and wastewater dispersal area (leach field). In addition, backup electrical power will be provided by a diesel generator. Storm water will be treated on-site and flow to an on-site detention basin.

9. **Surrounding Land Uses and Setting:** There are several surrounding complementary trucking and transportation-related uses in the Project vicinity. For instance, the parcel immediately north of the Project site is operated by Ramirez Truck Repair, a general maintenance facility for semi-trucks. A 10-acre parcel (APN 007-080-052) approximately 0.5 miles north along Auction Yard Road is owned and operated by Pittman Trucking, a long-haul trucking company specializing in the transportation of equipment, machinery, and structures, as well as earth-moving equipment. MT Lassen Transportation, a truck repair facility, freight, lumber, and dry bulk commodities transport trucking company, is located at the intersection of Auction Yard Road and Valley Auction Road, approximately 0.9 miles north of the Project site. Lastly, across Hooker Creek Road to the southeast, bordering Snively Road, is Western Hydro, which provides drilling supplies, well service equipment, water pumps and accessories, as well as water treatment and wastewater handling equipment. To the east of the Project site, across Snively Road, are five residential parcels ranging in size from 1.61 acres to 3.63 acres. Single-family residences exist on all parcels except the largest one, which is currently undeveloped. Refer to **Figure 2-2, Project Site Vicinity Aerial**, for more details regarding the surrounding uses.

10. **Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participation agreement):**

California Department of Fish and Wildlife (CDFW)
California Department of Forestry and Fire Protection (CAL FIRE)
California Department of Resources and Recycling and Recovery (CalRecycle)
California Department of Transportation (Caltrans)
California Department of Toxic Substances Control (DTSC)
California Division of Occupational Safety and Health (Cal OSHA)
California Regional Water Quality Control Board (RWQCB)
Tehama County Air Pollution Control District (TCAPCD)
Tehama County Building Department
Tehama County Fire Department Protection and Planning Bureau (TCFD)
Tehama County Department of Environmental Health (DEH)
Tehama County Department of Public Works (DPW)
Tehama County Sheriff's Office (Sheriff)

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of the significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On December 20, 2024, the County sent a Project notification letter to the following tribes: Paskenta Band of Nomlaki Indians, Greenville Rancheria of Maidu Indians, Redding Rancheria, Wintu Tribe of Northern California, and the Estom Yumeka Maidu Tribe of the Enterprise Rancheria pursuant to *PRC Section 21080.3.1*, (AB 52) notifying that the Project was under review and to provide the Tribes 30 days from the receipt of the letter to request consultation on the Project in writing. No responses were received from the tribes requesting the initiation of consultation under the provisions of AB 52.

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process (see *PRC Section 21080.3.2*). Information may also be available from the California Native American Heritage *Commission's Sacred Lands File* per *PRC Section 5097.96* and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that *PRC Section 21082.3(c)* contains provisions specific to confidentiality.

Information contained in the *Cultural Resources Study Report, Cottonwood Travel Center* (InContext, January 9, 2023) related to the specific location of prehistoric and historic sites is confidential and exempt from the *Freedom of Information Act* (*FOIA*) and the *California Public Records Act* (*CPRA*); therefore, site-specific cultural resource investigations are not attached to this *Initial Study*. Professionally qualified individuals, as determined by the California Office of Historic Preservation, may contact the Tehama County Planning Department directly to inquire about its availability.

12. List of Attachments:

- **A** Cottonwood Travel Center Preliminary Electrical Charging Description
- **B** Air Quality, Greenhouse Gas, and Energy Technical Report
- **C1** Cottonwood Electric Travel Center Biological Constraints Report
- **C2** Delineation Of Potential Jurisdictional Waters of the U.S. and Waters Of The State Of California
- **C3** Oak Tree Inventory for the Cottonwood Travel Center Project
- **C4** Draft Biological/Wetland Impact Analysis and Mitigation Measures
- **C5** Focused Biological Study Survey Results
- **C6** Cottonwood Travel Center Bumble Bee Survey Results
- **D** Cultural Resources Study Report (on file with the Tehama County Planning Department)
- **E** Geotechnical Report
- **F** Hydrogeological Analysis
- **G** Final Storm Water/Hydrology Study for Entitlement Purposes
- **H** Water-Quality Impact Analysis
- **I** Phase I Environmental Site Assessment
- **J** Environmental Noise & Vibration Assessment
- **K** Traffic Impact Analysis Memorandum
- **L** VMT Estimate Memorandum

CHAPTER 1.0 – INTRODUCTION & PURPOSE

1.1 INTRODUCTION

Tehama County (County), as the Lead Agency, has prepared this *Initial Study* to provide the general public, responsible and trustee public agencies, and decision-makers like the Tehama County Planning Commission and Board of Supervisors with information about the potential environmental impacts of the proposed Cottonwood Travel Center *Use Permit 23-01* (Project). **SECTION 2.0, PROJECT DESCRIPTION**, provides details regarding the proposed Project. This *Initial Study* has been prepared in accordance with the *California Environmental Quality Act* (CEQA) of 1970 (as amended), codified in *California Public Resources Code Section 21000 et seq*., and the *State CEQA Guidelines* (*California Code of Regulations, Title 14, Division 6, Chapter 3*). Pursuant to these regulations, this *Initial Study* identifies potentially significant impacts and, where applicable, includes proposed mitigation measures to avoid or minimize all identified environmental impacts to less than significant levels. This *Initial Study* supports a Mitigated Negative Declaration (MND) pursuant to *CEQA Guidelines Section 15070*.

1.2 LEAD AGENCY

The Lead Agency is "the public agency which has the principal responsibility for carrying out or approving a project," which may be subject to *CEQA* (*PRC Section 21067*). Accordingly, Tehama County is the *CEQA* Lead Agency.

1.3 PURPOSE OF THE INITIAL STUDY

- *CEQA* requires that public agencies document and consider the potential environmental effects of the agency's actions that meet *CEQA*'s definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. Guidelines for an agency's implementation of *CEQA* are found in the *CEQA Guidelines* (*Title 14, Chapter 3 of the California Code of Regulations*).

- Provided that a project is not exempt from *CEQA,* the first step in the agency's consideration of its potential environmental effects is the preparation of an *Initial Study*. The purpose of an *Initial Study* is to determine whether the project would involve "significant" environmental effects, as defined by *CEQA*, and to describe feasible mitigation measures that would avoid significant effects or reduce them to a level that is less than significant. If the *Initial Study* does not identify significant effects, then the agency will prepare a negative declaration. If the *Initial Study* notes significant effects but also identifies mitigation measures that would reduce these significant effects to a level that is less than significant, then the agency will prepare a Mitigated Negative Declaration. If a project involves significant effects that cannot be readily mitigated to a level that is less than significant, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without an *Initial Study*.

- The proposed Project is a "project" as defined by *CEQA* and is not exempt from *CEQA* consideration. The County has determined that the project may potentially have significant environmental effects and, therefore, requires the preparation of an *Initial Study*. This *Initial Study* describes the proposed Project and its environmental setting, discusses the potential

environmental effects of the Project, and identifies feasible mitigation measures that would eliminate any potentially significant environmental effects of the Project or reduce them to a level that would be less than significant.

- This *Initial Study* is a public information document that describes the proposed Project, the existing environmental setting at the Project site, and the potential environmental impacts of construction and operation of the proposed Project. It is intended to inform the public and decision-makers of the proposed Project's potential environmental impacts and to document the lead agency's compliance with *CEQA* and the *State CEQA Guidelines*.

- This *Initial Study* concludes that the proposed Project would have potentially significant environmental effects, all of which would be avoided or reduced to a level that would be ***less than significant*** with recommended ***Mitigation Measures***. The Project applicant has accepted all the recommended mitigation measures. As a result, the County has prepared a Mitigated Negative Declaration and has issued a *Notice of Intent* to adopt the Mitigated Negative Declaration for the Project. The time available for public comment on the *Initial Study* and Mitigated Negative Declaration is shown on the Notice of Intent.

1.4 INCORPORATION BY REFERENCE

In accordance with *Section 15150* of the *State CEQA Guidelines* to reduce the size of the report, the following documents are hereby incorporated by reference into this *Initial Study* and are available for public review at the Tehama County Planning Department. A brief synopsis of the scope and content of each of these documents is provided below.

Tehama County General Plan Update 2009-2029

The *Tehama County General Plan Update 2009-2029* (*General Plan*) is a statement of public policy reflecting the aspirations and values of Tehama County residents, which is adopted by their elected representatives – the Board of Supervisors. The *General Plan* serves to "provide a direction for the future growth of the County in the next twenty years. The *Tehama County General Plan* is a comprehensive document that provides policies and guidelines for the future expansion and development of the community. The *General Plan* helps express how the citizens of Tehama County wish to see development in their community occur, and it serves as a planning guidebook to decision-makers, staff, and citizens. The *General Plan* serves as the foundation for various planning documents that help support and implement the *General Plan*, including the *Tehama County Zoning Ordinance*; the *Tehama County Land Development and Engineering Design Standards*; area plans; and other planning documents."[7]

Tehama County Zoning Ordinance

The *Tehama County Zoning Code*, amended in 2019, is a tool to assist the County in implementing the *General Plan* and to guide the future growth of the County in accordance with said Plan. The *Zoning Code* identifies the regulations governing the land uses of the various *Zoning Districts* within the County's unincorporated areas, which are also delineated on the *Zoning Map*. The purpose of the *Zoning Code* is to promote and protect the public health, safety, peace, morals, comfort, convenience, and general welfare; to implement the *General Plan*; to facilitate and guide growth in accordance with the *General Plan*; and to protect the social and economic stability of residential, commercial, industrial, resource

[7] PMC. *Tehama County General Plan Update 2009 - 2029*. Page 1.0-5.

production, recreational and other areas within the County, and to assure the orderly and beneficial development of such areas.

Tehama County Land Development and Engineering Design Standards

The purpose of the *Land Development and Engineering Design Standards* is to provide standards of design, construction methods, kind and use of materials in the implementation of facilities within and adjacent to certain types of development projects permitted by Tehama County and to determine operational procedures in the preparation and review of plans, affected permit applications, tentative maps, final maps, and parcel maps. Specifically for Use Permits, any improvements, infrastructure, or other work required as a condition of a Use Permit issued under *Chapter 17.70* of the *Tehama County Code* shall conform to the *Standards*.

Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update

The purpose of the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update* is to implement and sustain actions that reduce vulnerability and risk from hazards or reduce the severity of the effects of hazards on people and property. Mitigation actions are both short-term and long-term activities that reduce the cause or occurrence of hazards, reduce exposure to hazards, or reduce the effects of hazards through various means, including preparedness, response, and recovery measures.

2025 Tehama County Regional Transportation Plan, 2024 Regional Transportation Improvement Program, and 2019 Tehama County Active Transportation Plan

The Tehama County Transportation Commission (TCTC) serves as the state-designated Regional Transportation Planning Agency (RTPA) for Tehama County. Their role involves reviewing transportation needs and identifying transportation, transit operations, and infrastructure improvements.

The *2025 Tehama County Regional Transportation Plan* (*RTP*) covers a 20-year planning horizon. The *RTP* for Tehama County must be updated every four years. The *2025 Tehama County Regional Transportation Plan* was adopted in December 2024. The purpose of the *RTP* is to "encourage and promote the safe and efficient management, operations, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people." The *RTP* is implemented through short-term transportation improvement and work programs. It guides transportation investments involving local, state, and federal funding throughout the entire county.

The *2024 Regional Transportation Improvement Program* (*RTIP*) outlines specific projects aimed at enhancing safety, improving operations, and facilitating the movement of goods and people in the region. The *RTIP* is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the STIP. The program of projects in the RTIP is a subset of projects in the *2025 Tehama County Regional Transportation Plan*.

The June *2019 Tehama County Active Transportation Plan (TCTC)* is a comprehensive planning effort aimed at enhancing walking, biking, and multimodal mobility throughout Tehama County. The *TCTC* aims to improve the health and quality of life in Tehama County by making walking and biking a key component of daily life. This progressive approach to countywide bicycle and pedestrian planning will identify project needs, program recommendations, and priority infrastructure improvements. The Plan will build on previous planning efforts while ensuring that all future active transportation projects are compliant with state and federal goals.

1.5 PROJECT RELATED TECHNICAL STUDIES

The following studies were prepared or utilized to develop baseline information and discuss the Project's impact as part of the preparation of this *Initial Study*. Hard copies of these studies are available for inspection at the Tehama County Planning Department, located in the Courthouse Annex, Room I, 444 Oak Street. Red Bluff, CA 96080, during normal business hours (8:00 AM to 5:00 PM Monday through Friday, closed for lunch from Noon to 1:00 PM).

- *Air Quality, Greenhouse Gas, and Energy Technical Report*, ESA, October 2024
- *Cottonwood Electric Travel Center Biological Constraints Report*, ESA, August 2022
- *Cottonwood Travel Center Bumble Bee Survey Results*. June 3, 2005
- *Cottonwood Travel Center Draft Biological/Wetland Impact Analysis and Mitigation Measure*s, ENPLAN, January 26, 2023
- *Cottonwood Travel Center – Focused Biological Study Survey Results*, ENPLAN, June 4, 2024.
- *Cottonwood Travel Center Preliminary Electric Charging Description*, Imperial Mobility Development LLC. July 26, 2024
- *Cultural Resources Study Report Cottonwood Travel Center*, InContext, December 26, 2022 (on file with the Tehama County Planning Department)
- *Delineation Of Potential Jurisdictional Waters of the U.S. and Waters Of The State Of California Cottonwood Electric Travel Center*, WRA, Inc. October 26, 2022
- *Environmental Noise & Vibration Assessment Cottonwood Travel Center, Tehama County, California*, Bollard Acoustical Consultants. October 25, 2024
- *Final Storm Water/Hydrology Study for Entitlement Purposes*, Galloway & Company, Inc., June 10, 2024
- *Hydrogeological Analysis for the Proposed Cottonwood Travel Center, Tehama County, California*, Lawrence & Associates. June 28, 2023
- *Oak Tree Inventory for the Cottonwood Travel Center Project – Tehama County, California*, Gallaway Enterprises, January 10, 2023
- *Phase I Environmental Site Assessment Intersection of Auction Yard Road, Hooker Creek Road and Snively Road, Cottonwood, California*, ROUX. May 15, 2022
- *Preliminary Geotechnical Report, Cottonwood Travel Center, Tehama County, California*, Bajada Geosciences, Inc., January 12, 2023
- *Traffic Impact Analysis Memorandum*, GHD, May 30, 2024
- *VMT Estimate Memorandum*, GHD, June 17, 2024
- *Water-Quality Impact Analysis for the Proposed Cottonwood Travel Center, Tehama County, California*. Lawrence & Associates. May 29, 2024.

The information in the *Cultural Resources Study Report Cottonwood Travel Center* identified above (InContext, December 26, 2022) related to the specific location of prehistoric and historic sites is confidential and exempt from the *Freedom of Information Act* (*FOIA*) and the *California Public Records Act* (*CPRA*); therefore, while referenced, it is not an attachment to this *Initial Study*. Qualified professionals, as determined by the California Office of Historic Preservation, may contact the Tehama County Planning Department directly to inquire about its availability.

1.6 PROJECT PLANS

Galloway & Company, Inc. prepared the following plans to address the proposed Project application as required by the Tehama County Planning Department. The plans were used to prepare various Project-

related technical studies and to develop baseline information and discussions on Project-related impacts as part of preparing this *Initial Study*. Hard copies of these plans are available for inspection at the Tehama County Planning Department.

- Cottonwood Travel Center Conceptual Rendering – 1 Sheet (Color)
- Overall Site Plan SP.1 – 1 Sheet (Color)
- Overall Site Plan SP.1 – 1 Sheet (B&W)
- Landscape Overall L1.0 – I Sheet (Color)
- Landscape Plans – 7 Sheets – 5 Sheets (B&W) & 2 Sheets (Color)
- Irrigation Plan (B&W) – 9 Sheets
    - Addresses the "Landscape Document Package" to comply with the Water Efficient Landscape Code
- Architectural Plans (7 Sheets in Color and 8 Sheets in B&W) – 15 Sheets
    - Elevations illustrate the Convenience Store, Drive-Through Fast Food Restaurants, Truck Maintenance Building, Restroom, Fueling Canopy, Trash Enclosure, Well House, Solar Canopies, Building, Canopy, and Trash Enclosure, Water Tank Elevations in relation to other structures and landscaping.
- View from I-5 South (Color) – 1 Sheet
- Conceptual Signage & Location Plan (Color) – 2 Sheets
- Sign Viewshed, Views I-5 North & South (Color) – 3 Sheets
- Use Permit Civil Plans (B&W) – 19 Sheets
    - Site Plans (B&W) – 6 Sheets
    - Grading Plans (B&W) – 4 Sheets
    - Overall Utility Plan (B&W) – 4 Sheets
    - Photometric Plan (B&W) – 5 Sheets
- Vehicle Tracking Exhibits (B&W) – 3 Sheets
- Truck Turn Exhibit (B&W) – 2 Sheets

1.7 Environmental Review Process

This *Initial Study* is being circulated for public and agency review as required by *CEQA*. Because State agencies will act as responsible or trustee agencies, the County will circulate the *Initial Study* to the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation (LCI) for distribution and a 45-day review period. Normally, a 30-day review period is required; however, the Tehama County Planning Department determined that a 45-day review period would be more appropriate, providing the general public with additional time to review the *Initial Study* and the proposed Project. During the review period, written comments may be submitted to:

Tehama County Planning Department
Jessica Martinez, Planning Director
Courthouse Annex, Room "I"
444 Oak Street
Red Bluff, CA 96080
(530) 527-2200
E-Mail – jmartinez@tehama.gov

Upon completion of the 45-day public review period, written responses to all substantive environmental issues raised will be prepared and available for review prior to the public hearing before the Tehama County Planning Commission, at which the approval of the proposed Project will be considered.

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CHAPTER 2.0 – PROJECT DESCRIPTION

2.1 PROJECT LOCATION & SETTING

Regional Setting

The proposed Project is located in Tehama County in northern California, approximately 170 miles northeast of San Francisco and about 120 miles south of the Oregon border. The proposed Project site is approximately eight and one-half miles north of the City of Red Bluff and seven miles south of the unincorporated Shasta County Community of Cottonwood.

Tehama County is located in the northern reaches of the Sacramento Valley, with portions extending into the southernmost portion of the Cascade Mountains. Topography varies significantly from east to west, ranging from about 9,000 feet above sea level in the County's eastern portion, then descending west through the foothills and rangeland to the valley floor and the Sacramento River at the lowest point of 341 feet above sea level. Continuing westward, the topography rises again through rangeland and foothills, eventually reaching the Coast Range at 8,092 feet. The Sacramento River is the major watercourse within the County, flowing out of the Cascade Mountains to the north in Shasta County through the center of the County and south into Butte and Glenn Counties.

Interstate 5 (I-5) to the west of the Project site runs in a general north-south direction, bisecting the County. State Highway 99 also generally runs north-south, merging with I-5 in the City of Red Bluff. State Highway 32 passes through the southeastern portion of the County. State Highway 36, running east to west, passes through the northern portion of the County, while State Highway 89 passes through the northeastern portion of the County near Mount Lassen. Refer to **Figure 2-1, Regional Project Location.**

Local Setting

The proposed Project is located in the County's *North I-5 Corridor Planning Area* in the north-central portion of the County along the I-5 corridor. The *North I-5 Corridor Planning Area* includes the City of Red Bluff, the Lake California planned community, and the unincorporated Bowman Area. This *Planning Area* is expected to accommodate a significant portion of the growth projected for the County within the next 20 years.[8] (Refer to **SECTION XI. LAND USE AND PLANNING** for a discussion regarding the *North I-5 Corridor Planning Area*.)

Project Location

The proposed Project site is located in a portion of Section 11, T. 28 N., R. 04 W. of the Mount Diablo Meridian, Tehama County, State of California. The Project site is within the Hooker U.S. Geological Survey (USGS) 7.5-minute quadrangle. The proposed Project site is comprised of three legal parcels, assessor parcel number (APN) 007-080-029-000 (10.82 acres, 16780 Hooker Creek Road), APN 007-080-066-000 (12 acres), and APN 007-080-065-000 (6.15 acres, 17265 Snively Road). **Refer to Figure 2-4, Assessor Parcel Map**, and **Figure 2-5, USGS Hooker Quadrangle**. The Project site is located at the northeast corner of I-5 and Hooker Creek Road, bounded by Auction Yard Road and I-5 to the west, Hooker Creek Road to the south, and Snively Road to the east. Refer to **Figure 2-3, Project Site Aerial**.

Existing Conditions

The proposed Project encompasses approximately 29.97 acres and is comprised of three parcels. APN 007-080-065 (17265 Snively Road) is improved with a single-family residence, a workshop, several

[8] *Tehama County General Plan Update 2009-2029*. Page 2.0-5.

outbuildings, and a man-made stock pond. The other two parcels are undeveloped. The following discussion was primarily derived from the August 2022 *Cottonwood Electric Travel Center Biological Constraints Report* prepared by ESA.

Four natural communities or habitat types were identified within the Project site. These communities include California annual grassland, mixed oak woodland, freshwater pond, and developed/disturbed habitats. Refer to **Figure 2-6, Habitat Types**.

Mixed Oak Woodland is the dominant land cover type, encompassing about 17.8 acres, with a principal canopy layer of valley oak with lesser amounts of grey pine. The understory species are generally low-growing annual grasses and forbs, similar to those found in annual grasslands. Oak woodlands are a sensitive natural community, and impacts on oak woodlands must be considered under *CEQA* as outlined in the *Oak Woodlands Conservation Act*.

Animals within the woodland habitat in the Project area include California scrub jay, acorn woodpecker, western gray squirrel, Wild turkey, California quail, and black-tailed deer. Oak titmouse, northern flicker, western bluebird, and white-breasted nuthatch also nest in woodland habitats. Special-status bats are known to roost in these woodlands, including the pallid bat. Many amphibians and reptiles are found on the forest floor where moisture is retained under fallen wood and in tree crevices, among them the California toad and Sierran treefrog. Reptiles include western fence lizard, southern alligator lizard, western skink, gopher snake, western rattlesnake, and California kingsnake.

California Annual Grassland occupies about 10.12 acres of the undeveloped open areas of the Project site. The grassland is dominated by wild oat, bromes, foxtail barley, rattail sixweeks grass, annual ryegrass and Bermuda grass. Annual grasslands provide little cover for wildlife, yet numerous species forage and several species breed in this habitat. Grasslands attract reptiles and amphibians, such as the western fence lizard, common garter snake, and gopher snake, as well as birds including the California quail, American robin, western kingbird, and western bluebird. Common small mammals expected in the Project area include western harvest mouse, deer mouse, California vole, black-tailed jackrabbit, Botta's pocket gopher, and California ground squirrel. Small rodents attract raptors (birds of prey), such as the red-shoulder hawk. Non-native grasslands are foraging grounds for aerial and ground-foraging insect eaters such as the Myotis bat species and pallid bats. Larger mammals, such as black-tailed deer and coyotes, can move freely through grasslands in the Project area.

The 4.16 acres of the Project site that have been developed/disturbed include the residence, associated areas, and gravel roads. The southwest portion is disturbed by regular illegal parking, motorcycles, transient activity, and illegal dumping of garbage. A pair of house finches were observed nesting in the eaves of the home on the Project site. There is a possibility that the home could also be used as day or night roosts for bat species such as pallid and Myotis bats. Trees surrounding the home could also support nesting birds and roosting bats.

There are two seasonal wetland swales within the Project site. Seasonal wetland swale (SWS-1) is located in the western portion of the Project site and is approximately 0.03 acres. The upper portions of the swale are characterized by a relic erosional gully that dissipates downslope and becomes a broad wetland swale that conveys sheet flow but with no defined bed, bank, or channel. The second seasonal wetland swale (SWS-2) of approximately 0.04 acres is located east of the pond in the eastern portion of the Project site. The feature is confined to a wide topographic swale that conveys surface flows to the pond, which is approximately 0.31 acres. The pond could provide habitat for the northwestern pond turtle and breeding habitat for the western spadefoot. The pond has no connection to streams that would support

anadromous or other native fish. Even though the area is fenced, the pond likely serves as the primary water source for adjacent wildlife. Several birds were observed foraging in and around the pond, including the western bluebird, Anna's hummingbird, white-crowned sparrow, and California scrub jay. A pair of Canada geese were also observed flying out of the pond.

Subsequent to the August 2022 *Cottonwood Electric Travel Center Biological Constraints Report*, ENPLAN completed a protocol-level botanical survey as well as species-specific surveys for western spadefoot and the northwestern pond turtle, which are *State Species of Special Concern* (*SSSC*). Based on records searches and field reconnaissance, special-status plant species that could potentially be present in the Project area include pink creamsacs, adobe-lily, big-scale balsamroot, and Sanford's arrowhead.

The subsequent western spadefoot and northwestern pond turtle surveys did not identify any individuals of the species at the Project site. The botanical surveys also did not identify any special-status species, nor are any expected to be present.

On August 20, 2024, the California Department of Fish and Wildlife (CDFW) provided written comments on the proposed Project. CDFW stated that the Project could impact Crotch's bumble bee (*Bombus crotchii*, State Candidate Endangered) and requested a habitat assessment or avoidance and mitigation measures to prevent impacts to Crotch's bumble bee.

The June 3, 2025, *Cottonwood Travel Center – Bumble Bee Survey Results* report by ENPLAN determined that the Project is unlikely to result in a take of Crotch's bumble bee as defined under the *California Endangered Species Act*. No mitigations for *Bombus crotchii* or other state-listed *Bombus* species were recommended.

The Project site is located in the Hooker Creek Regional watershed within the Cottonwood Creek watershed. The annual rainfall within this watershed averages 28 inches, with the majority of rain falling between December and March. Water within the Project site enters via precipitation and drains to a culvert and/or roadside ditch at Auction Yard Road. Several upland ditches and culverts connect sheet flow from Snively Road to the eastern portion of the Project site. The existing pond was formerly maintained by pumping well water into the feature for use by cattle and livestock, as well as for irrigation purposes in the yard. However, no water is currently added to the feature, and it appears to be filled by precipitation and surface sheet flows. The feature reportedly dries up yearly (personal communication from the resident). Sheet flow is then conveyed via the Hooker Creek roadside ditch and storm drain system to Hooker Creek, approximately 2.5 miles east of the Project site.

Elevations within the Project site consist of relatively flat to moderately inclined terrain that ranges in elevation from about 688 feet along Auction Yard Road to about 728 feet at the southeastern corner of the parcel at the intersection of Hooker Creek Road and Snively Road. The terrain is incised by relatively broad west-trending swales.

Hooker Creek Road, Auction Yard, and Snively Road currently provide direct access to the Project site from the south, west, and east, respectively. Hooker Creek Road provides access to I-5 via north and southbound on-and-off ramps. The site can also be accessed from the I-5 Sunset Hills Drive Interchange to the north via Auction Yard Road, a distance of approximately 2.4 miles.

General Plan and Zoning

California Government Code Section 6586021 requires that zoning be consistent with the general plan. Consistency with the general plan occurred when Tehama County officially adopted the *Tehama County General Plan Update 2009-2029* in March 2009. Additionally, the land uses authorized in the Tehama

County Zoning Code must be compatible with the objectives, policies, general land uses, and programs outlined in the Tehama County General Plan Update (2009-2029).

Existing General Plan

The *Tehama County General Plan* divides the County into five planning areas:

- North I-5 Corridor
- Central I-5 Corridor
- South I-5 Corridor
- Eastern Planning Area
- Western Planning Area

"While much of the *North I-5 Planning Area* is planned to accommodate a large portion of the growth in the County within the next 20 years, the planning area provides for the maintenance of the 'status quo' in the community of Bend. Within and around the community of Bend, existing croplands would be maintained, and residential development would be limited to a combination of rural residential and large- and small-lot land uses." The Project site is not located within or near the Bend area.

Due to the location of the Project site within the *North I-5 Planning Area*, being adjacent to I-5 and Hooker Creek Road, and the existing commercial development in the immediate vicinity, particularly to the north, the land use classification of the Project site is *General Commercial*. "The intent of this land use designation is to provide for a wide range of goods and services, as required by residents or businesses, that are inappropriate in community or neighborhood centers due to size or operating characteristics, or are not economically feasible in such centers. Examples of *General Commercial* uses include the sale of construction and building materials, auto parts, construction equipment, and trucks and automobiles. Services include vehicular repair, plumbing, electrical work, and the fabrication of wood or metal components. Furthermore, *General Commercial* uses are intended to be located along arterial streets."[9] Refer to **Figure 2-7, General Plan Land Use Classifications**.

Existing Zoning

California Government Code Section 6586021 requires zoning to be consistent with the general plan. Consistency with the general plan is possible only if the local government, in this case, Tehama County, has officially adopted a general plan. As noted, the current *Tehama County General Plan Update* was adopted in March 2009. The land uses authorized in the *Tehama County Zoning Code* must then be compatible with the objectives, policies, general land uses, and programs specified in the *Tehama County General Plan*.

Based on the definition of an auto and truck station, neither a travel center nor a truck stop would be permitted to be developed in Tehama County. However, since the proposed Project Site is zoned *Planned Development*, which requires Use Permit approval, a travel center could be considered for approval by the Planning Commission, provided all the findings can be made pursuant to the *Tehama County Municipal Code Section 17.70.040*. Refer to **Figure 2-8, Existing Zoning District Designations**.

[9] *Tehama County General Plan Update 2009-2029*, Pg. 2.0-19

2.2 PROPOSED PROJECT

Project Characteristics

The proposed Project is identified by the Project Applicant as being a "state-of-the-art" travel center offering a retail Convenience Store (C-Store) and Restaurant, two Fast Food Drive-Through Restaurants[10] building pads, gasoline and diesel fuel pumps, electric charging stations, and parking spaces for passenger vehicles, RVs, and trucks, a Truck Maintenance Building, a separate Restroom Building, and a commercial Truck Weigh Scale.

The proposed Project's 10,000-square-foot C-Store will be located within a 15,000-square-foot building providing year-round, 24-hour-a-day services to the traveling public, truck drivers, and local residents and businesses. Essential goods and grocery items, including eggs, bread, dairy products, fresh produce, confectionery goods, health and beauty products, over-the-counter medicines, coffee, snacks, canned foods, frozen foods, deli foods, tobacco products, alcoholic beverages, soft drinks, and the like, will be available. Depending on the Project's future operator, the C-Store could also provide wire transfer and money order services, as well as photocopy services. Due to the large size of this C-Store, there will be sufficient shelving space to accommodate many more products than are typically provided in a traditional convenience store, which is approximately 2,500 square feet. Within the C-Store, shower and laundry facilities will also be provided.

Also located within the C-Store Building will be a full-service 5,000-square-foot Sit-Down Restaurant serving year-round daily meals. Hours of operation will vary depending on the restaurant operator. The restaurant will provide a more robust food service option for the clientele than C-Store will serve, except that it will also attract what is termed as "daily population" customers who will frequent the restaurant more regularly than a "passerby customer" who happens to stop at a fast-food-service venue while on the way to his/her destination.[11] The "daily population" customer typically lives or works nearby and frequents this type of restaurant multiple times a year. Many truck and passenger vehicle drivers often frequent the same sit-down restaurant along a usual route.

To the east of the C-Store and Restaurant Building, two building pads are proposed for Fast Food Drive-Through Restaurants, further increasing the availability of potential food and drink options for Project customers. The specific design of the Fast-Food Restaurants will be determined by the future Project operator(s) but could average up to 4,000 square feet for each restaurant or a maximum of 8,000 square feet total for both restaurants. Hours of operation will vary depending on the fast-food operator(s).

In addition to the above facilities, an approximately 1,500-square-foot Restroom Building, located northeast of the Fast-Food Drive Through Restaurant pads and in close proximity to the initially proposed MDT and HDT truck parking spaces, will be available to everyone. A 4,700-square-foot Truck Maintenance Building located in the northwestern portion of the site will offer various truck maintenance-related services. Additionally, a Truck Weighing Scale will be provided north of the C-Store, allowing truck drivers to weigh their trucks and ensure compliance with allowable load limits before traveling northbound to the CHP Cottonwood weigh station.

[10] The restaurant industry refers to a Fast Food Restaurant as a "Quick Service Restaurant (QSR)" which offers certain food items that require minimal preparation time and are delivered through quick service. Typically, QSRs offer a limited menu of food items, as they can be cooked in a shorter time with minimal variation. Refer to mba SKOOL Business Concepts, *Quick Service Restaurant (QSR) - Definition, Types & Example*. Available at https://mbaskool.com/business-concepts/marketing-and-strategy-terms/17868-quick-service-restaurant-qsr.html. Accessed July 25, 2025. However, for the purposes of understanding by the general public, the term "Fast Food Restaurant" is used in this *Initial Study*.

[11] "Passerby customers are typically not frequent customers at one specific restaurant since they are traveling." Prater, Jon and Olandt, Conner. September 2020. QSR Magazine *The Value of the Drive Thru During Covid-19*. Available at https://www.qsrmagazine.com/outside-insights/value-drive-thru-during-covid-19.

The Project includes traditional gasoline and high-speed diesel fueling pumps, as well as dedicated EV-Capable and high-speed EVSE charging stalls or spaces for vehicles, RVs, and MDT and HDT trucks. As more vehicles and truck fleets transition to electric power over the coming years, the Project will construct additional high-speed EVSE Charging Stations to accommodate demand.[12]

Table 2-1, Cottonwood Travel Center Services, Features & Amenities, and **Figure 2-2, Overall Project Site Plan**, identifies the various Project components.

In addition to the services, facilities, and amenities identified in **Table 2-1**, the Project will provide a Type 1 Tactical Water Tender with a water holding capacity of 2,000 gallons to the Tehama County Fire Department. In a September 11, 2022, letter to the Tehama Planning Department, the Tehama County Fire Department, Fire Protection Planning Bureau identified that as a Project Condition of Approval, "In order to meet the Tehama County Standards previously mentioned, a Type 1 Tactical Water Tender shall be required, similar to the County Tactical Water Tender specification currently in place. This equipment will be added to one of three volunteer companies with initial response to the area." The Project Applicant has agreed to the provision of the water tender and is thereby incorporated into the proposed Project. (Refer to **Appendix B, Tehama County Fire Department Use Permit #23-01 Conditions**.)

Table 2-1
Cottonwood Travel Center Services, Facilities & Amenities

	No.	Sq. Ft. / Acres / Volume[1]
STRUCTURES		
Convenience Store (C-Store) includes 10 Shower Facilities (10,000 Sq. Ft) Sit-Down Restaurant (5,000 Sq. Ft.) Building with 150 Seats	1	15,000 Sq. Ft.
Fast Food Drive-Through Restaurants – Maximum 4,000 Sq. Ft. Each	2	8,000 Sq. Ft.
Fast Food Drive-Through Restaurant Pad 1	1	0.85 Acres
Fast Food Drive-Through Restaurant Pad 2	1	1.1 Acres
Truck Maintenance Building	1	4,700 Sq. Ft.
Restroom Building	1	1,500 Sq. Ft.
Truck Solar Array Canopies		5.74 Acres
Vehicle Solar Array Canopies		0.45 Acres
PARKING SPACES		
Fossil Fuel Passenger Vehicles	98	
Fossil Fuel MDT & HDT Trucks & Large RVs	86	
Fossil Fuel RVs	22	
EVSE - Passenger Vehicles	52	
EVSE – MDT & HDT Trucks & Large RVs	73	
EV Capable – Passenger Vehicles	38	
EV Capable – MDT &HDT Trucks	52	
Total Parking Spaces	**421**	
TRADITIONAL FUEL PUMPS		
Gasoline & Diesel – Passenger Vehicles & RVs	28	
High-speed Diesel – MDT & HDT Trucks & RVs	16	
INFRASTRUCTURE		
Parking & Driveways		18.5 Acres
Landscaping		7.73 Acres / 26.6%

[12] California's Advanced Clean Trucks regulation calls for aggressive increases in manufacturers' medium- and heavy-duty electric truck sales, up to 75% of total sales by 2035. Available at https://ww2.arb.ca.gov/our-work/ programs/ advanced-clean-trucks. In addition, a coalition of 19 states/jurisdictions (called the Multi-State ZEV Task Force) recently drafted a plan entitled the "Multi-State MHD ZEV Action Plan" to advance truck electrification efforts. Available at https://www.nescaum.org/documents/mhd-zev-action-plan-public-draft-03-10-2022.pdf.

Table 2-1
Cottonwood Travel Center Services, Facilities & Amenities

	No.	Sq. Ft. / Acres / Volume[1]
Electrical Control Facilities Area		0.42 Acres
Battery Energy Storage System (BESS)	20	Total – 1.5 MW (6 MWh)
Maintenance Yard Area		0.43 Acres
Truck Weigh Scale (24 Ft. x 120 Ft.)		2,880 Sq. Ft.
Diesel Emergency Backup Generator	1	1.5 MW
Propane Tank (Optional)	1	500 – 1,000 Gallons
Eight-foot High Noise Barrier Snively Road (660 Ft.) Hooker Creek Road (130 Ft.) Northern Property Line (1,290 Ft.)		2,080 Linear Feet
UNDERGROUND FUEL TANKS		
Diesel – 20,000 Gallons Each	5	100,000 Gallons
Unleaded Gasoline – 20,000 Gallons Each	2	40,000 Gallons
Mid-Grade Unleaded Gasoline – 12,000 Gallons	1	12,000 Gallons
Premium Grade Unleaded Gasoline – 12,000 Gallons	1	12,000 Gallons
Def Additive – 12,0000 Gallons	1	12,000 Gallons
WATER FACILITIES		
Potable Water Well Building – Well Depth – Approximately 600 Ft.	1	400 Sq. Ft.
Domestic/Irrigation Water Tank	1	135,000 Gallons
Fire Hydrants Water Tank	1	300,000 Gallons
Fire Sprinklers Water Tank	1	120,000 Gallons
Stormwater Detention Basin	1	1.6 Acres
WASTEWATER FACILITIES		
Septic Tank	1	20,000 Gallons
Equalization Tank	1	40,000 Gallons
Secondary Treatment System Area (Includes the Following)		9,420 Sq. Ft. / 0.22 Acres
Drip Field Control & Blower Building	1	400 Sq. Ft.
Aeration/Clarification Tank	1	40,000 Gallons
Anoxic Tank	1	40,000 Gallons
Moving Bed Biofilm Reactor Unit (MBBRa)	1	410 Sq. Ft.
Orenco AX-MAX 750 Packed-Bed Filters – 280 Sq. Ft. Each	3	840 Sq. Ft.
Primary Wastewater Dispersal Area (Leach Field)	1	36,000 Sq. Ft. / 0.83 Acres
Replacement Wastewater Dispersal Area (Leach Field)	1	36,000 Sq. Ft. / 0.83 Acres

Notes: [1] The ultimate square footage for structures may vary slightly depending on the Project operator's business plan. The square footage and volumes identified and analyzed in the Project documents represent the maximum sizes.

Table 2-2, Parking Spaces & Charging Stations Summary, provides a breakdown of the number of EVSE and EV-capable passenger vehicles, trucks, and RV parking spaces, as well as associated parking spaces that contain chargers, which are also identified as Charging Stations. The number of fossil fuel parking spaces is also identified. Note that 74 of the 81 Charging Stations are located within parking spaces, included in the total of 421 parking spaces. Seven of the 81 Charging Stations are Pull-Through Charging Stations for MDT & HDT Trucks, as well as large RVs. The seven Charging Stations are shown in **Figure 2-2, Overall Project Site Plan,** and are identified as "Seven EVSE Covered Electric MDT & HDT Truck and Large RV Charging Stations."

Approximately 6.19 acres of canopy structures over parking spaces will accommodate solar panels, generating up to 3-4 MW of power. Near the northern property boundary south of the emergency access driveway and west of the fire and maintenance gate, approximately in the mid-section of the Project site,

a 1.5 MW (6 MWh) Battery Energy Storage System (BESS) will be installed. The electricity generated will power the EVSE charging stations and Project buildings, which will be supplemented with power from PG&E when necessary.

An approximate 1.5 MW diesel generator, to be used solely for emergency backup power purposes, will be located near the fire and maintenance gate. The generator would be used to address health and safety concerns, including the provision of minimum site, building, and security lighting, continued operation of the wastewater and well facilities, and maintaining an adequate water supply for the sprinkler systems, fire hydrants, and potable water purposes during emergencies as required by the Tehama County Fire Department. A separate backup generator may also be located in the well pump house to maintain water levels in the three water tanks, if necessary. Although not initially envisioned for installation, a 500- to 1,000-gallon propane tank would be located in an area immediately east of the fire and maintenance gate. The travel center operator will determine if propane services will be provided to the traveling public.

Table 2-2
Parking & Charging Spaces Summary

Trucks, Vehicles & RVs	Power	Charging Equipment	Parking Spaces	Charging Stations
Passenger Vehicles	180 kW	EVSE	52	26
HDT T& MDT Trucks & RVs	1.2 MW	EVSE	0	7
HDT Trucks	1.2 MW	EVSE	23	23
HDT & MDT Trucks	180 kW	EVSE	50	25
EVSE			**125**	**81**
Passenger Vehicles	180 kW	EV Capable	38	0
HDT & MDT Trucks	1.2 MW	EV Capable	20	0
HDT & MDT Trucks	180 kW	EV Capable	32	0
EV Capable			**90**	**N/A**
		Sub-Totals	**215**	**81**
Fossil Fuel Parking Spaces				
Passenger Vehicles	N/A	N/A	98	N/A
HDT & MDT Trucks	N/A	N/A	86	N/A
RVs	N/A	N/A	22	N/A
		Sub-Totals	**206**	**N/A**
		Totals	**421 Total Parking Stations**	**81 Total Charging Stations**

As discussed in the *Tehama County Environmental Checklist Form*, under Item 8, on page 2, the proposed Project will require approval of a Use Permit.

Project Access, Onsite & Offsite Infrastructure Improvements

Access

Access to the proposed Project site will be provided by three driveways on Hooker Creek Road and three driveways along Auction Yard Road. The northernmost Auction Yard Road driveway will serve as a one-way egress driveway from the Project site. The middle Auction Yard Road driveway will provide primary truck access and secondary egress to and from the following facilities: Diesel Fueling Pumps and EVSE Charging Stations, Truck Maintenance Facility, Truck Weighing Scale, Restroom Building, C-Store and Restaurant, and Fast-Food Drive-Through Restaurants. The two southernmost driveways on Auction Yard Road and the three driveways along Hooker Creek Road will provide passenger vehicle ingress and egress to the C-Store, as well as to the sit-down restaurant, fast-food drive-through restaurants, and fuel pumps. However, the easternmost driveway on Hooker Creek Road will provide primary truck egress from the

Project site, though secondary access from Hooker Creek Road will also be available. No access to or from the Project site is provided via Snively Road. Emergency and fire access will be available only to fire protection, law enforcement, and medical services personnel via a driveway along the northern boundary of the Project site, with entry gates located on Auction Yard Road and Snively Road, and featuring Knox Box access.

Offsite Roadway Improvements

Project roadway improvements to Hooker Creek Road and Auction Yard Road will provide functional ingress and egress to and from the proposed Project site as required by the County. Adequate truck radii will be provided in accordance with Caltrans and County standards for trucks exiting and entering I-5 ramps, as well as those entering and leaving the Project site. Curbs, gutters, and sidewalks will be constructed along Auction Yard, Hooker Creek, and Snively Roads abutting the Project site. A median east of the easternmost driveway on Hooker Creek Road will serve to minimize truck access onto Snively Road.

Water Supply, Wastewater Treatment, and Stormwater Drainage Infrastructure

Due to its location in an unincorporated rural area of Tehama County, the proposed Project site is not served by municipal utilities. Therefore, the Project will provide an on-site well, wastewater treatment, and stormwater drainage facilities.

Water Supply – The proposed Project will be served by an onsite public water system, subject to review and issuance of a permit from the State Water Resources Control Board (SWRCB). An approximately 600-foot-deep well will provide water to the proposed Project. Water will be pumped into three water storage tanks, which include a domestic/irrigation tank of 135,000 gallons, a fire hydrant tank of 300,000 gallons, and a fire sprinkler tank of 120,000 gallons.

The total average Project water demand is estimated at approximately 35,400 gallons per day (gpd) or 25 gallons per minute (gpm) after the landscaping is established. Peak demand (no more than seven days in a row) is estimated to be 56,100 gpd (39 gpm) after the landscaping is established. The estimated peak demand of less than 100 gpm is well within the local aquifer's capacity, on the order of thousands of gallons per minute, as illustrated by the test results of the nearby Sun City well.

Groundwater level variations monitored during drought conditions have been between approximately 7 and 10.5 feet in the Project area, based on a nearby well monitored by the Department of Water Resources (DWR). For example, during the critically dry 1976-77 drought, the water level declined by 10.4 feet. At the end of that drought, water levels recovered up to pre-drought levels within six years. Between 1987 and 1992, the water level declined by approximately 7.6 feet and recovered within three years. In this most recent period, water levels have declined by approximately 7.2 feet (from 2019 to January 2023). A natural 10- to 20-foot water-level decline, in conjunction with interference from Project pumping of up to one foot, should not preclude properly constructed wells in the Project vicinity from continuing to pump during a drought. Thus, there will not be potentially significant impacts from groundwater interference due to the proposed Project.

Under the *Sustainable Groundwater Management Act* (SGMA), all California groundwater basins must have *Groundwater Sustainability Plans* (GSP) that describe how each basin will be managed to maintain a sustainable groundwater supply. The GSP model accounts for multiple consecutive dry years, future climate change conditions, and future land-use scenarios. Based on the GSP model, the sustainable yield for the Bowman subbasin, within which the Project is located, is estimated to be 10,000 acre-feet per year, representing both the current period and future periods, considering future land use changes such as the Nine-Mile Hill development and 2070 climate change conditions.

The proposed Project's annual water demand is estimated at 31 acre-feet, which represents approximately 0.3% of the basin's sustainable yield in both normal and multiple drought years. Based on

the small percentage that Project pumping would represent of the basin's sustainable yield and considering historic drought water-level declines of approximately 10 feet, the aquifer would not be substantially depleted during average, single-dry, or multiple-dry years with the Project.

Wastewater Treatment – Project wastewater will be treated to secondary standards to meet the effluent limitations of the Central Valley Regional Water Quality Control Board (RWQCB) *General Waste Discharge Requirements* for small wastewater systems that discharge to land. Based on the volume and anticipated quality, wastewater will be treated to meet the biological oxygen demand and nitrogen limits. Wastewater effluent from the C-Store, restaurants, restrooms, and shower facilities will be treated using an Orenco AdvanTex system or a similar system.

Wastewater from the Project will flow by gravity to a 40,000-gallon equalization tank located in a median island between the C-Store and restaurants. The effluent will flow by gravity to the 25,000-gallon septic tank located adjacent to the equalization tank and then be pumped to the Orenco secondary treatment system. Treated effluent will then be pumped from the secondary treatment system to a subsurface drip system located in the on-site dispersal field. The wastewater dispersal field, also known as a leach field, will be located in the eastern portion of the site, parallel to Snively Road. The primary and replacement disposal areas are each 36,000 sq ft. (approximately 0.83 acres), for a total of 1.6 acres. The primary field will initially be constructed and will be located in the southern portion of the dispersal area. The replacement area, if ever needed, will be maintained in an undeveloped state, with natural grass providing vegetative cover. Due to the size of the wastewater treatment system, the Regional Water Quality Control Board (RWQCB) will be responsible for permitting and will oversee the design, operation, and monitoring of the system. No vehicle wash or RV dump stations are planned.

Stormwater Drainage – Stormwater from the Project will be collected, treated, and detained on-site in a 1.6-acre detention basin located in the northwest corner of the site. The conceptual design for the Project shows that most of the drainage for the property, plus run-on from the upslope off-site area will be routed through sheet flow drainage swales, culverts, and *Low-Impact Development* (*LID*) swales to a stormwater detention basin where the resulting stormwater runoff will be detained and released to an existing discharge point at Auction Yard Road. Water will flow through an existing culvert downstream; however, the amount of surface runoff is required by Tehama County regulations to not exceed preexisting conditions that could result in any form of downstream or upstream flooding.

The detention basin is designed to detain flows associated with a 100-year storm event and includes a 10-foot access perimeter. A six-foot-high, wrought-iron security fence, outwardly angled at the top, will be installed around the entire perimeter of the basin. The proposed Project will incorporate *Low-Impact Development* (*LID*) and rain gardens to reduce the amount of stormwater generated. Prior to flowing into the detention basin, stormwater generated from the paved areas will be pre-treated with bio-swales, oil-water, and sand separators to capture any petroleum and sand pollutants.

Noise Attenuation

Project noise and vibration sources primarily consist of vehicle, MDT, and HDT movements and idling, tire-changing operations, and other repair work in the truck maintenance building. Noise is also associated with the proposed C-Store and drive-through fast-food restaurants, including drive-through lane operations, although that is not anticipated to be appreciable relative to on-site vehicle movements.

To reduce potential noise impacts, the Project design incorporates an eight-foot-high noise barrier along the Project Site's northern property line, the entirety of Snively Road, and a portion of Hooker Creek Road between the easternmost driveway and Snively Road. In addition, the Project Site Plans incorporate an approximate 240-foot-wide buffer between Snively Road and the easternmost truck parking area, which includes a 50-foot-wide landscaped area between the eight-foot-high noise barrier and the edge of the curb. The Project will also designate specific areas where Transport Refrigeration Units (TRUs) and

electronically powered TRUs (eTRUs) are permitted to operate, and limit the areas where HDT trucks may idle without a Truck Stop Electrification (TSE) system being provided by the Project operator.

The Project also proposes a diesel generator that would be used only for emergency purposes during power outages. The proposed 8-foot-tall wall would provide some shielding; however, to ensure that levels do not exceed applicable Tehama County noise standards, a "Level 3" acoustic enclosure will be required to further reduce noise levels to meet Tehama County noise standards. The possible back-up generator in the well house will be insulated within the structure itself.

Fire Prevention

Even though the proposed Project site is designated as *Very High Fire Hazard Severity Zone* (*VHFHSZ)*, the Project site, due to its location and ease of access to and from I-5 from either Hooker Creek or Auction Yard Road, could be considered less prone to wildfire impacts when compared to other areas in the County. Areas further from I-5 and more inland, where access, topography, fuel types, loads, and arrangement create environments that are more prone to man-made or lightning strikes and, when wildfires do occur, are more difficult to combat.

The Project site's existing proximity to County firefighting resources, in addition to the onsite water resources available for fire suppression, would serve to reduce the potential for the Project to exacerbate existing fire hazard risks. Compliance with *PRC Section 4290* and *Section 4291*, *Tehama Municipal County Code Chapter 9.05 – Fire Hazard Abatement* and *Tehama County Fire Safe Regulations* (*Chapter 9.14*), and the proposed County Fire Department Conditions of Approval related to fire safety results in reducing operational fire impacts. Additionally, proposed landscaping with associated trees provides a long-term opportunity to lower the fire danger in the area by spacing tree plantings and eliminating fuel ladders.

The proposed Project will provide three full-access driveways along Hooker Creek Road, two full-access driveways, and one egress driveway along Auction Yard Road. In addition, along the northern property line of the Project, between Snively and Auction Yard Road, an all-weather, unobstructed 20-foot-wide driveway, situated within a 30-foot-wide clear area, will provide emergency access only to fire, law enforcement, and medical personnel. At the Snively and Auction Road entrances, 14-foot-wide gates equipped with a Knox Rapid Access System will control access. The proposed Project does not include adding new overhead power lines or other infrastructure or features that are expected to exacerbate wildfire risk or result in additional temporary or permanent impacts. Existing overhead facilities along Auction Yard, Hooker Creek, and Snively Roads, directly fronting the Project site, would be underground.

As previously noted, a Type 1 Tactical Water Tender will be provided as part of the proposed Project, similar to the County Tactical Water Tender specification currently in place. This equipment will be added to one of three volunteer companies with an initial response to the area. All buildings will have sprinkler systems installed, and a 120,000-gallon fire sprinkler tank will be constructed. In addition, a 300,000-gallon fire hydrant water tank will be constructed.

Ten fire hydrants will be installed as part of the proposed Project, as shown on *Utility Plan Sheets C4.1, C4.2,* and *C4.3*, at the following locations.

1. In the northeastern corner of the site, adjacent to Snively Road.
2. Along Hooker Creek Road east of the third driveway near Snively Road.
3. South of the Drive-Through Fast-Food Restaurant on Pad 02, east of the C-Store.
4. At the northwestern corner of the site, adjacent to Auction Yard Road.
5. Along Auction Yard Road on the south side of the second driveway.
6. Along Hooker Creek Road east of the first driveway.

7. At the south end of the passenger vehicle solar panel canopies, east of the "four covered RV fuel pumps."
8. North of the Drive-Through Fast-Food Restaurant on Pad 01.
9. At the north end of the largest truck parking solar panel canopy, west of the Wastewater Dispersal Area.
10. At the northwest corner of the truck parking solar panel canopy, east of the Storm Water Detention Pond.

A dedicated water line will loop the fire hydrants to be served by the 300,000-gallon water tank. Water will continue to be pumped to the water tanks in case electrical power is interrupted by the Project's 1.5 MW diesel generator for backup purposes only. Another emergency generator may also be provided in the well and pump house located near Auction Yard Road, south of the stormwater detention pond.[13]

2.3 DOCUMENTATION & REFERENCES

Central Valley Regional Water Quality Control Board (RWQCB) *General Waste Discharge Requirements*

ESA. August 2022 *Cottonwood Electric Travel Center Biological Constraints Report*

NRCS (Natural Resources Conservation Service). 2022. *Web Soil Survey-Soil Map*. [Online]: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx Accessed August 9, 2022.

PMC. March 2009. *Tehama County General Plan Update 2009-2029*

Tehama County Fire Department Protection and Planning Bureau. March 16, 2023. *Use Permit #23-01 Cottonwood Investment Conditions*.

Tehama County. Municipal Code Section 17.70.040.

Tehama County. *Tehama County Code of Ordinances Title 17 - Zoning*. February 14, 2024

United States Department of Agriculture, Soil Conservation Service and Forest Service. *Soil Survey Tehama County California*. May 1967.

[13] Refer to *Utility Plan Sheets C4.0* through *C4.3* on file with the Tehama County Planning Department for the location of the fire hydrants, well, and pump house.

CHAPTER 3.0 – 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*** or ***Potentially Significant Unless Mitigation Incorporated,*** as indicated by the checklist on the following pages.

X	Aesthetics		Agricultural & Forestry Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources	X	Energy
	Geology & Soils	X	Greenhouse Gas Emissions		Hazards & Hazardous Materials
X	Hydrology & Water Quality	X	Land Use & Planning		Mineral Resources
X	Noise		Population & Housing	X	Public Services
	Recreation	X	Transportation		Tribal Cultural Resources
X	Utilities & Service Systems		Wildfire	X	Mandatory Findings of Significance

3.1 DETERMINATION

On the basis of the initial evaluation:

___: I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

_X_: 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 of NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Copies of the *Initial Study* and related materials and documentation may be obtained at the Tehama County Planning Department, Courthouse Annex, Room "I", 444 Oak Street, Red Bluff, CA 96080. Contact Ms. Jessica Martinez, Planning Director at (530) 527-2200 or e-mail at jmartinez@tehama.gov.

_____ _____

Jessica Marinez, Planning Director Date

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CHAPTER 4.0 – EVALUATION OF ENVIRONMENTAL IMPACTS

This Chapter evaluates the potential environmental impacts of the proposed *Cottonwood Travel Center Use Permit UP-22-001* (proposed Project) located in unincorporated Tehama County, as well as the *CEQA Mandatory Findings of Significance* presented in **SECTION XXI. MANDATORY FINDINGS OF SIGNIFICANCE**. This Section also provides a discussion of cumulative impacts, which are also addressed for each environmental issue, where applicable. The issue areas evaluated in this *Initial Study* are all the checked and unchecked *Environmental Factors* previously identified in **CHAPTER 3.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**.

The environmental analysis in this section is patterned after the *Initial Study Checklist* recommended by the *State CEQA Guidelines* and used by the County in its environmental review process. This checklist has been updated with the revisions of the January 1, 2019, State *CEQA* Guidelines. For the preliminary environmental assessment undertaken as part of this *Initial Study*'s preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the proposed Project's impacts and identify mitigation.

For the evaluation of potential impacts, the questions in the *Initial Study Checklist* are stated and an answer is provided according to the analysis undertaken as part of the *Initial Study*. The analysis considers the long-term, direct, indirect, and cumulative impacts of the proposed Project development. To each question, there are four possible responses:

- *No Impact.* The development will not have any measurable impact on the environment.
- *Less Than Significant Impact.* The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- *Potentially Significant Impact Unless Mitigation Incorporated.* The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- *Potentially Significant Impact.* The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

All answers must take into account the whole action involved, including potential off and onsite, indirect, direct, construction, and operation, except as provided for under State *CEQA Guidelines Section 15183* and State *CEQA Statute Section 21083*. The setting discussion under each resource section in this chapter is followed by a discussion of impacts and applicable mitigation measures.

- This *Initial Study* identifies several potentially significant environmental effects related to the proposed Project. Some effects are mitigated by implementation of existing provisions of law and standards of practice related to environmental protection. Such provisions are considered in the environmental impact analysis, and the degree to which they would reduce potential environmental effects is discussed. Additional mitigation measures are specifically identified, when necessary, to avoid potential environmental effects or to reduce them to a level that is less than significant.

Format of the Environmental Analysis

Each topical section of this *Initial Study* is organized into the following subsections:

- *Environmental Setting.* The environmental settings present the existing environmental conditions, in accordance with *CEQA* Guidelines Section 15125. The subsection describes the baseline conditions against which the environmental impacts associated with the proposed Project are assessed.
- *Regulatory Setting.* The regulatory settings describe the laws, regulations, and policies that affect the resource or the assessment of impacts on the specific resource. The regulatory setting subsection establishes the regulatory framework for the analysis of each resource.
- *Impact Analysis.* The impact analysis presents thresholds of significance used and discusses potential effects of the proposed Project on the existing environmental conditions (in accordance with *CEQA* Guidelines sections 15126.2(a) and 15143).
- *Mitigation Measures.* Mitigation measures provide measures to reduce potentially significant effects associated with the proposed Project to the extent feasible (in accordance with *CEQA* Guidelines sections 15002(a)(3), 15021(a)(2), and 15091(a)(l)).
- *Findings.* This subsection is presented in accordance with *CEQA* Guidelines Section 15091(a)(1), 15092(b)(2)A), and 15126.2(b), which require identification of impacts capable of avoidance or mitigation, as well as those that cannot be avoided.
- *Documentation and References*. As part of the preparation of an *Initial Study*, documents, including studies, reports, websites, etc., that were prepared or utilized to develop baseline information and Project-related impact discussions are referenced. The documents and references are considered as part of the record of the decision for the Mitigated Negative Declaration.

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "No Impact" answer is adequately supported if all the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Due to the potential development of the approved Nine-Mile Hill Development, this *Initial Study* addresses cumulative impacts resulting from the proposed Project related to Air Quality, Hydrology, and Traffic-related issues.

The Nine-Mile Project was part of the 2006 Sun City Tehama Specific Plan approval.[14] The project is located west of the proposed Project, along the western side of I-5, north of Hooker Creek Road. (Refer

[14] On October 17, 2006, the Tehama County Board of Supervisors approved Resolution No. 127-2006, certifying the *Sun City Specific Plan Environmental Impact Report* and approving the property entitlements.

to **Figure 2-2, Project Site Vicinity Aerial**.) The Nine-Mile Project consists of the development of a single-family residential project and associated amenities, with phased development occurring over a 10-year period. The total project area is 3,322 acres, with development occurring on 1,572 acres.

Although the Nine-Mile Hill Development received entitlements from Tehama County in 2006 and was expected to break ground shortly thereafter, to date, no construction has commenced on the site, and no publicly available information currently exists to suggest when, and if, the Nine-Mile Hill Development will indeed move forward.[15] *CEQA Guidelines Section 15130 et. seq*. requires an analysis of the cumulative impacts of a proposed project in conjunction with other closely related past, present and reasonably foreseeable probable future projects that affect or could affect the project area. Although publicly available information suggests that at this point in time, the Nine-Mile Hill Development appears speculative, it is nonetheless analyzed and included as *Option B* in the Cumulative Conditions analysis as a worst-case (i.e., greatest possible future buildout) scenario for air quality, hydrology, and traffic-related environmental issues. However, given Nine-Mile Hill's apparent non-active status and the lack of information to support a reasonable expectation that the development will move forward, this *Initial Study* has determined that *Option A* represents the most likely future projected buildout upon which to base the *CEQA* cumulative analysis, where applicable.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is *potentially significant*, *less than significant with mitigation*, or *less than significant*. "*Potentially Significant Impact*" is appropriate if there is substantial evidence that an effect may be significant. When the determination is made, an environmental impact report (EIR) is required if there are one or more "*Potentially Significant Impact*" entries.

A Negative Declaration may be made where a "*Less than significant With Mitigation Incorporated*" determination is made and applies where the incorporation of mitigation measures has reduced an effect from "*Potentially Significant Impact*" to a "*Less than significant Impact*." The lead agency must describe the mitigation measures and briefly explain how they reduce the environmental effect to a *less than significant level*.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other *CEQA* processes, an effect has been adequately analyzed in an earlier EIR or Negative Declaration per *Section 15063(c)(3)(D)*. In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures: For effects that are "Less than significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

[15] News reports quote previous developers as stating that the project will move forward "when economic conditions permit it," and that "the project is in hibernation." (See https://www.redbluffdailynews.com/2010/03/02/time-line-cloudy-for-sun-city-tehama-project/ and https://www.times-standard.com/2006/12/19/sun-city-tehama-2008-at-the-earliest/).

d) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., General Plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

e) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

f) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

g) The explanation of each issue should identify the following:

a) The significance criteria or threshold, if any, used to evaluate each question; and

b) The mitigation measure identified, if any, to reduce the impact to less than significant.

SECTION I – AESTHETICS

This section addresses the aesthetic and visual environment and the proposed Project's impacts on the surrounding area. Aesthetic impacts are considered to be those issues and impacts which can be objectively analyzed and quantified. These include light pollution, glare production, reflectivity, change in visual character, and impacts on a scenic vista. The analysis does address subjective measures of aesthetics, such as the attractiveness of the design, the color of the buildings, or other matters of opinion or preference. The analysis assesses the potential for aesthetic impacts using accepted methods of evaluating visual quality and identifies the type and degree of change the proposed Project would likely have on the character of the surrounding area. Furthermore, *Chapter 17.08 – General Provisions and Exceptions* in the *Tehama County Zoning Code*, specifically *Section 17.08.080 – Development Design Standards,* provides regulatory guidance for the design of commercial buildings or complexes exceeding 10,000 square feet of impervious surface. The requirements are "minimum design standards" per the Section's introductory paragraph. However, since the Project site is *Zoned PD*, per *Section 17.38.030 Uses Permitted*, all uses permitted in the *Commercial Zone Districts* are subject to securing use permit approval.

Chapter 17.70 – Use Permits of the *Zoning Code* allows for the imposition of the development design standards to assist the Planning Commission in granting a use permit whereby "the location, size, design and operating characteristics of the proposed use" are evaluated to determine compatibility "with and will not adversely affect or be materially detrimental to adjacent uses, buildings or structures" per *Section 17.70.040 Action by Planning Commission*.

ENVIRONMENTAL SETTING

The proposed Project site is located at the northeast corner of I-5 and Hooker Creek Road and is bounded by Auction Yard Road and I-5 to the west, Hooker Creek Road to the south, and Snively Road to the east. Refer to **Figure 2-1, Regional Project Location**.

As previously noted, the proposed Project is located in the County's "North I-5 Corridor Planning Area" in the north-central portion of the County along the I-5 corridor. This Area is expected to accommodate a significant portion of the growth projected for the County within the next 20 years. The expected growth will alter the semi-rural character of the area and, in particular, the location of the Project site, whose immediate surrounding area has transitioned to commercial and commercial/industrial uses primarily to the north and residential uses to the east.

There are several surrounding complementary trucking and transportation-related uses in the Project vicinity. For instance, the parcel immediately north of the Project site is operated by Advanced Truck Repair, a general maintenance facility for semi-trucks. A 10-acre parcel (APN 007-080-052) approximately 0.5 miles north along Auction Yard Road is owned and operated by Pittman Trucking, a long-haul trucking company specializing in the transportation of equipment, machinery, and structures, as well as earth-moving equipment. MT Lassen Transportation, a truck repair facility, freight, lumber, and dry bulk commodities transport trucking company, is located at the intersection of Auction Yard Road and Valley Auction Road, approximately 0.9 miles north of the Project site. Lastly, across Hooker Creek Road to the southeast and bordering Snively Road is Western Hydro, which provides drilling supplies, well service equipment, water pumps and accessories, and water treatment and wastewater handling equipment.

Five residential parcels, ranging in size from 1.61 acres to 3.63 acres, are directly east of the Project site across Snively Road. All the parcels have single-family residences except the largest one, which is currently undeveloped.

The *Tehama County General Plan Update* recognized that the most appropriate Land Use Classification for the Project site and surrounding area to the north and south was *General Commercial* due to the location and predominant commercial existing land uses in the area, and it classified the Project site as such.

Interstate 5 runs to the west of Auction Yard Road, a two-lane local collector road that abuts the western boundary of the Project site. There are three I-5 northbound lanes and two southbound lanes. I-5 is not a designated Scenic Highway, as later discussed.

The primary public view of the Project site and surrounding area is from I-5. The views consist of grassy rolling hills, oak trees, and vegetation, the Hooker Creek overpass with on and off-ramps, and assorted commercial buildings. Views of the northern portion of the Project site and area are easier for the public to view from the southbound lanes on I-5 as one approaches the Hooker Creek off-ramp. Refer to **Figure A-1, Cottonwood Travel Center View From I-5 South,** which shows the northern portion of the proposed Project. **Figure A-2 Cottonwood Travel Center Sign View I-5 South** shows a portion of the northern Project site without the Project.

The Project site cannot be viewed from the northbound lanes approaching the northbound Hooker Creek off-ramp due to the ramp curvature and topography. The Project site is about 36 feet higher, and mature trees and dense vegetation screen the Project site. Refer to **Figure A-3 Cottonwood Travel Center Sign View I-5 North,** which primarily shows the northbound I-5 lanes, the Hooker Creek Road overcrossing, the Hooker Creek northbound off-ramp, and an illustration of the proposed location of the Project's proposed pole sign at the intersection of Hooker Creek and Auction Yard Roads. Proceeding northward past the Hooker Creek interchange, views of the site are again difficult to see due to the northbound onramp height differential until a point where the onramp merges with the I-5 east lane. However, only a portion of the northern part of the Project site is visible.

Most of the Project site, particularly the southern portion, will not be seen from I-5. As previously discussed, **Figure A-1, Cottonwood Travel Center View I-5 South, shows the northerly view of the I-5 northbound lanes, the Hooker Creek northbound on-ramp, the proposed Project,** and pole sign at the intersection of Hooker Creek Road and Auction Yard Road in the background. The proposed fencing around the detention pond and entrance gate, as well as landscaping, is also illustrated. **Figure A-2, Cottonwood Travel Center Sign View I-5 South,** shows the I-5 south lanes and the southbound Hooker Creek off-ramp. Also shown, as previously stated, are the I-5 northbound lanes, the northbound Hooker Creek on-ramp, and the Project site in its natural state. **Figure A-2** clearly shows the height or topographical differentials between the I-5 northbound lanes, the Hooker Creek northbound on-ramp, and the Project site. The pole sign location at the intersection of Hooker Creek Road and Auction Yard Road shown is not as representative as the pole sign shown in **Figure A-1**.

Views from the Project site area and vicinity include the mountains of the Pacific Coast Range to the west, the Cascades and Sierra Nevada to the east, and Mount Shasta to the north. Due to the natural setting of the Project site and surrounding area, views from the Project site and vicinity are expansive.

Federal, state, and county governments designate scenic vistas; however, no state or county-designated scenic vistas are located in the vicinity of the Project area. The *General Plan* does not designate the Project area as scenic or as an area with highly valued scenic resources.

Scenic Resources

Scenic vistas are expansive views of highly valued landscapes from publicly accessible viewpoints. They include views of natural features such as topography, water courses, outcrops, natural vegetation, and

man-made scenic structures. The County has not designated specific scenic vistas in the immediate Project area as part of the *General Plan*.

According to Caltrans' *California Scenic Highway Program* and the *National Scenic Byways Program*, the proposed Project is not located near a highway that has been listed as a state or federal Scenic Highway (Caltrans, 2022; FHWA, 2018).

Visual resources are classified into two categories: scenic vistas and scenic resources. Scenic vistas are elements of the broader viewshed, such as mountain ranges, valleys, and ridgelines. They are usually middle ground or background elements of a viewshed that can be seen from various viewpoints, often along a roadway or other corridor. Scenic resources are described in the *CEQA Environmental Checklist* as specific features of a viewing area (or viewshed), such as trees, rock outcroppings, and historic buildings. They are specific features that act as the focal point of a viewshed and are usually foreground elements.

Impacts can occur if a project changes the view to the middle ground or background elements of the broad viewshed or removes the visually important trees, rocks, or historic buildings in the foreground. Because aesthetic considerations are often subjective and difficult to judge, two generally objective criteria are used in this evaluation to establish the level of significance changes.

The first addresses the visibility of the altered landscape and whether it will appear in most viewers' foreground, middle ground, or background. Changes in the foreground are most significant, with distance and topography or vegetative screening reducing impact. The second criterion concerns visual contrast, which measures the degree of perceptible change. This is often characterized as being a strong, moderate, or weak change. Using this approach, a "strong" change would be immediately apparent and would dominate the landscape, whereas a "weak" change would be barely noticeable.

The viewshed in the Project area is characterized by an array of commercial and commercial/industrial uses primarily to the north and semi-rural residential uses to the east. I-5 to the west provides a north-south major "dividing line" between the immediate Project area and existing residential development to the immediate west of the I-5/Hooker Creek interchange and the proposed Nine-mile Hill Development to the north of Hooker Creek Road.

The Project vicinity does not contain notable features that would typically fall under the heading of visual resources, such as unique geological features, natural areas, etc. The Project area includes transitioning from areas that have been developed, such as the residential area east of Snively Road, or areas proposed for future development, such as the Nine-Mill Hill Development and continued development of the Sunset Hills Estates Project.

Aesthetic effects are influenced by factors such as the viewer's location, duration of exposure, and the viewer's status in relation to the Project. "Status of the viewer" refers to when an adjacent property resident with a direct view of the Project area is likely to feel different about the new development compared to a non-resident who catches a brief glimpse of the Project area from I-5.

With respect to aesthetics, light and glare effects are more likely to disturb permanent residents than transient highway travelers. Light and glare effects must be evaluated from two viewpoints: 1) the viewpoint from the Project area toward surrounding uses and 2) the viewpoint from surrounding uses toward the Project area. The degree of impact is proportional to the perceived negative effect on surrounding land uses. If a continuous light or glare is visible from nearby residences and causes a nuisance to residents, the impact can be potentially significant. Viewers' sensitivity to changes in the viewshed can be measured by the extent and nature of *General Plan* provisions that address visual

resources. Five residential parcels are directly across from the Project site east of Snively Road, of which four have residences.

Significant light sources in the area are currently generated by I-5 to the west, the four residences east of the Project site, an additional one to the north, and commercial/industrial facilities to the north and southeast. Overall, light levels are of high to low intensity from I-5 to the west and from the north and east due to the mix of commercial/industrial development and semi-rural residential land uses.

REGULATORY SETTING

National Scenic Byways Program

The *National Scenic Byways Program* is part of the U.S. Department of Transportation, Federal Highway Administration (FHWA). Established in *Title 23, Section 162 of the United States Code*, the program is a grass-roots collaborative effort established to help recognize, preserve, and enhance selected roads throughout the United States. FHWA's May 18, 1995, interim policy sets forth the procedures for the designation by the U.S. Secretary of Transportation of certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historical, natural, recreational, and scenic qualities. There are 150 designated byways in 46 states. None of the roads in the vicinity of the proposed Project are affected by this program.

California Scenic Highway Program

California's Scenic Highway Program was created by the legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The State laws governing the *Scenic Highway Program* are found in the *Streets and Highways Code, Sections 260* through *263*. Caltrans has compiled a list of State highways designated as scenic and county highways eligible for designation as scenic. None of the roads in the vicinity of the proposed Project are affected by this program.

Tehama County General Plan Update 2009-2029

The *Tehama County 2009-2029 General Plan Update Open Space and Conservation Element* addresses various issues, including agricultural lands, timber resources, water quality, water resources, wildlife resources, mineral production, natural land resources, and historic and archeological resources. Aesthetics are addressed for Significant Visual Features that reflect a broad and diverse range of natural communities and landforms that display different development patterns and historical features throughout the County. The following policies apply to help meet *GOAL OS-11* to protect the scenic views and aesthetic qualities of Tehama County.

- *OS-11.2.* The County shall strive to protect the aesthetic and scenic beauty of its regional locations.
- *OS-11.4.* New development should be designed to be compatible with surrounding development in ways that contribute to the desired character of the surrounding area.

Tehama County Zoning Code

Title 17, Zoning of the Tehama County Code of Ordinances, addresses the various permitted uses and identifies the standards and regulations applicable to the Project site. As previously noted, the Project site is zoned *Planned Development* (*PD*), thereby requiring approval of a Use Permit to be developed. The Planning Commission will review the proposed Project for required compliance with the following *Zoning Code Sections*.

Section 17.08.080 Development Design Standards whereby "Any commercial or industrial building or complex that exceeds ten thousand square feet of impervious surface shall be required to meet the minimum design standards prior to plot plan approval for a building permit." Design standards address the following.

A. Building design limiting building and structure height limits, avoiding bland walls along streets, and incorporating pedestrian amenities into the site design. "These elements should complement the site and should not be added as an afterthought. "

B. Building color should be natural earth tones, accent colors shall complement the base color or a variation of its hue, and architectural design should be painted to complement the facade and tie into with the adjacent buildings.

C. Building materials should include but are not limited to, masonry, brick, stucco, and architectural or pre-finished metal.

D. All roof equipment shall be completely screened from a horizontal line of sight, mechanical equipment should be located below the highest vertical element of the building, and for flat roofs, a screened enclosure behind a parapet wall may be used if it is made to appear as an integral part of the structure's design. Screened ground or interior-mounted mechanical equipment is encouraged as an alternative.

E. Refuse, storage, and equipment areas shall be screened.

F. Landscaping should help define outdoor spaces, soften a structure's appearance, and screen parking, loading, storage, and equipment areas. There are width, depth, and opening requirements for landscaping along the street right-of-way. All Landscaping shall be maintained with an in-ground permanent irrigation system. Large parking areas shall landscape a minimum of five percent of the gross lot area used for off-street parking and access thereto, exclusive of any landscape strip abutting the street right-of-way or area used for walkways and/or driveways. This required landscaping shall include one tree of a species suited to the area's climate zone for every eight parking spaces. Lastly, exterior lighting shall be properly shielded to eliminate light and glare from impacting adjacent properties and passing vehicles or pedestrians.

G. All signs shall advertise the primary permitted uses conducted or services offered on the site of such primary use or service. Maximum sign dimensions and areas are identified as are directional and informational signs. Signs shall not have any moving, rotating, flashing, or animated light. Signs may be illuminated from an internal or external light source. Pole signs are permitted that identify the primary permitted use or services offered on the site. A maximum square foot requirement of four hundred square feet is identified.

H. Off-street parking requirements for standard and compact vehicles are identified, addressing the number of spaces required, accessibility, locations, width, lengths, materials, and relationship to landscaping.

Section 17.70.020 (B), which requires dimensioned plans and elevations sufficient to show clearly details of the proposed use and buildings.

Section 17.70.020 (C), which requires the provision of appropriate environmental impact review documentation as required by the county's *CEQA* guidelines

Section 17.70.040 – whereby "action by the Planning Commission shall grant a use permit only if, from the facts presented with the application or at the public hearing or as determined by investigation, the following conditions have been found:

A. That the location, size, design and operating characteristics of the proposed use will be compatible with and will not adversely affect or be materially detrimental to adjacent uses, buildings or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use;

B. That the impacts, as described in *Subsection B* of *Section 17.70.040*, and the location of the proposed use are consistent with the county general plan;

C. That the proposed use at its proposed location will provide a service or facility which will contribute to the general well-being of the surrounding neighborhood or community."

IMPACT ANALYSIS

Degradation of the visual character of a site is usually addressed through a qualitative evaluation of the changes to the aesthetic characteristics of the existing environment and the proposed project-related modification that would alter the visual setting. For this analysis, visual impacts associated with the proposed Project, including impacts to scenic vistas, degradation of visual character, and light and glare impacts, are addressed in this *Initial Study*.

Light spill is typically defined as the presence of unwanted light on properties adjacent to the property, causing illumination and/or being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights.

The following includes an analysis of environmental parameters related to *Aesthetics* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X

I. **AESTHETICS**: Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?		X		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a) *Have a substantial adverse effect on a scenic vista?*

Prominent natural or man-made features that immediately catch the eye, locations where the visual environment changes dramatically, and locations that mark the entrance to a community or geographic area are viewed as scenic vista assets. The County has not designated specific scenic vistas in the immediate Project area as part of the *Tehama County General Plan*.

The proposed Project is visible from sections of I-5, primarily from the southbound lanes, along Auction Yard, Hooker Creek, and Snively Roads. Existing residences and residential properties on the east side of Snively Road will have direct views of the Project. Implementing the proposed Project would result in constructing an 8-foot-high noise barrier and landscaping along the Project's Snively Road frontage. Additionally, intersection improvements proposed at Snively Road and Hooker Creek Road would occur at grade, requiring limited site preparation and grading to improve the intersection. In addition, a median would be constructed with signage that identifies that traffic in general, to the south and north along Snively Road, is limited due to existing residences and road conditions. There is ***no impact***.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

The site is visible from I-5 and the adjacent local roads and nearby residential and undeveloped parcels; however, according to Caltrans' *California Scenic Highway Program* and the *National Scenic Byways Program*, the Project area is not in the vicinity of a state or local scenic highway and is not considered "eligible" or "officially designated" as a scenic highway. Additionally, the Project area is not located adjacent to, nor is it visible from, a designated local scenic highway/roadway/trail, nor does the County *General Plan* designate the Plan area as scenic or as an area having highly valued scenic resources. No designated scenic resources exist on or within the vicinity of the Project site. There is ***no impact*** on scenic resources.

c) *In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

As previously discussed, land immediately adjoining the proposed Project includes I-5 to the west, and commercial/industrial development has occurred to the north and southeast. Four residences are located east of Snively Road across from the Project site. A residence is located on a 10.77-acre *General Commercial* classified parcel that abuts a major portion of the Project's northern property.

The proposed Project would degrade the existing visual character or quality of the Project site due to the number of trees that would be removed due to the grading necessary to construct the Project. Oak woodlands would be ***significantly impacted***, thereby ***requiring mitigation***. Refer to **SECTION IV. BIOLOGICAL RESOURCES**.

Intersection improvements proposed at the Hooker Creek and Auction Yard Road, and Snively Road intersections would occur at grade and require limited site preparation and grading. This also applies to the necessary improvements to Auction Yard Road and Snively Road. Road widening and other road improvements to meet County standards would be significant along Auction Yard and Hooker Creek Road to accommodate truck and vehicular traffic to and from the Project site. Snively Road fronting the Project site would also be improved to County standards; however, there would be no access available to the Project site from Snively Road. Therefore, impacts associated with the intersection and Project-related road improvements would not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings. Potential road improvement impacts are considered ***less than significant*****,** thereby ***not requiring mitigation***.

The proposed Project's buildings and canopy structures are located and designed to complement the surrounding terrain abutting the Project boundaries to the maximum extent feasible. The Project design has considered grade changes, tree locations, primarily along Snively Road, and the view orientation of the proposed improvements. As discussed in **SECTION XI. LAND USE AND PLANNING**, Project site planning and building design will comply with *Section 17.08.080 – Development Design Standards* and be subject to review by the Planning Commission as part of the Use Permit approval process.

The Project design incorporates screening measures to minimize the visibility of buildings, structures, and graded areas. Vegetation is proposed for screening buildings, along the Auction Yard, Hooker Creek, and especially Snively Road frontages, and Project access driveways and building foundations, to the maximum extent feasible. Driveways, parking, and utilities are designed to minimize visual impacts. Driveway and parking areas will be landscaped, and utilities will be installed underground. The exterior boundaries of the Project were designed for grading to blend in with the surrounding terrain to the maximum extent feasible and are heavily landscaped, in particular along the eastern and southern boundaries, which front existing residential development to the east. To minimize potentially visible impacts from I-5, the western boundary is also significantly landscaped. Approximately 4.3 acres, or 14.9 percent of the Project site, is irrigated landscape, whereas 5.19 acres, or 18.0 percent, is non-irrigated landscape. Potential impacts associated with Project design are considered ***less than significant,*** and ***no mitigation*** is required.

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

The proposed Project's development would introduce additional sources of glare and nighttime lighting in the area. Lighting from the Project has the potential to add "light pollution" to the night sky. Additionally, light sources would be introduced within the Project area as part of the proposed commercial development.

The light produced by the proposed Project would consist of street-level signs, a Project identification pole sign, security lighting, parking lot and exterior building lighting, and lighting that may protrude from the inside of the buildings. Light standards would be installed along Auction Yard, Hooker Creek, and Snively Roads, with a particular focus on the intersection of Hooker Creek and Auction Yard Roads. This type of lighting is considered both common and necessary for commercial development and along residential roads for safety and security purposes. However, if not properly designed, the lighting can

result in the production of glare, which reduces the visibility of the sky both at the point of light production and in surrounding areas.

Due to the Project site's location close to I-5, with associated vehicular lighting, and the existing commercial and residential development in the area, the proposed project's lighting will not directly affect wildlife in the area or impact species that inhabit the area.

A lighting plan was submitted as part of the proposed Project's Use Permit application.[16] that complies with the guidelines provided by the *International Dark-Sky Association Model Lighting Ordinance*, which includes guidelines stating that night lighting shall be limited to that necessary for security, safety, and identification. Direct night lighting shall also be screened from adjacent residential and commercial areas and not be directed upward or beyond the boundaries of the Project site on which residences or buildings are located. By adhering to the Project's proposed lighting plan, the potential for increased light and glare to adversely affect daytime or nighttime views is decreased, and the impacts associated with light and glare will be reduced to a ***less than significant level*****,** and ***no mitigation*** is necessary**.**

MITIGATION MEASURES

The following ***Mitigation Measure BR-4*** from **SECTION IV. BIOLOGICAL RESOURCES** is applicable and incorporated herein to reduce potential impacts related to *Aesthetics* to ***less than significant levels***:

Mitigation Measure BR-4

The Project Applicant shall implement one of the measures presented below to mitigate the loss of 17.8 acres of oak woodland.

1. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall establish an off-site conservation easement covering a minimum of 35.6 acres of oak woodland in Tehama County. In support of the conservation easement, a detailed management plan acceptable to the Tehama County Planning Department Director shall be developed and implemented to provide for the long-term maintenance of the oak woodland. The management plan shall address allowable land uses and intensities of such use, provide for periodic inspection of the protected lands, address the establishment and maintenance of protective measures such as fencing, identify maintenance and management tasks such as weed removal and trash pick-up, provide for remediation of the effects of unauthorized activities, and name a conservation-oriented third party to hold the easement and be responsible for ensuring the long-term maintenance of the protected lands. Establishment of an endowment to fund the management and maintenance activities undertaken by the easement holder may be appropriate.

   The conservation easement may be established directly by the Project Applicant, or the Project Applicant may fund the purchase of a conservation easement by a third-party conservation-oriented entity (such as the *California Rangeland Trust*). If the latter option is selected, the management plan for the oak woodland would be provided by the conservation entity; proof of payment to the conservation entity shall be submitted to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.
2. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall contribute an appropriate compensation fee to the *Oak Woodland*

[16] Refer to *Photometric Plan Sheets PP1.0* through *PP1.4* on file with the Tehama County Planning Department.

Conservation Fund managed by the Wildlife Conservation Board. The fee shall be sufficient to protect a minimum of 35.6 acres of oak woodland in Tehama County. Proof of payment shall be submitted to the Planning Department Director prior to the initiation of any ground-disturbing activities on the Project site.

3. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall purchase mitigation credits for 35.6 acres of oak woodland from an agency-approved mitigation bank. Purchase of mitigation credits at a mitigation bank located outside of Tehama County shall be allowed only if specifically authorized by the Planning Department Director. Proof of purchase of mitigation credits shall be provided to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.

FINDINGS

Based upon the review of the information evaluated, the implementation of the proposed Project with the associated mitigation measure will have a ***less than significant impact*** on *Aesthetics*.

DOCUMENTATION AND REFERENCES

Caltrans. June 7, 2024. *California State Scenic Highway System Map V1.4*. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116 f1aacaa.

FHWA (Federal Highways Administration). *National Scenic Byways & All-American Roads*. 2021. https://www.fhwa. dot.gov/byways/states/CA.

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PMC. *Tehama County General Plan Update 2009-2029*. March 2009

PMC. *Tehama County General Plan Update 2009-2029, Open Space and Conservation Element*. March 2009

Tehama County. *Tehama County Code of Ordinances Title 17 - Zoning*. February 14, 2024

Chapter 17.08 – General Provisions and Exceptions, *Section 17.08.080 – Development Design Standards*

Chapter 17.38 – PD Planned Development District; Section 17.38.030 Uses Permitted

Chapter 17.70 – Use Permits, Section 17.70.020 (B), Section 17.70.020 (C), Section 17.70.040

Joint International Dark-Sky Association and Illuminating Engineering Society. *Model Lighting Ordinance*. June 15, 2011

SECTION II – AGRICULTURAL RESOURCES

ENVIRONMENTAL SETTING

The Department of Conservation (DOC) *Farmland Mapping and Monitoring Program* (*FMMP*) maps and classifies farmland. Classifications are based on a combination of physical and chemical characteristics of the soil and climate that determine the degree of suitability of the land for crop production. The Project site does not contain designated farmland. The site is not located within an area of *Prime Farmland* as identified by the California Department of Conservation's *Important Farmland Series Mapping and Monitoring Program*. In addition, the DOC's *Important Farmland Map for Tehama County* identifies the Project site as *Grazing Land* and Other Land, with *Urban and Built-up Land* located immediately north of the Project site along Auction Yard Road.

The U.S. Department of Agriculture, Natural Resources Conservation Service, lists one soil mapping unit for the overall Project site, which is Corning-Newville gravelly loams, with 3 to 10 percent slopes and eroded (CxB2). Corning Series soils occur under grasslands and irrigated pastures, and Newville Series soils are located under soils that occur under grasslands, blue oak woodlands, and pastures.

The *California Land Conservation Act of 1965*, commonly known as the *Williamson Act*, enables local governments to enter into contracts with private landowners, restricting specific parcels of land to agricultural or open-space use. The proposed Project area is not under an active *Williamson Act* contract. Additionally, no timberlands or forest land are present within the Project site and the surrounding area.

REGULATORY SETTING

This section summarizes current federal, state, and local regulations relevant to the review of *Agricultural Resources* for this Project. Ordinances, regulations, or standards that are applicable to the environmental review of *Agricultural Resource* impacts include the following:

California Farmland Mapping and Monitoring Program

The *California Farmland Mapping and Monitoring Program* (*FMMP*), which monitors the conversion of the State's farmland to and from agricultural use, relies on information from the *NRCS Soil Surveys, NRCS Land Inventory and Monitoring Criteria, and Land Use and Water Availability*. Topography, climate, soil quality, and available irrigation water all factor into the *FMMP Farmland Classifications*. The California DOC established the *FMMP* under the Division of Land Resource Protection. *Important Farmland Maps* are compiled by the *FMMP* pursuant to *California Government Code 65570*. *FMMP* is an informational service only and does not constitute state regulation of local land use decisions. Under the *FMMP*, *Important Farmland Categories* were established based on soil characteristics with significant agricultural production values.

California Land Conservation Act

The *California Land Conservation Act of 1965*, commonly referred to as the *Williamson Act*, is promulgated in *California Government Code Section 51200-51297.4*. The *Williamson Act* enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. Private land within locally designated agricultural preserve areas is eligible for enrollment under *Williamson Act Contracts*.

Farmland Security Zone Contract

The DOC passed the *Farmland Security Zone* legislation (*Govt. Code Section 51296*) in 1998. The *Farmland Security Zone* enables counties to establish an additional program that allows farmlands to enter into contracts with the State. This legislation allows landowners whose land is under a *Williamson Act Contract* to petition the county board of supervisors to annul the *Williamson Act* contract and enter into a *Farmland Security Zone Contract* instead. A *Farmland Security Zone* Contract is a 20-year contract allowing the property owner to receive 35 percent more tax savings than a *Williamson Act Contract*. Both of these contracts require that the land be within an established *Agricultural Preserve*. Agricultural lands that are not in a preserve face the greatest threat of conversion, as they are subject to higher property taxes due to their proximity to urban areas.

Forest Land and Timberland

Public Resources Code section 12220(g) defines Forest Land as "land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." *Public Resources Code Section 4526* defines timberland as "land, other than land owned by the federal government, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees." *Government Code Section 51104(g)* defines *Timberland Production Zone* (TPZ) as "an area which has been zoned pursuant to *Government Code Section 51112* or *51113* and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)."

Tehama County General Plan

The *Tehama County General Plan Agricultural and Timber Element* clearly states that "agriculture remains one of the primary uses of land in Tehama County. The *General Plan*, as did the plans before it, emphasizes agriculture as a way of life and the foundation of the quality of life in Tehama County. Perhaps more than any other land use, agriculture depends on the land upon which it sits and relies on policies in documents such as this *General Plan* to protect it from incompatible land uses."[17] Given the proposed Project's location immediately east of I-5 and within the interstate corridor, the *General Plan Agricultural and Timber Element's* Goals and Policies are not applicable.

However, the *Tehama County Land Use Element* does identify agricultural policies applicable to the proposed Project site due to its location within the County. The *Land Use Element* divides the County into five Planning Areas: North I-5 Planning Area, South I-5 Planning Area, Central I-5 Planning Area, East County Planning Area, and West County Planning Area. All of the Planning Areas recognize various forms and types of existing and future development land uses; however, the definition of the North I-5 Corridor Planning Area, where the Project is located, specifically states that this Planning Area is to "accommodate a significant portion of the growth projected for the County within the next 20 years."[18]

The following Policies address why the Planning Areas' agricultural-related Policies are not applicable.

[17] *Tehama County General Plan Update*. Page 1.0-5

[18] Refer to *Section XI. Land Use and Planning* for a discussion regarding the County's five Planning Areas and specifically the North I-5 Planning Area, within which the Project Site is located.

- *NI-5.1.* The development pattern within the North I-5 Planning Area shall recognize this planning area's major role in accommodating projected growth within the County.
- *NI-5.4.* The development pattern shall accommodate growth within the rural community of Bend and the rural service center of Bowman in a manner that preserves the agricultural values of lands surrounding these communities.
- *NI-5.7.* Valley Floor Agriculture and Upland Agriculture land uses shall be recognized and future development shall, to the extent feasible, be only accommodated (initially) within the residential land use categories designated on the Land Use Diagram.

IMPACT ANALYSIS

CEQA Section 21095 and *CEQA Guidelines Appendix G*, together, define Prime, Unique, and Farmland of Statewide Importance as "Important Farmland," whose conversion may be considered significant. In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the *California Agricultural Land Evaluation and Site Assessment* (*LESA*) *Model* (1997, as updated) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland.

The following analysis includes an examination of environmental parameters related to Agricultural Resources, as outlined in *State CEQA Guidelines Appendix G*. Since the proposed Project is not located on forest land or in close proximity to such lands, the evaluation of forest land is not applicable.

II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) *Convert Prime Farmland, Unique Farmland, or 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?*

The *Soil Survey of Tehama County* (USDA 1967) and *SoilWeb* (CSRL 2022) list one soil mapping unit for the overall Project site: Corning-Newville gravelly loams, 3 to 10 percent slopes, eroded (CxB2). Corning Series soils occur under grasslands and irrigated pastures, and Newville Series soils are located under soils that occur under grasslands, blue oak woodlands, and pastures.

The Project site may have been historically used for agricultural purposes, primarily for grazing; however, the Project soil type is not classified as a prime *Class I* or *II* soil for agricultural production but is classified as *Class IV*. The Project site is not located within an area of *Prime Farmland*, *Farmland of Statewide Importance*, or *Unique Farmland* as identified by the California Department of Conservation's *Tehama County Important Farmland 2020 Mapping and Monitoring Program* (DOC, October 2022). It is classified as *Grazing Land* and *Other Land*, with *Urban and Built-up Land* located immediately north of the Project site along Auction Yard Road. Along the eastern portion adjacent to Snively Road, the Project site and the existing residential development to the east of Snively Road are classified as *Other Land*. *Other Land* for this area is defined as "vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres."

The proposed Project would not convert prime farmland, unique farmland, or farmland of statewide importance to nonagricultural use, so there would be ***no impact***.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act Contract?*

Neither the proposed Project nor its surrounding lands are currently under a *Williamson Act Contract*, a *Farmland Security Zone Contract*, or within an *Agricultural Preserve*. Therefore, Project implementation would not conflict with existing agricultural zoning. ***No impact*** would occur.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 5110(g))?*

The Project site is not forest land, timberland, or zoned *Timberland Production*. Therefore, the proposed Project would not conflict with existing zoning or cause rezoning and would have no impact on timberlands zoned as Timber Production. ***No impact*** would result.

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

The proposed Project is not located within existing forest land. ***No impact*** would occur in this regard.

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest land?*

Since the Project site is not forest land, there would be no loss of forest land or conversion of forest land to non-forest use. Additionally, the proposed Project is not situated in an area with significant agricultural soil. There is ***no impact***.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

In the course of this evaluation, impacts associated with *Agriculture and Forestry Resources* were found to ***not be significant*** due to the Project's location, soil characteristics, and associated *Tehama County Important Farmland 2020 Mapping* does not result in creating such impacts.

DOCUMENTATION AND REFERENCES

DOC (California Department of Conservation). October 2022. *Farmland Mapping and Monitoring Program*. https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 7, 2024.

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United States Department of Agriculture, Soil Conservation Service and Forest Service. *Soil Survey Tehama County California*. May 1967.

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SECTION III – AIR QUALITY

The analysis in this section reviews the region's existing air quality conditions and the proposed Project impacts. The United States Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the Tehama County Air Pollution Control District (TCAPCD, also referred to as the District) regulate air quality. Emissions were modeled using the *California Emissions Estimator Model* (*CalEEMod*). The majority of the evaluation is derived verbatim from the ESA October 2024, *Air Quality, Greenhouse Gas, and Energy Technical Report*. The *Report* provides details on emission calculations and health risk assessment results. Refer to **Attachment B, Air Quality, Greenhouse Gas, and Energy Technical Report**.

ENVIRONMENTAL SETTING

The Project site is located in the Sacramento Valley Air Basin (SVAB) under the jurisdiction of TCAPCD. Under amendments to the federal *Clean Air Act* (*CAA*), the USEPA has classified air basins or portions thereof as either "attainment" or "non-attainment" for each criteria air pollutant, based on whether or not the *National Ambient Air Quality Standards* (*NAAQS*) have been achieved. The *California CAA*, patterned after the federal *CAA*, also requires areas to be designated as "attainment" or "non-attainment" for the *California Ambient Air Quality Standards* (*CAAQS*). Thus, areas in California have two sets of attainment designations: one set with respect to the *NAAQS* and one set with respect to the *CAAQS*. The SVAB is currently designated as a nonattainment area for state and national ozone standards, national $PM_{2.5}$ standards, and state PM_{10} standards.[19] The Tehama County APCD is responsible for assuring both sets of ambient air quality standards are attained and maintained in the County. Tehama County's attainment status for the criteria air pollutants with respect to the *NAAQS* and *CAAQS* is summarized in **Table AQ-1, Tehama County Attainment Status.**

Table AQ-1
Tehama County Attainment Status

Pollutant and Averaging Time	Designation/Classification	
	State Standards	Federal Standards
Ozone (1-hour)	Nonattainment	No Federal Standard
Ozone (8-hour)		Nonattainment (Tuscan Buttes) Attainment (all other areas of Tehama County)
Carbon Monoxide (CO)	Unclassified	Unclassified/Attainment
Nitrogen Dioxide (NO_2)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO_2)	Attainment	Unclassified/Attainment
Respirable Particulate Matter (PM_{10})	Nonattainment	Unclassified
Fine Particulate Matter ($PM_{2.5}$)	Unclassified	Unclassified/Attainment
Lead	Attainment	Unclassified/Attainment
Visibility Reducing Particles	Unclassified	No Federal Standard
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard

Notes: CARB designates areas for ten criteria pollutants (ozone, CO, NO2, SO2, PM10, PM2.5, lead, visibility-reducing particles, sulfates, and hydrogen sulfide) but does not designate areas according to the vinyl chloride standard.

Sources: CARB, 2022. *Maps of State and Federal Area Designations*. Available at: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed March 2023.

[19] Only portions of the SVAB are classified as nonattainment for the federal ozone 8-hour standard, specifically Tuscan Buttes. The Project is located in a portion of the County that is classified as in attainment for the federal ozone 8-hour standard.

Climate and Topography

The Project area is located within Tehama County, which lies within the SVAB. The SVAB includes all or parts of the following counties: Butte, Colusa, Glenn, Placer (portion), Sacramento, Shasta, Solano (portion), Sutter, Tehama, Yolo, and Yuba. The SVAB topographic features that affect the climate include the Coast Range to the west, the Sierra Nevada to the east, and the Cascade Range to the north. These mountain ranges channel winds through the SVAB but also inhibit the dispersion of pollutant emissions. The SVAB is characterized by a Mediterranean climate, featuring mild, rainy winter weather from November through March and warm to hot, dry weather from May through September.

During the summer, the Sacramento Valley's average high temperature is 92 degrees Fahrenheit (°F), and the average low is 58°F. In the winter, the average high is 58°F, and the average low is 40°F. The average annual rainfall is approximately 20 inches.

The predominant annual and summer wind pattern in the Sacramento Valley is the full sea breeze, commonly referred to as Delta breezes. These cool winds originate from the Pacific Ocean and flow through the Carquinez Strait, a sea-level gap in the Coast Range. In the winter (December to February), northerly winds predominate. Wind directions in the Sacramento Valley are influenced by the predominant wind flow pattern associated with each season. During about half the days from July through September, however, a large wind eddy on the north side of the Carquinez Strait prevents the Delta breezes from transporting pollutants north and out of the Sacramento Valley and causes the wind pattern to circle back south, all of which tends to keep air pollutants in the Sacramento Valley. The effect of this phenomenon exacerbates the pollutant levels in the area and increases the likelihood of violations of state and federal air quality standards during this period.

The vertical and horizontal movement of air is an important atmospheric component involved in the dispersion and subsequent dilution of air pollutants. Without atmospheric movement, air pollutants can collect and concentrate in a single area, increasing the associated health hazards. For example, inversions occur frequently in the SVAB, especially during the fall and early winter, and restrict the vertical dispersion of pollutants released near

Air Pollutants of Concern

Air pollutants of concern within the SVAB include criteria air pollutants and toxic air contaminants (TACs), along with Green House Gases (GHGs), which are discussed in a separate section.

Criteria Air Pollutants

Criteria air pollutants are a group of six common air pollutants for which the U.S. EPA has set ambient air quality standards. Criteria air pollutants include ground-level ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM) in size fractions of 10 microns or less in diameter (PM_{10}) and 2.5 microns or less in diameter ($PM_{2.5}$), and lead. Most of the criteria air pollutants are directly emitted; however, ozone is a secondary pollutant that is formed in the atmosphere by chemical reactions between nitrogen oxides (NOx) and reactive organic gases (ROG). In addition to the criteria air pollutants that have been identified by the U.S. EPA, California has identified four additional criteria air pollutants (visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride).

Criteria air pollutants of concern in Tehama County include ozone, $PM_{10,}$ and $PM_{2.5}$, as concentrations of these pollutants exceed either state standards, federal standards, or both. Concentrations of CO, NO_2, SO_2, lead, hydrogen sulfide, sulfates, and vinyl chloride are below the state and national air quality standards in Tehama County, according to the CARB *Maps of State*

and Federal Area Designations.[20] Because of this, these pollutants are not discussed further in this analysis.

Health Effects of Criteria Air Pollutants

The California Air Resources Board (CARB) compiles an emissions inventory for all sources of emissions within the County. This inventory is used by the District and CARB for regional air quality planning purposes and is the basis for the region's air quality plans. The inventory includes stationary sources (e.g., landfills, electric utilities, mineral processes), area-wide sources (e.g., farming operations, construction/demolition activities, residential fuel combustion), and mobile sources (e.g., automobiles, aircraft, off-road equipment). Concentrations of ozone, CO, NO_2, SO_2, PM_{10}, and $PM_{2.5}$ are used to indicate the quality of ambient air. Criteria air pollutants are also the most prevalent indicators of how air pollution is detrimental to human health. The health effects of each air pollutant criterion, as well as the source of emissions, are summarized in **Table AQ-2, Health Effects of Main Criteria Air Pollutants**. The Table identifies a comprehensive list of all pollutants for which California standards exist. The air quality impact analysis focuses on the main pollutants of concern for the Project, which are ozone precursors (NO_x and ROG) and PM_{10} and $PM_{2.5}$.

The health impacts of emissions from criteria air pollutants on sensitive receptors are difficult, if not speculative, to quantify. Typically, the health impact of a particular criteria pollutant is analyzed by air districts on a regional scale based on how close the area is to attaining the ambient air quality standards. Because air districts' attainment plans and supporting air quality modeling tools are regional in nature, they are not typically used to evaluate the impacts of individual projects on ambient concentrations of criteria air pollutants or to correlate those impacts to potential resultant effects on public health. Given that ozone is a secondary pollutant formed through a complex reaction between its precursors (i.e., NO_x and ROG) in the atmosphere with the presence of sunlight and meteorological conditions, the impacts of ozone are analyzed at a basin-wide or regional level. The health-based ambient air quality standards for ozone are, therefore, the concentrations of ozone, not the mass emissions of their precursor pollutants, NO_x and ROG. Due to the complexity of ozone formation, ozone concentrations, and the state of environmental science modeling in use at this time, it is infeasible to determine whether, or to what extent, a single project's precursor (i.e., NO_x and ROG) emissions would potentially result in the formation of ground-level ozone, as well as when and where ground-level ozone would form.

[20] CARB, 2022. *Maps of State and Federal Area Designations*. Available at: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed March 2023.

Table AQ-2
Health Effects of Main Criteria Air Pollutants

Pollutant	Adverse Effects
Ozone	• People most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with certain genetic characteristics, and people with reduced intake of certain nutrients (such as vitamins C and E) are at greater risk from ozone exposure. • Breathing ozone can trigger a variety of health problems including chest pain, coughing, throat irritation, and airway inflammation. It also can reduce lung function and harm lung tissue. Ozone can worsen bronchitis, emphysema, and asthma, leading to increased medical care. • Ozone affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, ozone harms sensitive vegetation during the growing season.
Particulate Matter	• Particulate matter (PM) contains microscopic solids or liquid droplets that are so small that they can be inhaled and cause serious health problems. Particles less than 10 micrometers in diameter pose the greatest problems, because they can get deep into your lungs, and some may even enter the bloodstream. Of these, particles less than 2.5 micrometers in diameter, also known as fine particles or $PM_{2.5}$, pose the greatest risk to health. • Exposure to such particles can affect both your lungs and your heart. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including: premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing. • Fine particles ($PM_{2.5}$) are the main cause of reduced visibility (haze) in parts of the United States, including many national parks and wilderness areas.
Nitrogen Dioxide	• Breathing air with a high concentration of NO_2 can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly, are generally at greater risk for the health effects of NO_2. • NO_2, along with other oxides of nitrogen (NO_X), reacts with other chemicals in the air to form both PM and ozone. Both of these are also harmful when inhaled due to effects on the respiratory system.

Sources: U.S. Environmental Protection Agency (USEPA). 2022. *Ozone Basics*. Available: https://www.epa.gov/ozone-pollution/ozone-basics#effects. Accessed March 2023.

USEPA. 2022. *Particulate Matter (PM) Basics*. Available: https://www.epa.gov/pm-pollution/particulate-matter-pm-basics#effects. Accessed March 2023.

USEPA. 2022. *Basic Information about NO_2*. Available: https://www.epa.gov/no2-pollution/basic-information-about-no2#Effects. Accessed March 2023

Existing Ambient Air Quality

The nearby ambient air quality monitoring station that is most representative of the ambient air quality in the Project area is the Red Bluff-Walnut St. District Office station. The Red Bluff-Walnut St. station is located at 1834 Walnut Street in the city of Red Bluff and is approximately 10 miles south of the Project site. **Table AQ-3** presents the ambient air quality data collected at the monitoring site. Values that exceed the *NAAQS* or *CAAQS* are shown in bold.

Table AQ-3
Ambient Air Quality Monitoring Data

Pollutant Standards	2020	2021	2022
Ozone (O_3)			
Maximum 1-hour concentration (ppm)	0.072	**0.095**	0.083
Maximum 8-hour concentration (ppm)	0.063	**0.08**	0.070
Number of days standard exceeded [a]			
NAAQS 1-hour (>0.12 ppm)	0	0	0
CAAQS 1-hour (>0.07 ppm)	0	1	0
NAAQS 8-hour (>0.07 ppm)	0	**15**	0
Particulate Matter ($PM_{2.5}$)[b]			
Maximum 24-hour concentration (µg/m^3)	**142.9**	**116.0**	**35.5**
Annual average concentration (µg/m^3)[e]	**13.2**	*	*
Number of days standard exceeded [a]			
NAAQS 24-hour (>150 µg/m^3)[f]	**31**	**21**	**1**
CAAQS 24-hour (>50 µg/m^3)[f]	*	*	*
Particulate Matter (PM_{10})[b]			
Maximum 24-hour concentration (µg/m^3)	**172.5**	**93.7**	**52.1**
Annual average concentration (µg/m^3)[e]	*	*	*
Number of days standard exceeded [a]			
NAAQS 24-hour (>150 µg/m^3)[f]	1	0	0
CAAQS 24-hour (>50 µg/m^3)[f]	**4**	**6**	**1**

Notes: CAAQS = California ambient air quality standards. NAAQS = National Ambient Air Quality Standards. Values in bold font indicate an exceedance.
The national 1-hour ozone standard was revoked in June 2005. Statistics related to the national 1-hour ozone standard are shown in *italics*
*Insufficient data to determine a value
An exceedance is not necessarily a violation. It should be noted that the federal ozone 1-hour standard has been revoked by EPA.
Measurements usually are collected every 6 days.
National statistics are based on standard conditions data. In addition, national statistics are based on samplers using federal reference or equivalent methods.
State statistics are based on local conditions data, except in the South Coast Air Basin, for which statistics are based on standard conditions data. In addition, state statistics are based on California-approved samplers.
State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.
Mathematical estimate of how many days concentrations would have been measured as higher than the level of the standard had each day been monitored.

Sources: California Air Resources Board. 2023. Summaries of Air Quality Data, 2020-2022. Available: https://www.arb.ca.gov/adam/index.html. Accessed May 2024.

Toxic Air Contaminants

Toxic Air Contaminants (TACs) are airborne substances designated by CARB as capable of causing short-term (acute) and long-term (chronic or carcinogenic, i.e., cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances and may be emitted from a variety of common sources, including gasoline stations, automobiles, diesel engines, dry cleaners, industrial operations, and painting operations. The main TACs of concern related to the Project are diesel particulate matter (DPM) from construction and trucking operations (truck idling and queuing onsite) and benzene, toluene, ethylbenzene, xylenes, naphthalene, propylene, and n-hexane from the fueling operations at the gasoline station.

Diesel Particulate Matter

The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled highways. In addition, heavy construction equipment and trucks are mainly diesel-powered.

The CARB identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans. It is estimated that about 70 percent of the total known cancer risks related to air toxics in California are attributable to DPM. More than 90 percent of DPM is less than 1 µm in diameter and thus is a subset of PM2.5; therefore, DPM contributes to the same non-cancer health effects as exposure to PM2.5, which can get deep into the lungs and can even enter the bloodstream. Exposure to PM2.5 can affect both the heart and the lungs, with scientific studies showing impacts including premature deaths in those with heart and lung diseases and increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing.[21]

In 2000, CARB approved a comprehensive *Diesel Risk Reduction Plan* to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. Subsequent CARB regulations apply to new trucks and diesel fuel. With new controls and fuel requirements, 60 trucks built in 2007 would have the same particulate exhaust emissions as one truck built in 1988.[22] The regulation was anticipated to result in an 80 percent decrease in statewide diesel health risk in 2020 as compared with the diesel risk in 2000. Many of the measures of the Diesel Risk Reduction Plan have been approved and adopted, including the federal on-road and off-road[23] diesel engine emission standards for new engines, as well as the adoption of regulations for low-sulfur fuel in California. Subsequent regulations regarding on-road diesel truck retrofits with particulate matter controls, 2010 or later engine standards, and fleet average emission rate standards to increase vehicle turnover have resulted in much lower DPM and PM2.5 emissions over time. It is estimated that these regulations reduced diesel particulate emissions by 78 percent from 1990 levels.[24]

REGULATORY SETTING

This section summarizes current federal, State, and local regulations relevant to the review of *Air Quality* for this Project. Ordinances, regulations, or standards that are applicable to the environmental review of air quality impacts include the following:

Ambient Air Quality Standards

The federal *Clean Air Act of 1971* and the *Clean Air Act Amendments* (1977) established the *National Ambient Air Quality Standards* (*NAAQS*), which are promulgated by the U.S. Environmental Protection Agency (EPA). The State of California has also adopted its own California ambient air quality standards (*CAAQS*), which are promulgated by CARB. Implementation of the Project would occur in the Tehama

[21] United States Environmental Protection Agency (U.S EPA), 2021. *Health and Environmental Effects of Particulate Matter (PM)*, 2021. Available online: https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm.

[22] Pollution Engineering, *New Clean Diesel Fuel Rules Start, July 2, 2006*. Available at https://sj-admin.s3-us-west-2.amazonaws.com/2006_0700-PollutionEngineering_NewCleanDiesel.pdf.

[23] Non-road is the term EPA uses for vehicles and equipment that are not on-road; in California the term is off-road.

[24] CalMatters, *New Study: California's Trailblazing Diesel Rules Save Lives*, updated March 26, 2021. Available at https://calmatters.org/environment/2021/03/california-diesel-rules.

County portion of the SVAB, which is under the air quality regulatory jurisdiction of the TCAPCD and is subject to the rules and regulations adopted by the air district to achieve the *NAAQS* and *CAAQS*.

Tehama County Air Pollution Control District

The TCAPCD is designated by law to adopt and enforce regulations to achieve and maintain ambient air quality standards. The TCAPCD, along with other air districts in the SVAB, has committed to jointly prepare the *SVAB Air Quality Attainment Plan* for the purpose of achieving and maintaining healthful air quality throughout the air basin. In addition, the TCAPCD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs, and it regulates agricultural burning. Other responsibilities include monitoring air quality, preparing clean air plans, and responding to citizen complaints concerning air quality. All projects in Tehama County are subject to applicable TCAPCD rules and regulations in effect at the time of construction and operation. The TCAPCD *Air Quality Planning & Permitting Handbook* provides descriptions of specific rules applicable to the proposed Project.[25]

Tehama County General Plan

California law requires all cities and counties to prepare comprehensive general plans addressing future development and conservation. There are seven mandatory elements that a general plan must address which are land use, circulation, conservation, open space, housing, noise, and safety. Preparation of an air quality element is optional. The March 2009 *Tehama County General Plan Update 2009-2029* did not contain a stand-alone Air Quality Element; however, the *Tehama County General Plan Open Space and Conservation Element* advances addresses *Goal OS-2* to maintain, protect, and improve the air quality in Tehama County at acceptable levels as defined by state and federal standards. The following polices have been identified to assist meeting the Air Quality Goal.

- *OS-2.1.* The County shall require new development projects to incorporate appropriate measures to reduce impacts to air quality.
- *OS-2.5.* The County shall encourage and support the Tehama County Air Pollution Control District in their efforts to enforce local, state, and federal air quality laws, rules, and regulations in order to meet Ambient Air Quality Standards (AAQS).
- *OS-2.6.* The County shall promote improved air quality benefits through energy conservation measures for new and existing development.

Since air quality is regional in nature, regulatory guidance is provided by EPA and CARB with implementation oversight by the TCAPCD requiring adherence to the *Air Quality Planning & Permitting Handbook* that provides guidance in addressing future development projects such as the proposed travel center.

Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan

"The *California Clean Air Act* (*CCAA*) requires air districts which have been designated as a nonattainment area for *California Ambient Air Quality Standards* (*CAAQS*) for ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide to prepare and submit a plan for attaining and maintaining the standards. The CCAA also requires that districts review their progress made toward attaining the *CAAQS* every three years."[26]

[25] Tehama County APCD, 2015. *Air Quality Planning & Permitting Handbook Guidelines for Assessing Air Quality Impacts*. Available at http://tehcoapcd.net/PDF/CEQA%20Handbook%20Mar%202015%20Final.pdf.

[26] Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP), 2021. *Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan.* Executive Summary.

The *Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan* is the current plan required by CARB and issued by the Air Pollution Control Districts and Air Quality Management Districts for the counties located in the northern portion of the Sacramento Valley is the current plan required by CARB and issued by the Air Pollution Control Districts and Air Quality Management Districts for the counties located in the northern portion of the Sacramento Valley to meet attainment.

"The Air Pollution Control Districts and Air Quality Management Districts (Districts) for the counties located in the northern portion of the Sacramento Valley together establish the Northern Sacramento Valley Planning Area (NSVPA). The NSVPA County of Butte, Colusa, Glenn, Shasta, Sutter, Tehama, and Yuba counties have agreed to jointly prepare an Air Quality Attainment Plan. Glenn and Colusa Counties are in Attainment but continue to participate in the regional effort."[27]

The proposed Project will be required to comply with the rules and programs applicable to new development under the TCAPCD in order to comply with the attainment plan.

IMPACT ANALYSIS

Potential air quality impacts were assessed by modeling the estimated average daily emissions generated by Project construction and operations using the *California Emissions Estimator Model* (*CalEEMod*), version 2020.4.0, and comparing them to the District's project-level thresholds of significance. *CalEEMod* is recommended by the District for *CEQA* analyses. The TCAPCD's project-level significance thresholds are shown in **Table AQ-4, Tehama County APCD Project-Level Air Quality Thresholds of Significance**.

Construction

A *CalEEMod* annual average run was used to derive average daily emissions from construction. Tehama County APCD's thresholds of significance provide general guidelines for determining the significance of impacts and the type of environmental analysis recommended in relation to total emissions expected from Project operations.[28] However, the District's guidelines also utilize the thresholds for project operations to assist users in evaluating fugitive dust and combustion emissions from a project's construction and in proposing appropriate mitigation measures to reduce those impacts below the applicable thresholds of insignificance. Therefore, the thresholds of significance for operations are applied for determining significance and appropriate mitigation for construction.

The selected construction-related thresholds are based on daily emissions in pounds per day. Emissions generated over the duration of each construction year were divided by the number of working days in a year to determine average daily emissions from construction. The annual *CalEEMod* output is provided in Appendix A of the *Air Quality, Greenhouse Gas, and Energy Technical Report*.

Operations

The *CalEEMod* annual average run also provides operational emissions, which would occur once the Project became operational in 2026. Tehama County APCD's operational-related thresholds are based on daily emissions in pounds per day. The annual run provided the annual emissions, which were used to derive the average daily emissions from operations by dividing the annual emissions by the number of operational days in a year.

[27] Ibid.

[28] Tehama County APCD, 2015. *Air Quality Planning & Permitting Handbook Guidelines for Assessing Air Quality Impacts*. Available at http://tehcoapcd.net/PDF/CEQA%20Handbook%20Mar%202015%20Final.pdf. Accessed March 2023

The Project is located in a rural area with limited commercial resources, and the proposed Project's convenience station and market can reduce the trip length for residents in the area and would likely reduce *VMT* from the baseline. Although the total net *VMT* for the Project would likely be reduced from existing conditions, the emissions calculations relied on Project trip estimates provided by GHD and *CalEEMod* defaults for trip lengths. Therefore, *CalEEMod* was used to calculate the total operational mobile source emissions for the proposed Project, as well as the operational emissions from stationary sources, area sources (such as landscaping), and on-site energy (including on-site natural gas use).

Table AQ-4
Tehama County APCD Project-Level Air Quality Thresholds of Significance

Pollutant	Level A	Level B	Level C
NO_X	≤ 25 lbs/day	> 25 lbs/day	> 137 lbs/day
ROG	≤ 25 lbs/day	> 25 lbs/day	> 137 lbs/day
PM_{10}	≤ 80 lbs/day	> 80 lbs/day	> 137 lbs/day
Level of Significance	Potentially Significant Impacts	Potentially Significant Impacts	Significant Impacts
Environmental Document	MND or ND	MND or EIR	EIR

NOTES: Abbreviations:
ROG = reactive organic gases; NO_X = oxides of nitrogen;
PM_{10} = particulate matter with a diameter equal to or less than 10 microns;
lbs = pounds;
ND = Negative Declaration; MND = Mitigated Negative Declaration; EIR = Environmental Impact Report
Source: Tehama County APCD, 2015. Air Quality Planning & Permitting Handbook Guidelines for Assessing Air Quality Impacts. Available: http://tehcoapcd.net/PDF/CEQA%20Handbook%20Mar%202015%20Final.pdf. Accessed March 2023

Level A: Any project that has the potential to emit Level A thresholds would be subject to Standard Mitigation Measures. At this level, a mitigated negative declaration or a negative declaration should be prepared.

Level B: Projects that exceed Level B thresholds have the potential to cause significant air quality impacts and should be submitted to the District for review. If all feasible mitigation measures are incorporated into the project and emissions can be reduced to less than the Level B thresholds, then a mitigated negative declaration should be prepared. If all feasible mitigation measures are incorporated into the project and emissions still exceed Level B, then the District may recommend preparing an EIR. Additional mitigation measures, including off-site mitigation, may be required depending on the level and scope of air quality impacts identified in the EIR.

Level C: If emissions from a project will exceed the Level C thresholds, then an EIR should be prepared and submitted to the District for review. Depending on the level and scope of air quality impacts identified in the EIR, mitigation measures, including off-site mitigation measures, may be required to reduce the overall air quality impacts of the project to a level that is less than significant.

Cumulative Options

As part of the GHD *Traffic Impact Analysis Memorandum*, two cumulative scenarios were considered as part of the Mobility Assessment (Non-*CEQA* Assessment) in order to assess roadway capacity:

- *Cumulative Conditions – Option A*
    - Cumulative Conditions with Background Growth for level of service (*LOS*) and Vehicular Queues (No Project)
    - Cumulative Conditions with Background Growth for *LOS* and Vehicular Queues (Plus Project)

- *Cumulative Conditions – Option B*
    - Cumulative Conditions with Nine-Mile Hill Development and Background Growth for *LOS* and Vehicular Queues (No Project)
    - Cumulative Conditions with Nine-Mile Development and Background Growth for *LOS* and Vehicular Queues (Plus Project)

The Nine-Mile Project is an approved project that has yet to be developed, located west of the proposed Project, along I-5, north of Hooker Creek Road. The Nine-Mile Development comprises a single-family residential and commercial project, along with associated amenities, scheduled for phased development over a 10-year period. The total project area is 3,322 acres, with development occurring on 1,572 acres.

As discussed in the GHD *Traffic Impact Analysis Memorandum*, "Although the Nine-Mile Hill Development received entitlements from Tehama County in 2006 and was expected to break ground shortly thereafter, to date no construction has commenced on the site and no publicly available information currently exists to suggest when, and if, the Nine-Mile Hill Development will indeed move forward."

CEQA Guidelines Section 15130 et al. requires an analysis of the cumulative impacts of a proposed project in conjunction with other closely related past, present, and reasonably foreseeable probable future projects that affect or could affect the project area. Although publicly available information suggests that, at this point in time, the Nine-Mile Hill Development appears speculative, it is nonetheless analyzed and included as *Option B* in this Cumulative Conditions analysis as a worst-case scenario (i.e., the greatest possible future buildout). However, given Nine-Mile Hill's apparent non-active status and the lack of information to support a reasonable expectation that the development will move forward, GHD believes *Option A* represents the most likely future projected buildout to base the *CEQA* cumulative analysis."[29]

The cumulative scenarios in the traffic analysis under *Option A* do not include the additional traffic generated by the Nine-Mile Project, while the traffic analysis under *Option B* includes the additional vehicle trips associated with the Nine-Mile Project. Therefore, this air quality analysis evaluates the impacts associated with the additional vehicle trips under *Option B* of the Nine-Mile Project.

Sensitive Receptors

Air quality does not affect all individuals or groups within the population in the same way. Some groups are more sensitive to adverse health effects caused by exposure to air pollutants than others. Population subgroups sensitive to the health effects of air pollutants include the elderly, the young, those with higher rates of respiratory disease, such as asthma and chronic obstructive pulmonary disease, and those with other environmental or occupational health exposures (e.g., indoor air quality) that affect cardiovascular or respiratory diseases.

Land uses such as schools, children's daycare centers, hospitals, and nursing and convalescent homes are considered sensitive to poor indoor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress.

Residential areas are considered more sensitive to air quality conditions compared to commercial and industrial areas because people generally spend longer periods of time at their residences, with associated

[29] GHD. May 30, 2024. *Traffic Impact Analysis Memorandum*. Page 23.

greater exposure to ambient air quality conditions. In addition, the individuals described above are often present in residences. On-site workers are not considered sensitive receptors because all employers are required to follow regulations set forth by the Occupational Safety and Health Administration (OSHA) to ensure the health and well-being of their employees, including protecting them from air pollution.

The nearest sensitive receptors are the east and northeast of the Project site, with the closest being approximately 130 feet east of the site. Additionally, although the future Nine-Mile Development is not yet constructed, to be most conservative, sensitive receptors representing that Project's potential future residential uses were included in this analysis.

Tehama County APCD does not have established significance thresholds for health risks. For the purposes of determining significance, the Sacramento Metropolitan Air Quality Management District's (SMAQMD) thresholds for stationary sources will be applied to this Project and are presented in **Table AQ-5, Project-Level Health Risk Thresholds of Significance**. SMAQMD's jurisdiction is in the same air basin as the Project site, the SVAB. The October 2024 *Air Quality, Greenhouse Gas, and Energy Technical Report*, prepared by ESA, provides details on emission calculations and health risk assessment results.

Table AQ-5
Project-Level Health Risk Thresholds of Significance

Health Risk	Threshold
Cancer Risk	An incremental increase in cancer risk greater than 10 in one million at any off-site receptor
Non-cancer (Hazard Index)	Ground-level concentration of project-generated TACs that would result in a Hazard Index greater than 1 at any off-site receptor

Source: SMAQMD, 2020. SMAQMD Thresholds of Significance Table. https://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf. Accessed March 2023

The significance of potential impacts was determined based on State *CEQA* Guidelines, *Appendix G*, and the TCAPCDs *Air Quality Planning & Permitting Handbook Guidelines for Assessing Air Quality Impacts*. The discussion not only addresses potential environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur. This section analyzes the short-term air quality impacts associated with construction activities as well as the long-term operational impacts that may result from the development of the proposed Project. Cumulative impacts are discussed, as applicable.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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.		X		
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

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

The *Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan* is the current plan required by CARB and issued by the Air Pollution Control Districts and Air Quality Management Districts for the counties located in the northern portion of the Sacramento Valley to meet attainment.[30] These plans need to demonstrate reasonable progress toward attainment as required by the SIP and CCAA. The proposed Project's compliance with the rules and programs applicable to new development under Tehama County APCD demonstrates consistency with the attainment plan.

The *CEQA* significance thresholds for criteria pollutants from the air districts are set at emission levels tied to the region's attainment status. As further discussed, the Project would generate less than significant quantities of criteria pollutants ROG, NO_x, and particulate matter. Given that the Project would not exceed the mass emissions thresholds established by the Tehama County APCD, it is not likely that emissions from Project-related activities will cause or contribute to the exposure of sensitive receptors to ground-level concentrations in excess of health-protective levels. Therefore, potentially significant impacts are thereby considered ***less than significant***.

Additionally, the proposed Project will have a net reduction in *VMT* and as shown under Impact B, will be below the District's significance thresholds. As indicated in the discussion of questions b) and c) below, the Project would not result in significant air quality impacts. Therefore, this impact would be ***less than significant***.

b) *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.*

Construction Equipment and Dust

Emissions from the construction phase of the Project would be generated primarily from heavy-duty, diesel-powered equipment such as graders, tractors, forklifts, and on-road diesel haul trucks. Potential criteria air pollutant emissions from equipment and on-road vehicle exhaust were estimated using *CalEEMod*; the modeling output files are included in Appendix A of the ESA's October 2024 *Air Quality, Greenhouse Gas, and Energy Technical Report*.

Construction is assumed to take place over an 18-month period. Project-specific data for the construction phasing schedule provided by the Project applicant were used in the model to estimate emissions for the construction period. The total emissions generated over the duration of construction were divided by the number of construction days within each construction year to determine the average daily emissions from construction. Emissions from equipment and vehicle exhaust are presented in **Table AQ-6**, **Average Daily Construction-related Criteria Pollutant Emissions (pounds per day) Without Mitigation,** which shows average daily emissions consistent with the Tehama County APCD thresholds for construction. As shown in the table, emissions of ROG, NO_X, and PM_{10}, without mitigation, would all be well below their respective Level C significance thresholds. However, the NO_X emissions would be above the Level A and B significance thresholds and would be ***potentially significant***.

Activities that generate dust include demolition, excavation, and the movement of equipment and vehicles across unpaved construction sites. Dust can be an irritant, causing watering eyes or irritation to the lungs, nose, and throat. Excavation, grading, and other construction activities can cause wind-blown dust that adds PM_{10} to the local atmosphere. To minimize the potential for violations of *District Rule 4:1*,

[30] Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP), 2021. *Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan. Approved December 2021.* Available at https://bcaqmd.org/wp-content/uploads/2-2021-Triennial-AQAP_BCC-Approved.pdf. Accessed March 2023.

Nuisance, and *Rule 4:24*, *Fugitive Dust Emissions*, TCAPCD requires compliance with its fugitive PM_{10} mitigation measures.

The required mitigation measures for the construction activities that would occur under the proposed Project are identified as **Mitigation Measures AQ 1.B(a), AQ 1.B(b),** and **AQ 1.B(c)**. They include implementing *Best Management Practices* (*BMPs*), idling restrictions and engine maintenance requirements, use of low-emission engines (i.e., *Tier 4 Final*), and enhanced fugitive dust control practices.

Table AQ-6
Average Daily Construction-related Criteria Pollutant Emissions
(pounds per day) Without Mitigation

Project Average Daily Construction Emissions by Year	ROG	NO_x	PM_{10}
2025	5.0	49.1	8.4
2026	5.5	29.4	2.1
2027	1.6	14.3	0.7
Level A Significance Thresholds	*≤ 25*	*≤ 25*	*≤ 80*
Level A Potential Significant Impact?	No	Yes	No
Level B Significance Thresholds	*> 25*	*> 25*	*> 80*
Level B Potential Significant Impact?	No	Yes	No
Level C Significance Thresholds	*> 137*	*> 137*	*> 137*
Level C Potential Significant Impact?	No	No	No

Notes: Emissions were calculated based on an 18-month construction schedule with construction starting June 1, 2025. In the case that the construction schedule is pushed out and started at a later date than analyzed, construction emissions would be similar or reduced due to the equipment fleet becoming cleaner over time.
Source: ESA (Appendix A)

Mitigated maximum daily construction emissions are shown in **Table AQ-7, Average Daily Construction-related Criteria Pollutant Emissions (pounds per day) With Mitigation,** assuming all construction equipment used for construction activities would use engines that meet USEPA's *Tier 4 Final Standards* (as required in ***Mitigation Measure AQ 1.B(c)***.

As identified in **Table AQ-7**, the impact would be ***less than significant*** with the implementation of ***Mitigation Measures AQ 1.B(a)***, ***AQ 1.B(b)***, and ***AQ 1.B(c)***.

Operations

After the proposed Project is constructed, operational emissions, including mobile and area sources, are anticipated to occur continuously throughout the Project's lifetime. The Project is anticipated to begin operations in 2026 – 2027 and was conservatively modeled with a beginning operational year of 2026.

Operational-related mobile source activities, such as employee commuting, truck trips for delivery and materials hauling, use of landscape equipment, and other sources, would generate emissions of criteria air pollutants. Area sources generally include landscape maintenance equipment, evaporative emissions from architectural coatings, and consumer products. **Table AQ-8, Operational Average Daily Pollutant Emissions (pounds per day)**, shows the criteria pollutant emissions associated with the Project's operations for average daily emissions. These emissions do not exceed Tehama County APCD significance

thresholds for criteria pollutants emitted during operations and are therefore considered as ***less than significant,*** and **no mitigation measures** are required.

Table AQ-7
Average Daily Construction-related Criteria Pollutant Emissions (pounds per day) With Mitigation

Project Average Daily Construction Emissions by Year	ROG	NO_x	PM_{10}
2025	1.1	12.9	3.6
2026	2.9	7.6	0.7
2027	0.3	3.3	0.1
Level A Significance Thresholds	*≤ 25*	*≤ 25*	*≤ 80*
Level A Potential Significant Impact?	No	No	No
Level B Significance Thresholds	*> 25*	*> 25*	*> 80*
Level B Potential Significant Impact?	No	No	No
Level C Significance Thresholds	*> 137*	*> 137*	*> 137*
Level C Potential Significant Impact?	No	No	No

Note: Emissions were calculated based on an 18-month construction schedule starting June 1, 2024. If the construction schedule is pushed out and started at a later date than analyzed, construction emissions would be similar or reduced due to the equipment fleet becoming cleaner over time.

Source: ESA (Appendix A)

Table AQ-8
Operational Average Daily Criteria Pollutant Emissions (pounds per day)

Project Operations Emissions by Category	ROG	NO_x	PM_{10}
Mobile			
Already on the Freeway	0.00	0.00	0.00
Already on Local Roads	-0.82	-2.11	-0.75
Deliveries/Services	0.66	4.38	0.72
Employee	0.04	0.03	0.03
Mobile Total	**-0.12**	**2.29**	**<0.01**
Area	1.03	0.01	<0.01
Energy	0.04	0.69	0.05
Stationary	0.06	0.21	0.01
Total Operational Emissions	**1.01**	**3.2**	**0.06**
Level A Significance Thresholds	*≤ 25*	*≤ 25*	*≤ 80*
Level B Significance Thresholds	*> 25*	*> 25*	*> 80*
Level C Significance Thresholds	*> 137*	*> 137*	*> 137*
Potential Significant Impact?	No	No	No

Note: PM10 data includes exhaust and fugitive dust from entrained road dust, tire wear, brake wear, etc. Mobile Total is the net increase in emissions from the project. The emissions were calculated based on fleet characteristics of the trip type using *EMFAC2021*.

Area and Energy emissions were calculated in *CalEEMod*.

Source: ESA (Appendix A)

Cumulative Options

As discussed, the Project's traffic analysis included two cumulative operational options as part of the Mobility Assessment (Non-CEQA Assessment) to assess roadway capacity. The first option, *Option A*, involved background growth without incorporating vehicle trips associated with the potential future Nine-Mile Hill Development. The analysis presented thus far is for the conditions under *Option A*, and the findings of the *Option A* operational analysis and mobile emissions estimates, presented in **Table AQ-8, Operational Average Daily Criteria Pollutant Emissions (pounds per day)**, are ***less than significant***.

The traffic consultant provided the trip rate associated with the Project. In order to analyze the *Option B* conditions in relation to the findings presented under *Option A*, the turning movements associated with the proposed Project were compared to those under *Option A* to evaluate the difference and apply that to *Option B*. Details of the comparative peak hour intersection vehicle count assessment are presented in **Attachment B, Air Quality, Greenhouse Gas, and Energy Technical Report**. The analysis found no change in peak hour vehicle counts for the turning motions between *Option A* and the proposed Project site. Therefore, it is anticipated that the *Option B Cumulative* option would not generate more trips than those under *Option A*, and the impacts are ***less than significant***.

c) *Implementation of the Project could expose sensitive receptors to substantial pollutant concentrations.*

Construction

Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. Construction exhaust emissions may pose health risks for sensitive receptors. The health risk assessment prepared for the Project evaluated the potential health effects to nearby sensitive receptors from construction and operational emissions of DPM (**Attachment B, Air Quality, Greenhouse Gas, and Energy Technical Report**.)

This assessment included dispersion modeling to predict the off-site concentrations resulting from Project construction so that lifetime cancer risks and non-cancer health effects could be evaluated. Because cancer risk is a cumulative impact, exposure to operational DPM and TAC emissions that would continue after the completion of construction was also evaluated at the maximally exposed individual residential location referred to as the Maximally Exposed Individual Residential Receptor Location (MEIR) found from the construction health risk calculation.

Operations

The proposed Project would also introduce a new source of DPM and TAC emissions from trucks and other diesel vehicles idling and maneuvering onsite, as well as auxiliary power unit (APU) exhaust from diesel fuel vehicle nighttime parking, as part of the activities associated with the Project's operations. The Project would also produce DPM emissions from the testing and maintenance of the emergency generator. Additionally, there are TAC emissions associated with the operations of the gasoline dispensing facility component of the proposed Project. The health risk assessment prepared for the Project evaluated the potential health effects to nearby sensitive receptors from operational emissions of DPM and TAC (refer to Appendix A of the *Air Quality, Greenhouse Gas, and Energy Technical Report,* **Attachment B, Air Quality, Greenhouse Gas, and Energy Technical Report**). This assessment was conducted as described for the construction of the Project.

Cumulative Options

As discussed under Issue B, the operational emissions associated with *Option B* would be the same as those from *Option A*. Therefore, no separate operational health risk analysis is required for cumulative *Option B*.

Additionally, as discussed under Sensitive Receptors, receptors were included in the analysis to represent the potential future residential uses of the Nine-Mile Project. The Nine-Mile Project is the nearest residential area to the gasoline dispensing component of the Project site (approximately 670 feet), and consequently, the Gasoline Fueling Operations MEIR (discussed below) is representative of this area.

Health Risk Assessment Methodology

The *Health Risk Assessment* (*HRA*) was conducted using the *U.S. EPA AERMOD* dispersion model (version 23132) and uses measured meteorology to predict conservative concentrations at specific locations defined by a Cartesian coordinate system. Diesel construction equipment would be used during the site preparation, grading, building construction, paving, and architectural coating phases. The proposed Project's operations include the ingress, egress, and idling of diesel-fueled vehicles onsite, and auxiliary power unit (APU) running exhaust for diesel-fueled vehicle nighttime parking, which were also modeled in *AERMOD*.

All onsite Diesel Operational sources are considered localized impacts and therefore only contribute to the health risk assessment. For the APU nighttime parking, there are no available CARB resources regarding statewide activity averages, nor average engine fuel type or sizing fleet mix. Therefore, the analysis was exceedingly conservative and considered all spaces used for nighttime parking to be occupied by diesel fuel equipment for the majority of the year.

For health risks associated with the gasoline dispensing portion of the proposed Project, CARB's *Gasoline Service Station Industrywide Risk Assessment Look-up Tool* was utilized, and the outputs are presented in Appendix A of **Attachment B, Air Quality, Greenhouse Gas, and Energy Technical Report**.[31]

A conservative representation of the on-site construction equipment within the Project site was modeled as an area source. The operational trucking sources were modeled as several area sources, in the diesel fueling areas and the truck and RV parking spaces and the emergency generator was modeled as a point source. The modeling parameters are as follows:

- On-site Construction: one polygon area source dimensions covering the Project site, with;
  - Release height of 5 meters for construction equipment exhaust;
  - Initial vertical dimension of 1.4 meters;
- On-site Operational Mobile Sources: area sources dimensions overlaying diesel fueling locations and truck and RV parking spaces, with;
  - Release height of 2.55 meters;
  - Initial vertical dimension of 2.37 meters;
- Emergency Generator Source: point source at the generator location, with;
  - Release heights of 3.66 meters;

[31] CARB & CAPCOA 2022. *Gasoline Service Station Industrywide Risk Assessment Look-up Tool Version 1.0*. Updated February 2022. Available at https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance.

- Gas Exit Temperatures of 739.8 degrees Kelvin;
- Stack Diameters of 0.18 meters;
- Gas Exit Velocities of 45.3 meters per second;

- Receptor flagpole height of 1.5 meters (ground-level receptor at breathing height); and
- Meteorological station of Red Bluff Airport for the years 2016 through 2018, 2020, and 2021.

The sources were modeled with an emission rate of one gram per second to obtain a dispersion factor (unit concentration) at each receptor location. The DPM concentrations were calculated using the dispersion factors and the DPM emissions from **Table AQ-6, Average Daily Construction-related Criteria Pollutant Emissions (pounds per day) Without Mitigation,** and **Table AQ-7, Average Daily Construction-related Criteria Pollutant Emissions (pounds per day) With Mitigation** from construction sources. The emissions from operational sources of DPM were calculated using *EMFAC2021* and are presented in Appendix A of **Attachment B, Air Quality, Greenhouse Gas, and Energy Technical Report**. The DPM concentrations for the emergency generator were calculated using vendor data and Tier 4 Final emission factors.[32]

The *HRA* was based on the recommended methodology of the *Office of Environmental Health Hazard Assessment* (*OEHHA*).[33] To calculate the resident child cancer risks, the 95th percentile daily child breathing rate for children under the age of two and the 80th percentile rate for age groups that are two years old or older were assumed. These breathing rates were used along with the modeled annual TAC concentrations, assuming the exposure would occur for 350 days per year at the residence.

The health risk assessment for the proposed Project's gasoline dispensing operations relied on CARB's lookup tool. The tool has *OEHHA* health risk methods built in and only requires the annual gasoline throughput, the distance to the receptor, and a representative meteorological station to be selected. The Project Applicant provided the annual gasoline throughput. The lookup tool inputs and outputs are presented in Appendix A of **Attachment B, Air Quality, Greenhouse Gas, and Energy Technical Report**.

Three risk scenarios were analyzed as part of the Project. The first scenario, Construction MEIR, evaluates the maximum impact from the construction of the proposed Project with risk from operations added to the construction MEIR location for a total of 30 years of exposure. The second scenario, Diesel Operations MEIR, evaluates the maximum impact of diesel-fueled vehicle operations onsite. The third scenario, Gasoline Fueling Operations MEIR, evaluates the maximum impact of the gasoline dispensing station operations. The third scenario represents the nearest sensitive receptor to the gasoline dispensing area of the proposed Project site.

Table AQ-9, Health Risk Impacts at the Maximum Exposed Sensitive Receptors, summarizes the maximum cancer risks and health hazard indexes for Project-related activities affecting the MEIR. The maximum excess residential cancer risks at this location would exceed the SMAQMD significance thresholds of 10 in one million for unmitigated construction activity, as well as unmitigated diesel and gasoline fueling operations.

[32] CARB, 2011. *§ 93115.7 ATCM for Stationary CI Engines – Stationary Prime Diesel-Fueled CI Engine (>50 bhp) Emission Standards - Table 4*. Available at https://ww2.arb.ca.gov/sites/default/files/classic/diesel/ documents/ finalreg2011.pdf

[33] OEHHA 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines*. Available at https://oehha.ca.gov/ media/ downloads/crnr/2015guidancemanual.pdf.

Table AQ-9
Health Risk Impacts at the Maximum Exposed Sensitive Receptors
Without Mitigation

Receptor Type / Risk Scenario	Maximum Cancer Risk (per million)	Chronic Hazard Index	Acute Hazard Index
Construction MEIR			
Construction Risk	27.7	0.04	NA
Emergency Generator Testing and Maintenance Risk	0.25	<0.01	NA
Diesel Exhaust Operational Risk	8.2	<0.01	NA
Gasoline Dispensing Operational Risk	1.5	0.01	0.09
Total	**37.7**	0.04	0.09
SMAQMD Threshold of Significance	*10.0*	*1.0*	*0.09*
Exceeds Significance Threshold?	Yes	No	No
Diesel Operational MEIR			
Emergency Generator Testing and Maintenance Risk	0.4	<0.01	NA
Diesel Exhaust Operational Risk	12.4	<0.01	NA
Gasoline Dispensing Operational Risk	1.5	0.01	0.09
Total	**14.2**	0.01	0.09
SMAQMD Threshold of Significance	*10.0*	*1.0*	*1.0*
Potential Significant Impact?	**Yes**	No	No
Gasoline Fueling Operational MEIR			
Emergency Generator Testing and Maintenance Risk	<0.1	<0.01	NA
Diesel Exhaust Operational Risk	1.0	<0.01	NA
Gasoline Dispensing Operational Risk	3.0	0.01	0.31
Total	4.1	0.01	0.31
SMAQMD Threshold of Significance	*10.0*	*1.0*	*1.0*
Potential Significant Impact?	No	No	No

Source: ESA (Appendix A)

With the implementation of ***Mitigation Measure AQ 1. B (c)***, which includes enhanced on-site exhaust controls by requiring Tier 4 engines in all construction equipment, would bring the maximum excess residential cancer risk for the Construction MEIR below the significance threshold. Health risk impacts from the construction of the proposed Project would be ***less than significant***.

The implementation of ***Mitigation Measure AQ 1. C (a)***, that includes providing shore power and/or HVAC ducting to reduce onsite APU use, the maximum excess residential cancer risk for the Diesel and Gasoline Fueling Operational MEIR would be ***less than significant***.

Table AQ-10, Health Risk Impacts at the Maximum Exposed Sensitive Receptors With Mitigation, summarizes the maximum cancer risks and health hazard indexes for Project-related construction, diesel operational, and gasoline fueling activities affecting the MEIR after the implementation of ***Mitigation Measure AQ 1. B (c)*** and ***Mitigation Measure AQ 1. C (a)***.

Table AQ-10
Health Risk Impacts at the Maximum Exposed Sensitive Receptors
With Mitigation

Receptor Type / Risk Scenario	Maximum Cancer Risk (per million)	Chronic Hazard Index	Acute Hazard Index
Construction MEIR			
Construction Risk	2.6	<0.01	NA
Emergency Generator Testing and Maintenance Risk	0.25	<0.01	NA
Diesel Exhaust Operational Risk	5.3	<0.01	NA
Gasoline Dispensing Operational Risk	1.5	0.01	0.09
Total	**7.0**	0.01	0.09
SMAQMD Threshold of Significance	*10.0*	*0.02*	*0.18*
Exceeds Significance Threshold?	No	No	No
Diesel Operational MEIR			
Emergency Generator Testing and Maintenance Risk	0.4	<0.01	NA
Diesel Exhaust Operational Risk	8.0	<0.01	NA
Gasoline Dispensing Operational Risk	1.5	0.01	0.09
Total	**9.8**	0.01	0.09
SMAQMD Threshold of Significance	*10.0*	*1.0*	*1.0*
Potential Significant Impact?	No	No	No
Gasoline Fueling Operational MEIR			
Emergency Generator Testing and Maintenance Risk	<0.1	<0.01	NA
Diesel Exhaust Operational Risk	0.8	<0.01	NA
Gasoline Dispensing Operational Risk	3.0	0.01	0.31
Total	3.8	0.01	0.31
SMAQMD Threshold of Significance	*10.0*	*1.0*	*1.0*
Potential Significant Impact?	No	No	No

Source: ESA (Appendix A)

As shown in **Table AQ-10**, after mitigation, the maximum excess residential cancer risks due to construction activities would be 7.0 in one million, diesel operational activities would be 9.8 in one million, and the gasoline fueling activities would be 3.8 in one million. Therefore, the risk at the Construction MEIR, the Diesel Operations MEIR, and the Gasoline Fueling Operations MEIR would be below the maximum cancer risk of 10.0. Mitigation would also reduce the chronic hazard and acute hazard risk index below the 1.0 threshold. Potential Project-related impacts would therefore be considered ***less than significant with mitigation*****.**

d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g.,

circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and, overall, is quite subjective.

People may have different reactions to the same odor, and an odor that is offensive to one person may be perfectly acceptable to another (e.g., a coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. Known as odor fatigue, a person can become desensitized to almost any odor, and recognition only occurs with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed and direction, and the sensitivity of receptors.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative or formulaic methodologies to determine the presence of a significant odor impact. Rather, often air districts recommend that odor analyses strive to fully disclose all pertinent information. The intensity of an odor source's operations and its proximity to sensitive receptors influence the potential significance of odor emissions. For example, the San Joaquin Valley Unified Air Pollution Control District has identified common types of facilities known to produce objectionable odors. The proposed Project is not one of the common types of facilities known to produce objectionable odors, as identified below. [34]

Generally, an odor source with five or more confirmed complaints per year, averaged over a three-year period, could be considered to have a significant impact. However, it should be recognized that there is no single piece of information that can be used solely to determine the significance of an odor impact. For example, a project located near an existing odor source may not receive any odor complaints about the existing odor source. It is possible that factors such as a small number of existing nearby receptors, the predominant wind direction blowing away from the existing receptors, and/or the seasonality of the odor source may prevent any odor complaints from being filed regarding the odor sources. Odor emissions are also highly dispersive, especially in areas with higher average wind speeds. However, odors disperse less quickly during inversions or during calm conditions, which hamper vertical mixing and dispersion.

During construction, the use of diesel-powered vehicles and equipment may temporarily generate localized odors, which will cease upon Project completion and are not expected to ***result in a significant odor impact***.

The following are typical land uses identified by the San Joaquin Valley Unified Air Pollution Control District that have the potential to generate continuous odorous impacts and odor complaints during operation include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, asphalt batch plants, chemical manufacturing, fiberglass manufacturing, painting/coating operations, rendering plants, coffee roasters, food processing facilities, and confined animal facilities. The proposed Project is a travel center that does not include land uses that are identified as common odor sources. Therefore, the operation of the Project would result in a ***less than significant impact*** with respect to odorous emissions.

MITIGATION MEASURES

Implementation of the following air quality mitigation measures will reduce impacts to **less *than significant levels*.**

[34] San Joaquin Valley Unified Air Pollution Control District, *Final Draft Guidance for Assessing and Mitigating Air Quality Impacts*, March 19, 2015, Available at https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF.

Mitigation Measure AQ 1.B (a)

The following measures shall be noted on the grading plans and shall be employed to implement Tehama County APCD Fugitive PM10 to prevent and control dust emissions:

1. Land Clearing/Earth Moving:
   A. Water shall be applied by means of truck(s), hoses, and/or sprinklers as needed prior to any land clearing or earth movement to minimize dust emission.
   B. Haul vehicles transporting soil into or out of the property shall be covered.
   C. Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary.
   D. On-site vehicles shall be limited to 15 MPH, which minimizes dust emissions on unpaved roads.
   E. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The district's telephone number shall also be visible to ensure compliance with District *Rules 4:1* and *4:24* (*Nuisance and Fugitive Dust Emissions*).
2. Visibly Dry Disturbed Soil Surface Areas:
   A. All visibly dry disturbed soil surface areas of operation shall be treated with a dust palliative agent and/or watered to minimize dust emission.
3. Paved Road Track-Out:
   A. Existing roads and streets adjacent to the project will be cleaned at least once per day unless conditions warrant a greater frequency.
4. Visibly Dry Disturbed Unpaved Roads:
   A. All visibly dry, disturbed, unpaved road surface areas of operation shall be watered to minimize dust emission.
   B. Unpaved roads may be graveled to reduce dust emissions.
   C. Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary.
   D. On-site vehicles are limited to a speed of 15 MPH, which minimizes dust emissions on unpaved roads.
   E. Haul roads shall be sprayed down at the end of the work shift to form a thin crust. This application of water shall be in addition to the minimum rate of application.
5. Vehicles Entering/Exiting Construction Area:
   A. Vehicles entering or exiting the construction area(s) shall travel at a speed that minimizes dust emissions but does not exceed 15 MPH.
6. Employee Vehicles:
   A. Construction workers shall park in designated parking areas(s) to help reduce dust emissions.
7. Soil Piles:

A. Soil pile surfaces shall be moistened if dust is being emitted from the pile(s). Adequately secured tarps, plastic or other material may be required to further reduce dust emissions.

Mitigation Measure AQ 1.B (b)

Applicants' improvement and/or building permit plans shall note for individual projects constructed under the proposed Project, that construction contractors will be required to implement the following Tehama County APCD Standard Mitigation Measures for heavy-duty construction equipment:

Maintain all construction equipment in proper tune according to manufacturer's specifications.

1. Maximize, to the extent feasible, the use of diesel construction equipment that meets current CARB certification standards for off-road heavy-duty diesel engines.
2. Registration in the *CARB DOORS Program* (www.arb.ca.gov/msprog/ordiesel/ordiesel.htm) and meeting all applicable standards for replacement and/or retrofit.
3. All portable equipment, including generators and air compressors rated over 50 brake horsepower, shall be registered in the *Portable Equipment Registration Program* (www.arb.ca.gov/portable/portable.htm) or permitted through the District as a stationary source.

Mitigation Measure AQ 1.B (c)

Notes on improvement and/or building permit plans will identify the following measures related to ensuring the use of low-emission construction equipment shall be implemented for the construction of the proposed Project:

1. Applicants shall require construction contractors to provide a plan for approval by the District that demonstrates that all heavy-duty off-road equipment used for construction activities shall be equipped with the most effective *Verified Diesel Emissions Control Strategies* (*VDECS*) available for the engine type. In this case, the best available *VDECS* would be the implementation of *Tier 4F* engines as certified by CARB and USEPA. The equipment shall be properly maintained and tuned in accordance with the manufacturers' specifications. This would be verified through an equipment inventory submittal and certification plan submitted to the District.
2. The plan shall have two components: an initial report submitted before construction and a final report submitted at completion.
3. Emissions from all off-road diesel-powered equipment used within the Project area shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the County Planning Department and the District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other District or state rules or regulations.

Mitigation Measure AQ 2.C (a)

The following, to be noted on the improvement and/or building permit plans, shall be implemented to reduce on-site diesel particulate matter emissions and its associated health risk impacts to surrounding areas from diesel APUs from nighttime truck stays.

1. Applicants shall provide outboard power supply (shore power) to charge the onboard APU or an overhead system of heating, ventilation, and air conditioning (HVAC) ducted to supply comfort cooling and heating to truck cabins, or a combination of both. The shore power and/or HVAC ducting shall accommodate a minimum of 50 percent of the designated nighttime truck parking spaces.

FINDINGS

Based on the review and evaluation of the information presented with the ***implementation of mitigation measures*** the proposed Project will have a ***less than significant impact*** with respect to *Air Quality*.

DOCUMENTATION AND REFERENCES

California Air Resources Board. *Maps of State and Federal Area Designations*. 2022. https://ww2.arb.ca.gov/resources/ documents/maps-state-and-federal-area-designations

ESA. *Air Quality Greenhouse Gas, and Energy Technical Report*. October 2024.

GHD. *Traffic Impact Analysis Memorandum*. May 30, 2024

PMC. *Tehama County General Plan Update 2009-2029*. March 2009.

PMC. *Tehama County General Plan Update 2009-2029 Open Space and Conservation Element*. March 2009

Sacramento Valley Air Quality Engineering and Enforcement Professionals. *Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan*. 2021

San Joaquin Valley Unified Air Pollution Control District. *Final Draft Guidance for Assessing and Mitigating Air Quality Impacts*. March 19, 2015. https://www.valleyair.org/transportation/GAMAQI-2015/FINAL-DRAFT-GAMAQI.PDF

Tehama County Air Pollution Control District. *Air Quality Planning & Permitting Handbook Guidelines for Assessing Air Quality Impacts*. 2015

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SECTION IV – BIOLOGICAL RESOURCES

This *Initial Study* Section describes the affected environment for biological resources and is based on the following five technical documents provided as **Attachments C1** through **C6** from which the majority of the discussion in this section is derived.

- *Cottonwood Electric Travel Center Biological Constraints Report*, ESA, August 2022 (**Attachment C1**)
- *Delineation Of Potential Jurisdictional Waters of the U.S. and Waters Of The State Of California*, WRA, Inc., October 2022 (**Attachment C2**)
- *Oak Tree Inventory for the Cottonwood Travel Center Project – Tehama County, California*, Gallaway Enterprises, January 10, 2023 (**Attachment C3**)
- *Cottonwood Travel Center Draft Biological/Wetland Impact Analysis and Mitigation Measure*s, ENPLAN, January 26, 2023 (**Attachment C4**)
- *Cottonwood Travel Center – Focused Biological Study Survey Results*, ENPLAN, June 4, 2024 (**Attachment C5**)
- *Cottonwood Travel Center – Bumble Bee Survey Results*, ENPLAN, June 3, 2025 (**Attachment C6**)

The reports present the findings of reconnaissance and survey-level evaluations of vegetation, wildlife, and aquatic (wetlands) resources that identify the potential presence and distribution of common and special-status plant and wildlife species and sensitive natural habitats. Potential impacts on the referenced biological resources, which include oak woodlands, that would result from the implementation of the proposed Project are identified and discussed. Mitigation measures that would reduce the potential impacts to a less than significant level are advanced for implementation.

The initial report prepared was the August 2022 *Cottonwood Electric Travel Center Biological Constraints Report* by Environmental Science Associates (ESA), which presented the findings of reconnaissance-level vegetation, wildlife, and aquatic resource surveys to identify the potential presence and distribution of common and special-status plant and wildlife species and sensitive natural communities. The purpose of the report was to describe site conditions and assess the suitability of the approximate 29-acre Project area.

The *Biological Constraints Report* recommended the completion of a protocol-level botanical survey as well as species-specific surveys for western spadefoot (*Spea hammondii*; State Species of Special Concern [SSSC]) and northwestern pond turtle (*Actinemys marmota* ; SSSC, FPT). Based on records searches and field reconnaissance, special-status plant species that could potentially be present in the Project area include pink creamsacs (*Castilleja rubicundula* var. *rubicundula;* Rare Plant Rank [RPR] 1B.2), adobe-lily (*Fritillaria pluriflora*; RPR 1B.2), big-scale balsamroot (*Balsamorhiza macrolepis*; RPR 1B.2), and Sanford's arrowhead (*Sagittaria sanfordii*; RPR 1B.2).

ENPLAN Environmental and Geospatial Technologies was then retained to conduct supplemental biological studies and to assimilate the existing inventory studies into a "*CEQA*-ready" report. The latter involved the completion of an impact assessment based on current Project plans and the development of mitigation measures and performance criteria to avoid, minimize, and/or offset any significant biological impacts of the proposed Project. ENPLAN evaluated not only the *Biological Constraints Report* (**Attachment C1**) but also the October 2022 *Delineation Of Potential Jurisdictional Waters of the U.S. and Waters Of The State Of California Cottonwood Electric Travel Center* (**Attachment C2**) and the January

2023 *Oak Tree Inventory for the Cottonwood Travel Center Project* (**Attachment C3**). The results of ENPLAN's initial efforts are addressed in **Attachment C4**, *Draft Biological/Wetland Impact Analysis and Mitigation Measure*s, dated January 26, 2023.

Based on their January 26, 2023, report, ENPLAN conducted the recommended surveys, and the resultant June 4, 2024, *Cottonwood Travel Center – Focused Biological Study Survey Results* addressed the survey methods, results, and ENPLAN's conclusions.

ENVIRONMENTAL SETTING

Four natural communities or habitat types were identified within the Project area. These communities include California annual grassland, mixed oak woodland, freshwater pond, and developed/disturbed habitats as identified in **Table BR-1, Habitat Types by Acreages,** and **Figure BR-1, Habitat Types by Acreages**. These natural communities are assemblages of plant species that occur together in the same area and are defined by species composition and relative abundance.

Table BR-1
Habitat Types by Acreages

Habitat Type	Acreage
Terrestrial Habitat Types	
Mixed Oak Woodland	17.80
Annual Grasslands	10.02
Disturbed/Developed	4.16
Potential Aquatic Habitat Type	
Stock Pond – Open Waters Top of Bank (TOB – OW-1)	0.31
Seasonal Swale (SWS-1)	0.03
Seasonal Swale (SWS-2)	0.04
Roadside Ditch	0.01

Two of the natural habitat communities, oak woodlands, and aquatic resources are considered to be sensitive natural communities by the California Department of Fish and Wildlife (CDFW).

Oaks and Oak Woodlands

The Oak Tree Inventory completed for the Project site by Gallaway Enterprises identified a total of 1,823 blue oaks and 3 live oaks with a diameter at breast height (DBH) of 5 inches or greater. Although gray pines were not included in the detailed inventory, aerial photograph review suggests that roughly 50 gray pines are present and that they provide less than five percent of the canopy cover. Gallaway's tree health assessment found that the average health of the onsite oaks rated 2 on a scale of 5 (i.e., below average; trees often with prominent leans, trunk elongation, general branching defects, excessive deadwood or decay, or overgrowth by vines). Gallaway concluded that the low health rating is likely due to crowded growing conditions coupled with stress from consecutive extreme droughts.

Animals within woodland habitat in the Project area include those heavily reliant on acorns, such as the acorn disseminators California scrub jay (*Aphelocoma californica*), acorn woodpecker (*Melanerpes formicivorus*), and western gray squirrel (*Sciurus griseus*). Wild turkey (*Meleagris gallopavo*), California quail, and black-tailed deer use acorns as a major food source. Deer also uses the foliage of several hardwoods. Oak titmouse (*Baeolophus inornatus*), northern flicker (*Colaptes auratus*), western bluebird, and white-breasted nuthatch (*Sitta carolinensis*), also nest in woodland habitat. Special-status bats are known to roost in these woodlands, including the pallid bat. Many amphibians and reptiles are found on the forest floor where moisture is retained

under fallen wood and in tree crevices, among them California toad (*Anaxyrus boreas halophilus*), and Sierran treefrog (*Pseudacris sierra*). Reptiles include western fence lizard, southern alligator lizard (*Elgaria multicarinata* ssp*. multicarinata*), western skink (*Eumeces skiltonianus*), gopher snake, western rattlesnake (*Crotalus viridis helleri*), and California kingsnake (*Lampropeltis zonata*).

Annual Grassland

Grasslands can be found throughout the Project area and consist mainly of non-native grasses and forbs. Portions of the Project area are fenced and regularly grazed by domestic animals. Common grass species observed in this community include wild oat (*Avena spp*), bromes (*Bromus diandrus, B. hordeaceus*), foxtail barley (*Hordeum murinum*), rattail sixweeks grass (*Festuca myuros*), annual ryegrass (*Festuca perennis*) and Bermuda grass (*Cynodon dactylon*).

An assemblage of native and non-native forbs typically occurs in annual grasslands. Among the many common non-native forbs are hairy vetch (*Vicia villosa*), cutleaf geranium (*Geranium dissectum*), yellow star-thistle (*Centaurea solstitialis*), and wild mustard (*Hirschfeldia incana*). Some common native forbs observed include fiddleneck (*Amsinckia spp*.), Canada horseweed (*Erigeron canadensis*), telegraph weed (*Heterotheca grandiflora*), ragweed (*Ambrosia psilostachya*), four-spot (*Clarkia purea ssp. quadrivulnera*), and turkey-mullein (*Croton setiger*).

Portions of the annual grasslands were starting to transition to upland scrub habitat. In the southwest corner of the Project area, large patches of poison oak (*Toxicodendron diversilobum*) and a few sapling live oaks were observed.

Annual grassland provides little cover for wildlife, yet numerous species forage, and several species breed in this habitat. Grasslands attract reptiles and amphibians such as western fence lizard (*Sceloporus occidentalis*), common garter snake (*Thamnophis sirtalis*), and gopher snake (*Pituophis melanoleucus*), and birds including California quail (*Callipepla californica*), American robin, western kingbird (*Tyrannus verticalis*) and western bluebird (*Sialia mexicana*). Common small mammals expected in the Project area include western harvest mouse (*Reithrodontomys megalotis*), deer mouse (*Peromyscus maniculatus*), California vole (*Microtus californicus*), black-tailed jackrabbit (*Lepus californicus*), Botta' s pocket gopher (*Thomomys bottae*) and California ground squirrel (*Otospermophilus beecheyi*). Small rodents attract raptors (birds of prey), such as the pair of red-shoulder hawks (*Buteo lineatus*) observed foraging in the Project survey area. Non-native grasslands are important foraging grounds for aerial and ground-foraging insect eaters such as *Myotis* bat species and pallid bats. Larger mammals such as black-tailed deer (*Odocoileus hemionus*) and coyote (*Canis latrans*) also observed in the Project area, are able to freely move through grasslands in the Project area.

Disturbed/Developed

The Project area is largely undeveloped; however, there is one existing single-family house with a driveway, a fenced backyard, and a few gravel roads. Two pastures were also fenced off for grazing domestic animals. Other than the building and the driveway itself, the majority of the landscape around the residence and the pasture has been left natural and supports native oaks with an understory of grasses and forbs. Other disturbed portions of the Project area include gravel roads that are subject to continued disturbance and do not support vegetation, and the southwest corner of the Project area near the I-5 exit is regularly used by motorists as a rest stop, and there was significant trash dumped in the vicinity. Several dirt roads where motorists have pulled off were observed throughout the southwest corner area.

A pair of house finches (*Haemorhous mexicanus*) was observed nesting in the eaves of the house within the survey area. There is a possibility that the home could also be used as day or night roosts for bat species such as pallid and myotis bats. Trees surrounding the house could also support nesting birds and roosting bats.

Aquatic Resources

An approximate 0.31-acre stock pond is adjacent to the house and is used for watering domestic animals.[35] There is limited aquatic vegetation in the pond, and the majority of the vegetation around the pond edges is regularly grazed, thereby limiting growth. The primary vegetation around the banks of the pond is annual ryegrass, rush (*Juncus spp*.), sedges (*Carex spp*.), and monkeyflower (*Erythranthe spp*.). A non-native aquatic lily was observed in the pond.

The pond could provide habitat for the western pond turtle (*Actinemys marmota*) and although unlikely, it could provide breeding habitat for northwestern spadefoot (*Spea hammondii*). While they were not observed during the initial ESA survey, the presence of stocked fish or American bullfrogs (*Lithobates catesbeianus*) in the pond would prevent western spadefoot from being able to use it as a breeding pool. The pond has no connection to streams that would support anadromous or other native fish. Even though the area is fenced, the pond likely serves as the primary water source for adjacent wildlife. Several birds, including the western bluebird, Anna's hummingbird (*Calypte anna*), white-crowned sparrow (*Zonotrichia leucophrys*), and California scrub-jay were observed foraging in and around the pond. A pair of Canada geese was also observed flying out of the pond.

The Aquatic Resources Delineation completed by WRA Inc. in October 2022 identified two wetland swales, SWS-1 (0.03 acres) and SWS-2 (0.04 acres), and one man-made freshwater pond of 0.31 acres for a total of 0.38 acres of waters on the Project site. WRA has requested an approved jurisdictional determination (AJD) from the Sacramento District of the U.S. Army Corps of Engineers (USACE) for the Project, which is currently pending. As determined in the Aquatic Resources Delineation report, WRA expects that the westernmost swale SWS-1 will be subject to federal jurisdiction and that the eastern swale SWS-2 and the freshwater pond are not subject to federal jurisdiction; however, all of the onsite aquatic resources are expected to be subject to State jurisdiction. (Refer to **Figure BR-2, Aquatic Resources Map**). However, since the WRA delineation report was completed in October 2022, as of September 2023, to be subject to federal jurisdiction, wetlands must be adjacent to other waters, including "relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to waters identified in paragraph (a)(1) or (a)(3) of this section." The seasonal 0.03-acre swale, SWS-1 WRA does not appear to meet this definition. Therefore, all of the onsite aquatic resources appear not to be subject to federal jurisdiction but are expected to be subject to State jurisdiction.

Special-Status Plant and Wildlife Species

Special status species are legally protected under the state and federal Endangered Species Acts or other regulations or are considered sufficiently rare by the scientific community to qualify for such listing.

As detailed in the August 2022 ESA *Cottonwood Electric Travel Center Biological Constraints Report* (Refer to **Attachment C1**), ESA completed a review of available background data on special-status plant species potentially occurring in the Project area. Work included a review of California Natural Diversity Database (CNDDB) records, the US Fish and Wildlife Service Information for Planning and Consultation (IPaC) list,

[35] The area calculated for waters to the top of bank (TOB) is 0.31 acres.

and California Native Plant Society records. The review identified 15 special-status plant species as being known or expected to occur in the general Project area.

Based on field evaluation and habitat analysis, ESA refined this list to identify four species with a moderate (or higher) potential to occur on the Project site. These species are pink creamsacs, adobe-lily, big-scale balsamroot, and Sanford's arrowhead.

ESA also completed a review of available background data on special-status animal species potentially occurring in the Project area, as discussed in the August 2022 ESA Report, *Cottonwood Electric Travel Center Biological Constraints Report* (Refer to **Attachment C1**). Work included review of California Natural Diversity Database (CNDDB) records, the US Fish and Wildlife Service Information for Planning and Consultation (IPaC) list, and the California Wildlife Habitat Relationships database. This review identified 22 special-status animal species as being known or expected to occur in the general Project area. Based on field evaluation and habitat analysis, ESA refined this list to identify four species with a moderate (or higher) potential to occur on the Project site. These species are northwestern spadefoot, western pond turtle, pallid bat, and western red bat. ESA also provided additional analysis of the potential for burrowing owl, Swainson's hawk, and federally listed vernal pool crustaceans to utilize the Project site; these species were called out specifically in CDFW's March 2022 letter providing preliminary comments on the Project.

As discussed in the January 26, 2023, *Cottonwood Travel Center Draft Biological/Wetland Impact Analysis and Mitigation Measure*s report by ENPLAN (refer to **Attachment C4**), their biologists completed a late-season botanical field survey addressing the Project site on December 5 and 14, 2022. They also reviewed the results of a botanical evaluation they completed for the northwestern approximate 12 acres of the Project site on August 9, 2005, February 2, and April 26, 2006. No special-status species were observed during ENPLAN's December 2022 or previous surveys. A list of plant species observed on the site is provided in Appendix A of the *Cottonwood Electric Travel Center Biological Constraints Report* (Refer to **Attachment C1**); most of the species were observed by ENPLAN, but about a dozen species observed only by WRA or ESA are also included on the list.

ENPLAN also reviewed the overall list of special-status plants potentially occurring on the Project site, as assembled by ESA. They concurred with ESA's determinations regarding plants with low or no potential to occur on the site and, based on their local knowledge and past field efforts, expect that the four species identified by ESA actually have a lower than "moderate" potential to be present. These were the pink creamsacs, adobe-lily, big-scale balsamroot, and Sanford's arrowhead.

ENPLAN also completed a late-season wildlife field survey addressing the Project site on December 5 and 14, 2022. The biologists also reviewed the results of the evaluation they completed for the northwestern approximate 12 acres of the Project site in 2005 and 2006, as previously noted. No special-status species were observed during ENPLAN's current or previous surveys. ENPLAN also reviewed the overall list of special-status animals potentially occurring on the Project site, as assembled by ESA. ENPLAN concurred with ESA's determinations regarding animals with low or no potential to occur on the site. They also concurred with ESA that burrowing owls, Swainson's hawks, and federally listed vernal pool crustaceans have no or low potential to occur onsite and that protocol-level surveys for these species are not warranted. Further, based on ENPLAN's local knowledge and past field efforts, ENPLAN expected that the four special-status animal species identified by ESA actually have a lower than "moderate" potential to be present. These were the western spadefoot, northwestern pond turtle, pallid bat, and western red bat.

ENPLAN's January 26, 2023, *Cottonwood Travel Center Draft Biological/Wetland Impact Analysis and Mitigation Measure*s report presented impact assessments and mitigation measures that should be considered, and which are addressed in this *Initial Study*. However, they also concluded that even though "ENPLAN and others have completed botanical screenings or surveys on the Project site or portions of the site, the whole of the site has not yet been evaluated through a comprehensive botanical survey. Although there is a relatively low potential for any special-status plant species to be present, further field evaluation is needed to document the presence/absence of special-status plants on the site. Surveys should be conducted on several occasions during the peak blooming period, i.e., between late March and mid-June." Surveys for the big-scale balsamroot were recommended but not for the other three special-status plants due to their known locational range and habitat requirements.

Regarding the four expected special-status wildlife species identified by ESA that have a lower than "moderate" potential to be present on the Project site, surveys were recommended to be conducted to determine the presence/absence of the western spadefoot and northwestern pond turtle. Surveys for the pallid bat were not warranted in advance of the Project site construction activities and surveys should occur at the time of building demolition and tree removal. Surveys for the western red bat were not recommended since there was "no well-developed riparian habitat in the study area."

Based on the recommendations in ENPLAN's January 26, 2023, *Cottonwood Travel Center Draft Biological/Wetland Impact Analysis and Mitigation Measure*s report, surveys were undertaken in 2023 to determine the presence/absence of special-status plant and animal species identified in ENPLAN's report.

To determine the presence/absence of special-status plant species, botanical field surveys were conducted by an ENPLAN biologist on March 30 and 31, April 21, and May 5 and 26, 2023. All of the special-status plant species potentially occurring on the Project site would have been evident at the time the fieldwork was conducted. The survey consisted of intuitive controlled transects throughout the undeveloped portions of the Project site, with an emphasis on the pond, seasonal wetlands, drainages, and openings in the oak woodland. The botanical surveys did not identify any special-status species, nor are any expected to be present.

Field surveys for northwestern pond turtles were conducted on March 31, April 21, and May 5 and 26, 2023. Northwestern pond turtles are found near permanent or nearly permanent water in a variety of habitats. Northwestern pond turtles overwinter in upland sites and generally return to their aquatic habitats by April. The adult and juvenile spadefoot surveys did not identify any individuals of the species, nor did they identify predatory species within the survey area (e.g., fish, bullfrogs, or crayfish). The surveys for northwestern pond turtles did not identify any individuals of the species at the proposed Project site.

All of the above findings are presented in ENPLAN's June 4, 2024, *Cottonwood Travel Center – Focused Biological Study Survey Results* report, which concluded that "No special-status plant species, western spadefoot, or northwestern pond turtles were observed. Given the negative findings of the field surveys, it is our opinion that no additional surveys for special-status plant species, western spadefoot, or northwestern pond turtles are warranted at this time."

On August 20, 2024, the California Department of Fish and Wildlife (CDFW) provided written comments on the proposed Project. CDFW stated that the Project could impact Crotch's bumble bee (*Bombus crotchii*, State Candidate Endangered) and requested a habitat assessment or avoidance and mitigation measures to prevent impacts to Crotch's bumble bee.

Bumble bee surveys were conducted by ENPLAN on April 15, April 29, and May 13, 2025, in accordance with CDFW's 2023 document, *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species*. Survey results and photographs were provided to bumble bee expert Dr. Douglas Yanega, Senior Museum Scientist at the University of California, Riverside. Dr. Yanega confirmed that one Bombus individual found during the April 15 survey was a California bumble bee (*Bombus californicus*). The second Bombus individual found on April 15 was not definitively identified; however, Dr. Yanega expressed a high degree of confidence that the individual was not *Bombus crotchii*. Ultimately, no *Bombus crotchii* individuals were observed during the focused bumble bee surveys.

The June 3, 2025, *Cottonwood Travel Center – Bumble Bee Survey Results* report by ENPLAN determined that the Project is unlikely to result in a take of Crotch's bumble bee as defined under the *California Endangered Species Act*. ENPLAN did not recommend any mitigations for *Bombus crotchii* or other state-listed *Bombus* species.

Although a variety of birds are likely to utilize the site for nesting and bats are likely to roost on the Project site, the *Biological Constraints Report* (dated August 2022 by ESA) includes measures to ensure that these species are not adversely affected during Project construction. No additional mitigation was warranted for these wildlife species.

REGULATORY SETTING

This section summarizes current federal, state, and local regulations relevant to this Project's review of *Biological Resources*. Ordinances, regulations, or standards that are applicable to the environmental review of biological resource impacts include the following:

Clean Water Act, Section 404 – Wetlands and Other Waters

The United States Army Corps of Engineers (USACE) has primary federal responsibility for administering regulations that concern waters of the U.S. (including wetlands). Section 404 of the *Clean Water Act* (*CWA*), regulates the discharge of dredged or fill material into waters of the U.S. The USACE requires that a permit be obtained prior to the placement of structures within, over, or under navigable waters and/or discharges of dredged or fill material into waters below the ordinary high-water mark (OHWM). The USACE has established a series of nationwide permits (NWP) that authorize certain activities in waters of the U.S. Under CWA Section 401, a project requiring a USACE Section 404 permit is also required to obtain a State Water Quality Certification (or waiver) to ensure that the project will not violate established State water quality standards. The California Regional Water Quality Control Board (RWQCB) regulates the waters of the State and has a policy of no net loss of wetlands. The RWQCB typically requires mitigation for all impacts to wetlands before it issues a water quality certification.

Federal Endangered Species Act

The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) implement the federal *Endangered Species Act* (*FESA*) *of 1973*. Under *FESA*, threatened and endangered species on the federal list and their habitats are protected from "take" unless a Section 10 Permit is granted to an individual or a Section 7 consultation and a Biological Opinion with incidental take provisions are rendered from the lead federal agency. Under *FESA*, habitat loss is considered to be an impact to the species. Under Section 7 of the *FESA*, all federal agencies (including the USFWS and NMFS) are required to ensure that any action they authorize, fund, or carry out will not likely jeopardize the continued existence of federally listed species or result in the destruction or adverse modification of critical habitat.

Federal Migratory Bird Treaty Act

The *Federal Migratory Bird Treaty Act* (*MBTA*) *16 USC Section 703* prohibits taking, killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Harm, a form of "take" (as described under the *FESA*), may include significant habitat modification that kills or injures a listed species through impairment of essential behavior (e.g., nesting or reproduction). For projects that would not result in the direct mortality of birds, the *MBTA* is generally also interpreted in *CEQA* analyses as protecting active nests of all species of birds that are on the *List of Migratory Birds*, published in the Federal Register in 1995.

The *MBTA* and *California Fish and Game Code* do not provide specific take avoidance measures for nesting birds. However, the USFWS and the CDFW have, over time, developed a set of measures sufficient to demonstrate take avoidance. Since these measures are typically required as permitting conditions by these agencies, they are often incorporated as mitigation measures for projects during the environmental review process. These requirements include avoiding tree removal during nesting season, conducting preconstruction nesting bird surveys if work must occur during the nesting season, and establishment of appropriate buffers from construction if active nests are found.

The Project area supports a large number and wide variety of birds protected by the *MBTA* and *California Fish and Game Code*. Therefore, implementation of the above avoidance measures is recommended to prevent disturbance of nesting birds.

Federal Magnuson-Stevens Fishery Conservation and Management Act

The *Magnuson-Stevens Fishery Conservation and Management Act*, also known as the *Sustainable Fisheries Act* (*Public Law 104-297*), requires that all federal agencies consult with NMFS on projects authorized, funded, or undertaken by that agency that may adversely affect Essential Fish Habitat of commercially managed marine and anadromous fish species.

Federal Bald and Golden Eagle Protection Act

This Act provides for the protection of the bald eagle and the golden eagle by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds and their occupied and unoccupied nests.

California Porter-Cologne Act

The *Porter-Cologne Act* (*California Water Code, Section 7*), created in 1969, governs water quality regulation in California. It was established as a program to protect water quality and promote the beneficial uses of water. This act applies to surface water, groundwater, wetlands, and both point and nonpoint sources of pollution. The State Water Resources Control Board provides guidance and oversight over the nine regional water boards, which review their respective regions' decisions to ensure that water quality in the State isn't being degraded. The act requires the adoption of water quality control plans that contain the guiding policies of water pollution management in California. Tehama County is subject to oversight and regulation by the RWQCB.

California Endangered Species Act

The *California Endangered Species Act* (*CESA*) prohibits the take of State-listed threatened and endangered species. Under *CESA*, state agencies are required to consult with the CDFW when preparing *CEQA* documents. The CDFW can authorize take if an incidental take permit is issued by the Secretary of the Interior in compliance with the *FESA*, or if the director of the CDFW issues a permit under §2080 in those cases where it is demonstrated that the impacts are minimized and mitigated.

California Fish and Game Code §1600-1616 (Streambed Alteration)

California Fish and Game Code §1600 et seq. requires that a project proponent notify the California Department of Fish and Wildlife (CD FW) prior to any work that would divert or obstruct the natural flow of any river, stream, or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream, or lake; and/or deposit or dispose of material into any river, stream, or lake. The project proponent and the CDFW must enter into a *Streambed Alteration Agreement* (*SAA*) prior to an action that would result in such an impact. The *SAA* will include conditions that minimize/avoid potentially significant adverse impacts to rivers, lakes, streams, and *California Fish and Game Code §3503 and 3503.5 (Nesting Bird Protections).* These sections of the Code provide regulatory protection to resident and migratory birds and all birds of prey within the State and make it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the Code.

California Native Plant Protection Act

The *California Native Plant Protection Act* (*NPPA*) (*California Fish and Game Code §1900 – 1913*) includes measures to preserve, protect, and enhance rare and endangered native plants. The list of native plants afforded protection pursuant to the *Native Plant Protection Act* includes those listed as rare and endangered under the *CESA*. The *NPPA* states that no person will take, possess, sell, or import into the state any rare or endangered native plant except in compliance with the provisions of the Act.

CEQA Guidelines Section 15380

Section 15380 of the *CEQA* Guidelines requires that Species of Special Concern should be considered during the environmental review process. State agencies, local governments, and special districts are required to evaluate and disclose impacts from "projects" in the State.

Tehama County General Plan Update 2009-2029

The *Tehama County General Plan Update 2009-2029, Open Space and Conservation Element,* addresses a combination of issues and is required to focus on various open space and conservation issues, which include the preservation of natural resources, specifically fish and wildlife habitat.[36]

The *Open Space and Conservation Element* identifies the following goals and applicable policies to guide the reduction of new project-related impacts on biological resources. Applicable goals and policies relative to the proposed Project site are listed as follows:

For *Goal OS-3.* To protect, preserve, and enhance fish and wildlife species by maintaining healthy ecosystems, the following policy is applicable.

[36] *Element Tehama County General Plan Update 2009-2029, Open Space and Conservation*. March 2009. Page 6.0-1

- *OS-3.1.* The County shall preserve and protect environmentally sensitive and significant lands and water valuable for their plant and wildlife habitat, natural appearance, and character.

Goal OS-5 To encourage landowners to protect oak woodlands for future generations is addressed by the following policy.

- *OS-5.2.* The County shall encourage the voluntary protection of woodlands through appropriate conservation measures.

Tehama County Voluntary Oak Woodland Management Plan

Although not a regulatory document, "The purpose of the *Woodland Management Plan* is to expand upon, refine, and improve voluntary oak protection guidelines established by the County in 1994 and to provide a consistent policy for conservation and use of oak woodland habitats throughout the County. The document is also expected to provide directions to landowners, the Tehama County Planning Department, and developers. The Plan is voluntary and focuses on maintaining the ecological and economic benefits of oak woodlands while addressing the pressures of development and land use changes." [37]

IMPACT ANALYSIS

As previously discussed, five biological-related technical documents were prepared for the proposed Project. The documents present the findings of reconnaissance and survey-level evaluations of vegetation, wildlife, and aquatic resources. Potential impacts on biological resources, including common and special-status plants and wildlife, wetland habitats, and oak woodlands, that would result from the implementation of the proposed Project are identified. Mitigation measures that would reduce the potential impacts to a less than significant level are recommended.

Initially, ESA prior to performing the biological surveys, reviewed publicly available data and subscription-based biological resource data. Data sources that assisted in this analysis included:

- Topographic maps (Hooker and surrounding 8 USGS 7.5-minute quadrangles);
- Historic and current aerial imagery (Google Earth 1993-2022);
- *California Wildlife Habitat Relationships* (*CWHR*) database;
- The *CDFW California Natural Diversity Database* (*CNDDB*) list of plant and wildlife species documented on the Hooker and 8 surrounding quadrangles (CDFW 2022);
- The *California Native Plant Society* (*CNPS*) online database of plant species documented on the Hooker and 8 surrounding quadrangles (CNPS 2022); and
- A *U.S. Fish and Wildlife Service* (USFWS) *Information for Planning and Consultation* (*IPaC*) list of species that may occur in the vicinity of the Project area (USFWS 2022).

ESA Biologist Christy Dawson conducted a reconnaissance-level biological survey of the Project area on May 9, 2022. Various surveys were conducted to observe and characterize the wildlife and vegetation communities in the Project area, and to assess habitat quality and the potential for common and special-status wildlife species.

[37] Tehama County. *Tehama County Voluntary Oak Woodland Management Plan*. January 2005.

Four natural communities or habitat types were identified within the Project area. These communities include California annual grassland, mixed oak woodlands, aquatic habitats, and developed/disturbed habitats as identified in **Table BR-1** and **Figure BR-1** and discussed under **ENVIRONMENTAL SETTING**.

The determination of the presence or potential presence of special-status species is of critical importance. Special status species are legally protected under the state and federal Endangered Species Acts or other regulations or are species that are considered sufficiently rare by the scientific community to qualify for such listing. These species are in the following categories:

- Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (*FESA*) (*50 Code of Federal Regulations* [*CFR*] *17.12* [listed plants], *17.11* [listed animals] and various notices in the Federal Register [FR] [proposed species]);
- Species that are candidates for possible future listing as threatened or endangered under *FESA* (61 FR 40, February 28, 1996);
- Species listed or proposed for listing by the State of California as threatened or endangered under the *California Endangered Species Act* (*CESA*) (*14 California Code of Regulations* [*CCR*] *670.5*);
- Plants listed as rare or endangered under the *California Native Plant Protection Act* (*NPPA*) (*California Fish and Game Code Section 1900 et seq*.);
- Animal species of special concern to the California Department of Fish and Wildlife (CDFW);
- Animals fully protected under *Fish and Game Code* (*California Fish and Game Code, Sections 3511* [birds], *4700* [mammals], and *5050* [reptiles and amphibians]);
- Species that meet the definitions of rare and endangered under *CEQA*. *CEQA* Section 15380 provides that a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists (*State CEQA Guidelines, Section 15380*); and
- Plants considered under the CDFW and CNPS to be "rare, threatened or endangered in California" (*California Rare Plant Rank* [*CRPR*] *1A, 1B,* and *2*) as well as *CRPR Rank 3* and *4* plant species.

A list of regionally occurring special status species in the vicinity of the Project area was compiled based on the CNDDB, USFWS, and CNPS lists (Appendix E in **Attachment C1**, *Biological Constraints Report*). **Table BR-2, Special Status Species with The Potential To Occur In The Project Area**, summarizes the special status species, their general habitat requirements, and an assessment of their potential to occur within the vicinity of the Project area. **Figure BR-3, CNDDB Occurrences**, provides a general reference map of known CNDDB occurrences. The "Potential for Occurrence" category is defined as follows:

- Absent: The Project area does not support suitable habitat for a particular species, does not provide soils required for the species to inhabit, is outside of the species known elevation or geographic range, or was not observed during the evident and identifiable blooming period for a potentially occurring special status plant.
- Low: The Project area only provides limited amounts and low-quality habitat for a particular species. In addition, the known range for a particular species may be outside of the immediate Project area.
- Moderate: The Project area provides suitable habitat for a particular species.
- High: The Project area provides ideal habitat conditions for a particular species and/or known populations occur in immediate area and/or within the Project area; or

- Present: The species was observed during the preliminary site evaluation within the Project area.

Species without the potential to occur or with low potential are not discussed further unless they were called out specifically by CDFW in their March 2022 comment letter, suggesting certain protocol-level surveys (Appendix A in the *Biological Constraints Report*). **Table BR-2, Special Status Species With The Potential To Occur In The Project Area**, summarizes the special status species that are known to occur, have a moderate to high potential to occur within the Project area, or were recommended for protocol-level surveys by CDFW. Species with asterisks were identified in the CDFW March 2022 letter.

Special-Status Plants

No federal or state-listed plant species were identified during reconnaissance-level botanical surveys of the Project area performed on May 9, 2022. Several species that have the potential to occur within the Project area in oak woodland or annual grassland habitats are listed in **Table BR-2, Special Status Species With The Potential To Occur In The Project Area**. The *Biological Constraints Report* recommended conducting surveys to document the vegetation, as well as protocol-level botanical surveys, to determine if any special-status plants occur. These surveys should be timed to correspond with the flowering windows identified in **Table BR-2** for specific timing for each species.

Table BR-2
Special Status Species With The Potential To Occur In The Project Area

Common Name *Scientific Name*	Status Fed/State/ CRPR	Habitat	Potential to Occur
PLANTS			
Big-scale balsamroot *Balsamorhiza macrolepis*	--/--/1 B.2	Valley and foothill grassland, chaparral Mar-June	**Moderate.** Suitable habitat in the grassy areas
Pink creamsacs *Castilleja rubicundula var. rubicundula*	--/--/1 B.1	Chaparral, meadows and seeps valley foothill grassland June – Aug	**Moderate.** Habitat is present.
Adobe-lily *Fritillaria pluriflora*	--/--/1 B.2	Chaparral, cismontane woodland, valley and foothill grassland Feb-April	**Moderate.** Habitat is present.
Sanford's Arrowhead *Sagittaria sanfordii*	--/--/1 B.2	Marshes and swamps (shallow freshwater) May-Oct (Nov)	**Moderate.** Freshwater pond could provide habitat.
INVERTEBRATES			
Vernal pool fairy shrimp* *Branchinecta lynchi*	FT	Vernal pools	**Absent.** No vernal pools are present in survey area.
Vernal pool tadpole shrimp* *Lepidurus packardi*	FE	Vernal pools	
AMPHIBIANS			
Western spadefoot* *Spea hammondii*	--/CSC	Occupies burrows typically in sandy or gravelly soil in grasslands, oak woodland, or chaparral. Vernal pools or small bodies of still water are only needed during breeding.	**Moderate.** The grassland and oak woodland habitat is present along with the freshwater pond for breeding season.
REPTILES			
Northwestern pond turtle* *Actinemys marmorata*	--/CSC	Variety of aquatic habitats, both permanent and intermittent, with suitable aerial and aquatic basking sites. Needs upland habitats for nesting, overwintering, and aestivating.	**Moderate**. Habitat is present in the freshwater pond located in the Project area.

BIRDS			
Swainson's Hawk* *Buteo swainsoni*	--/CT	Swainson's hawks typically nest in mature, dense- canopied cottonwoods, willows, and valley oaks associated with riparian forest habitat and in isolated trees next to agricultural and grassland habitat.	**Low.** Moderate habitat for Swainson's hawks nesting could occur in the oak woodland. However, grassland nearby is poor foraging habitat, and the site is located outside of the known nesting range.
Burrowing owl* *Athene cunicularia*	--/CSC	Nests and roosts in burrows, usually of ground squirrels, in grasslands and ruderal habitats	**Low**. Although ground squirrels and suitable nest burrows are present in the Project area, the Project area is north of the known range and the nearest CNDDB reporting is 10 miles away to the south and east.
Osprey *Pandion haliateus*	--/WL	Riparian forest near ocean shore, bays, freshwater lakes, and larger streams. Nest within 15 miles of body of water with plentiful fish.	**Present.** Observed an osprey fly over the southern portion of the property. It was not foraging and did not appear to stopover in the survey area.
MAMMALS			
Pallid bat*	--/CSC	Arid deserts and grasslands of low elevations in California; often near rocky outcrops and water. Usually roosts in rock crevice or building, less often in cave, tree hollow, mine, etc. Prefers narrow crevices in caves as hibernation sites.	**Moderate.** Potentially suitable roosting habitat may be present in forested areas outside of the Project area.
Western red bat* *Lasiurus blossevillii*	--/CSC	Associated with riparian habitat. Roosts primarily in the foliage of trees or shrubs but may also occasionally use caves. Day roosts commonly in edge habitats.	**Moderate**. This species may intermittently roost in Mixed Oak Woodland habitat in the Project area.
KEY			

Federal: USFWS
FE = Listed as Endangered by the Federal Government
FT = Listed as Threatened by the Federal Government
FC = Candidate for listing by the Federal Government
(PD) = Proposed for Delisting

California Rare Plant Rank (CRPR):
Rank 1A = Plants presumed extinct in California
Rank 1B = Plants rare, threatened, or endangered in California and elsewhere
Rank 2 = Plants rare, threatened, or endangered in California, but more common elsewhere

Listed in CDFW Comment Letter

State: CDFW
SE = Listed as Endangered by the State of California
ST = Listed as Threatened by the State of California
SR = Listed as Rare by the State of California (plants only)
SC = Candidate for listing by the State of California
CSC = California Species of Special Concern
FP = CDFW Fully Protected Species
WL = CDFW Watch List

Federal and State Listed Wildlife Species

No federal or state-listed wildlife species were identified during reconnaissance-level surveys of the Project area performed on May 9, 2022, by ESA. However, an osprey, which is on the CDFW watchlist, was observed flying over the Project area but did not land.

Vernal pool fairy shrimp (*Branchinecta lynchi*) and vernal pool tadpole shrimp (*Lepidurus packardi*) are small crustaceans that inhabit freshwater vernal pools, swales, and similar seasonal wetlands. The vernal pool fairy shrimp is federally listed as threatened, and the vernal pool tadpole shrimp is federally listed as endangered (USFWS 1994). No vernal pool habitat was observed in the Project area, and the

pond and potential seasonal swale do not provide suitable habitat for vernal pool crustaceans. Thus, no vernal pool crustaceans are anticipated to occur within the Project area.

Swainson's hawk (*Buteo swainsoni*) is a threatened California species. They typically nest in mature, dense-canopied cottonwoods, willows, and valley oaks associated with riparian forest habitats, as well as in isolated trees adjacent to agricultural and grassland habitats. Swainson's hawk nesting was not reported by the CNDDB within the surrounding 5-mile area, and the species is not known to currently nest in Tehama County north of Red Bluff or in Shasta County (CDFW 2016 and 2022). Although woodland habitat in and near the Project area provides potential nesting opportunities, the Swainson's hawk is not likely to nest within the Project area, and protocol-level surveys were not recommended.

Non-Listed Special-Status Wildlife Species

The Western Burrowing Owl (*Athene cunicularia*) is a California species of special concern. Western burrowing owl nesting is not reported by the CNDDB within 5-mile area surrounding the Project area (CDFW 2022) and the species is not known to typically nest this far north in the Central Valley. Although there are suitable ground squirrel burrows in the grassland habitat in the pasture in the Project area, the burrowing owl has a low potential to occur based on its known range, therefore protocol level surveys were not recommended.

Western spadefoot (*Spea hammondii*) and the northwestern pond turtle (*Actinemys marmorata*) are California species of special concern. The species are present within the 5-mile area documented on CNDDB, and there are both upland habitat and a potential breeding pond present. Therefore, both species have a moderate potential to be present or attracted to the pond and limited parts of the Project area. Although neither were observed at the time of the initial site reconnaissance, as previously discussed surveys were recommended to determine if the species were present or not.

The pallid bat (*Antrozous pallidus)* is also a California species of special concern. Potentially suitable roosting habitat is present in the on-site structures and in surrounding forested areas; this species has a moderate potential to roost on the Project site.

The western Red Bat (*Lasiurus blossevillii*) is also a California Species of Special Concern. Western red bats are strongly associated with riparian habitat, particularly mature stands of cottonwood and sycamore (Pierson, Rainey, and Corben, 2006). This habitat type is not present in the Project area; therefore, western red bats are unlikely to roost in the Project area. CNDDB does have a report on western red bats within 5 miles of the Project.

Wildlife Movement Corridors

Wildlife movement corridors link together areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or by areas of human disturbance or urban development. Topography and other natural factors in combination with urbanization can fragment or separate large open-space areas. The fragmentation of natural habitat can create isolated "islands" of vegetation and habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity.

Portions of the Project area are fenced for domestic livestock. While the fence can be limiting, it likely does not prohibit wildlife movement through the area. The undeveloped portions of the Project area provide open movement for wildlife species that move through the Project region, such as deer and other mammals. Woodland and forest habitat immediately adjacent to the Project area provide vegetative

cover for wildlife and facilitate wildlife movement through the area. However, existing residential and commercial developments to the north, east, and south, plus I-5 to the west, somewhat impede significant movement through the area.

Critical Habitat for Listed Plant and Wildlife Species

The USFWS defines the term critical habitat in the federal *Endangered Species Act* as a specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. The Project area is not within designated critical habitat for any listed plant or wildlife species.

Protected Trees

In 2004, the *Oak Woodlands Conservation Act* (*Senate Bill 1334*) was passed by the California Legislature. The Act requires the consideration of oak woodland conservation as part of *CEQA*. ISA Certified Arborist Elena Gregg and botanist Chris Belko of Gallaway Enterprises conducted a tree inventory for the Project site on May 23, 24, and 26 and June 6, 7, 13, 14, and 20, 2022.

The tree inventory only identified native oak trees with a diameter at breast height (DBH) of 5 inches or greater, as per the *Oak Woodlands Conservation Act*. A health assessment was conducted for all identified trees.[38] Following this visual assessment, each inventoried tree was assigned a health rating of 1 to 5, with 1 indicating a tree in poor health and 5 indicating a tree in excellent health. The results of the survey are provided in the January 10, 2023, *Oak Tree Inventory for the Cottonwood Travel Center Project – Tehama County, California* (refer to **Attachment C3** for the Oak Tree Inventory Report).

The entire Project site is dominated by blue oak-foothill pine woodland, however, the northern portion of the Project site, approximately 17 acres[39] was composed of a dense tree canopy, while the southern portion of the Project site was composed of a much sparser tree canopy and contained a considerable amount of poison oak (*Toxicodendron diversilobum*) in the understory. Native blue oaks (*Quercus douglasii*) were the dominant tree throughout the site. A few scattered live oak (*Quercus wislizeni*) and foothill pines (*Pinus sabiniana*) were also present. No riparian areas or riparian vegetation was observed within the Project site.

The location of all of the inventoried trees within the Project site is depicted in Attachment A of the *Oak Tree Inventory* report. A total of 1,823 blue oaks and 3 live oaks were surveyed within the Project site (Attachment B of the *Oak Tree Inventory* report). The average DBH of the native oaks throughout the Project site is 9 inches, and the average health of the trees inventoried was 2. A health rating of 2 indicates that the trees are generally sound trees but often have prominent leans, trunk elongation from competition with other trees, or general branching defects. Other potential health detractors include excessive deadwood or decay in the branches, as well as overgrowth by vines.

The low average health of the oak trees on the site was largely due to the dense canopy, which resulted in elongated trees and crowded growing conditions, coupled with drought stress brought on by the consecutive extreme droughts that the region has experienced.

[38] A level 2 basic visual assessment (per ISA's ANSI A300 Part 9 and companion BMP guidelines) of each tree was conducted from the ground by walking completely around the tree and looking at the growing site, trunk, trunk collar, and branches. Standing dead trees were not mapped or assessed for DBH or condition.

[39] Oak canopy was roughly estimated by assuming an average 20-foot diameter dripline for each oak tree with a five inch or greater DBH identified on the Project site.

Aquatic Resources

The freshwater pond, as well as a potential seasonal swale, were observed during the reconnaissance-level surveys. WRA prepared an aquatic delineation survey to identify Waters of the U.S. and State. The aquatic resource delineation was submitted to the USACE to verify its accuracy.

Cottonwood Travel Center Biological Constraints Report Recommendations

The *Biological Constraints Report* provided recommendations for additional surveys and measures to protect sensitive biological resources in the Project area. These were as follows:

- *Conduct Protocol Level Botanical Surveys*. Protocol-level botanical surveys were recommended by ESA. The surveys were undertaken by ENPLAN biologists on December 5 and 14, 2022, and March 30 and 31, April 21, and May 5 and 26, 2023. The surveys did not identify any special status species at the Project site. There is ***no impact***.
- *Western Spadefoot and Northwestern Pond Turtle Surveys*. ESA recommended that additional surveys be conducted in late spring or summer when the western spadefoot and northwestern pond turtles are active. Field surveys for the adult western spadefoot were conducted by ENPLAN on February 27 and March 8, 2023, and surveys for the juvenile western spadefoot were conducted on March 31, April 21, May 5 and 26, 2023. The surveys did not identify any individuals of the species at the Project site. There is ***no impact***.
- *Conduct Pre-Construction Roosting Bat Surveys*. Existing structures and numerous onsite trees containing cavities, crevices, and/or exfoliated bark could support roosting bats, and the pond habitat provides ideal foraging for bats. Their removal for construction of the proposed Project could result in a ***significant impact requiring mitigation***.
- *Conduct Pre-Construction Nesting Bird Surveys*. The Project area supports a large number and wide variety of birds protected by the *MBTA* and California Fish and Game Code. The proposed Project will remove the majority of the trees, potentially resulting in ***significant impacts*** on nesting birds ***that require mitigation***.
- *Conduct an Arborist Survey for Native Oaks*. ESA noted that there are numerous oak trees that occur within the Project area. An arborist certified by the International Society for Arboriculture should inventory trees within the Project area. Mapped trees should include onsite native oak trees with a diameter at breast height (dbh) of at least five inches and include the following:
    - Identification of trees subject to regulation.
    - Measurement of the DBH, height, and dripline.
    - A general assessment of tree health and condition.
    - Mapping locations of trees using global positioning system (GPS) technology or geospatial mobile data collection software.

  Gallaway Enterprises conducted a tree inventory of native oak trees with a diameter at breast height (DBH) of 5 inches or greater, as required by the Oak Woodlands Conservation Act. A health assessment was conducted for all identified trees. The inventory results are provided in the January 10, 2023, *Tree Inventory for the Cottonwood Travel Center Project – Tehama County*. The removal of oak woodlands results in a ***significant impact requiring mitigation***.

  Aquatic Resource Delineation. ESA recommended an aquatic resources delineation survey to evaluate the freshwater pond in the Project area and any other potential aquatic features. As

previously stated, WRA prepared an aquatic delineation survey to identify Waters of the U.S. and State. The proposed Project would result in ***significant impacts requiring mitigation***.

The following includes an analysis of environmental parameters related to Biological Resources based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

IV. BIOLOGICAL RESOURCES: Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Have a substantial 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 Wildlife or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local of regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
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?				X

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 Wildlife or U.S. Fish and Wildlife Service*?

Candidate, Sensitive, or Special-Status Species

As detailed in the August 2022 ESA *Biological Constraints Report*, ESA (refer to **Attachment C1**) completed a review of available background data on special-status plant species potentially occurring in the Project area. The review identified 15 special-status plant species as being known or expected to occur in the general Project area. Based on field evaluation and habitat analysis of the Project area on May 9, 2022, ESA refined this list to identify four species with a moderate (or higher) potential to occur on the Project site. These species are pink creamsacs, adobe-lily, big-scale balsamroot, and Sanford's arrowhead.

ESA also completed a review of available background data on special-status animal species potentially occurring in the Project area, as discussed in the August 2022 ESA *Biological Constraints Report*. This review identified 22 special-status animal species as being known or expected to occur in the general Project area. Based on field evaluation and habitat analysis on May 9, 2022, ESA refined this list to identify four species with a moderate (or higher) potential to occur on the Project site. These species are western spadefoot, northwestern pond turtle, pallid bat, and western red bat. ESA also provided additional analysis of the potential for burrowing owl, Swainson's hawk, and federally listed vernal pool crustaceans to utilize the Project site.

Subsequently, ENPLAN biologists completed late-season botanical and wildlife field surveys addressing the Project site on December 5 and 14, 2022. They also reviewed the results of a botanical and wildlife evaluation they previously completed for the approximately 12 acres of the Project site on August 9, 2005, February 2, and April 26, 2006. No special-status botanical or wildlife species were observed during ENPLAN's December 2022 or previous surveys.

ENPLAN concurred with ESA's determinations regarding plants with low or no potential to occur on the site and, based on their local knowledge and past field efforts, found that the four species identified by ESA actually have a lower than "moderate" potential to be present. The four species were the pink creamsacs, adobe-lily, big-scale balsamroot, and Sanford's arrowhead.

ENPLAN also concurred with ESA's determinations regarding animals with low or no potential to occur on the Project site. They also concurred with ESA that burrowing owls, Swainson's hawks, and federally listed vernal pool crustaceans have no or low potential to occur onsite and that protocol-level surveys for these species are not warranted. Further, based on ENPLAN's local knowledge and past field efforts, ENPLAN expected that the four special-status animal species identified by ESA actually have a lower than "moderate" potential to be present. These were the western spadefoot, the northwestern pond turtle, the pallid bat, and the western red bat.

ENPLAN's January 26, 2023, *Cottonwood Travel Center Draft Biological/Wetland Impact Analysis and Mitigation Measure*s report (Refer to **Attachment C5**) determined that further field evaluation was needed to document the presence/absence of special-status plants on the site. They also recommended that wildlife surveys be conducted to determine the presence/absence of the western spadefoot and northwestern pond turtle. Surveys for the pallid bat were not warranted in advance of the Project site construction activities. Surveys should occur prior to building demolition and tree removal. Surveys for the western red bat were not recommended since there was "no well-developed riparian habitat in the study area."

To determine the presence/absence of special-status plant species, botanical field surveys were conducted by an ENPLAN biologist on March 30 and 31, April 21, and May 5 and 26, 2023. All of the special-status plant species potentially occurring on the Project site would have been evident at the time the fieldwork was conducted. The survey consisted of intuitive-controlled transects throughout the undeveloped portions of the Project site, with an emphasis on the pond, seasonal wetlands, drainages, and openings in the oak woodland. The botanical surveys did not identify any special-status species, nor are any expected to be present. Therefore, there would be ***no impact*** on special-status plants.

Field surveys for northwestern pond turtles were conducted on March 31, April 21, and May 5 and 26, 2023. The surveys for the western spadefoot and northwestern pond turtles did not identify any

individuals of the species at the Project site. There would be ***no impact*** since these species were not present.

The June 3, 2025, *Cottonwood Travel Center – Bumble Bee Survey Results* report by ENPLAN determined that the Project is unlikely to result in a take of Crotch's bumble bee as defined under the *California Endangered Species Act*. Therefore, since neither *Bombus crotchii* nor other state-listed Bombus species were present, there is ***no impact***.

As previously identified, existing structures and numerous onsite trees containing cavities, crevices, and/or exfoliated bark could support roosting bats, particularly the pallid bat, and the pond habitat provides ideal foraging grounds for bats. Their removal for the construction of the proposed Project could result in a ***potentially significant impact*** requiring mitigation. ***Mitigation Measure BR-1*** would reduce potential impacts on pallid bats to ***less than significant levels***.

Nesting birds are protected under the *MBTA* (16 USC 703) and the CFGC (§3503). The *MBTA* (16 USC §703) prohibits the killing of migratory birds or the destruction of their occupied nests and eggs except in accordance with regulations prescribed by the USFWS. The bird species covered by the *MBTA* includes nearly all of those that breed in North America, excluding introduced (i.e., exotic) species (50 Code of Federal Regulations §10.13). Activities that involve the removal of vegetation, including trees, shrubs, grasses, and forbs, or ground disturbance, have the potential to affect bird species protected by the *MBTA*.

The CFGC (§3503.5) states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes (hawks, eagles, and falcons) or Strigiformes (owls) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Take includes the disturbance of an active nest resulting in the abandonment or loss of young. The CFGC (§3503) also states that "it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto."

The majority of migratory birds and raptors protected under the *MBTA* and CFGC are not recorded on the CNDDB because they are abundant and widespread. There is suitable nesting habitat for avian species within and adjacent to the biological study area. Therefore, implementation of ***Mitigation Measure BR-2*** will reduce the potential for impacts to nesting migratory birds and raptors during construction. ***Less than significant impacts*** would occur in this regard.

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

As previously described under **IMPACT ANALYSIS**, there is no USFWS-designated critical habitat within the proposed Project area. Additionally, no CDFW-designated sensitive natural communities or riparian areas occur within the biological Project study area. Impacts are considered ***less than significant*** in this regard.

c) *Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Wetlands under federal jurisdiction (Waters of the U.S. – WOTUS) are defined as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil

conditions" (33 CFR 328.3 [b], 40 CFR 230.3). To be considered under potential federal jurisdiction, a wetland must support positive indicators for hydrophytic vegetation, hydric soil, and wetland hydrology.

Wetlands are also subject to state jurisdiction where Waters of the State (WOTS) is broadly defined in the Water Code as including "any surface water or groundwater, including saline waters, within the boundaries of the state" and includes WOTUS. The State Water Board defines "an area as a wetland if it meets three criteria: wetland hydrology, wetland soils, and (if vegetated) wetland plants. An area is a wetland if: (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation. The Procedures provide the same wetland delineation methods that are used by the Army Corps of Engineers." [40]

WRA, Inc. completed a *Delineation Of Potential Jurisdictional Waters of the U.S. and Waters Of The State Of California Cottonwood Electric Travel Center*. The delineation was completed by WRA Inc. in October 2022. Refer to **Attachment C2**. Two wetland swales and one man-made freshwater pond totaling approximately 0.38 acres were delineated on the Project site. WRA has requested an approved jurisdictional determination (AJD) from the Sacramento District of the U.S. Army Corps of Engineers (USACE) for the Project, which is currently pending. As determined in the Aquatic Resources Delineation report, WRA expects that the westernmost swale of about 0.03 acres) is subject to federal and State jurisdiction, and the eastern swale of approximately 0.04 acres and the man-made freshwater pond of about 0.31 acres are not subject to federal jurisdiction; however, since the WRA delineation report was completed in October 2022, as of September 2023, to be subject to federal jurisdiction, wetlands must be adjacent to other waters, including "relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to waters identified in paragraph (a)(1) or (a)(3) of this section." The 0.03-acre seasonal swale SWS-1 WRA does not appear to meet this definition. Therefore, all of the onsite aquatic resources appear not to be subject to federal jurisdiction but are expected to be subject to State jurisdiction.

With respect to ecological functions and values, freshwater ponds and wetland swale features provide shelter, foraging habitat, and/or breeding habitat for a wide variety of species. Due to the key resources, they provide, as well as their limited availability, aquatic features are considered sensitive natural communities. Accordingly, projects that affect wetlands or other waters are typically regulated at both the state and federal levels.

Implementation of the proposed Project would result in the loss of about 0.07 acres of seasonal wetland swale (of which approximately 0.03 acres would be subject to the permit authority of the USACE and the Water Boards and about 0.04 acres would be under the permit authority of the Water Boards as would the approximate 0.31-acre freshwater pond.

Regarding regulatory agency significance thresholds, the USACE considers the loss of more than 0.1 acres of wetland as a "more than minimal" impact and requires compensatory mitigation for all such wetland losses. For projects with impacts less than 0.1 acres, compensatory mitigation is not typically needed, but it may be required on a case-by-case basis by the District Engineer. Where both wetlands and open waters

[40] California Water Boards. *Fact Sheet*. February 25, 2019. Available at https://www.waterboards.ca.gov/water_issues/ programs/ cwa401/docs/wrapp/dredge_and_fill_draft_procedures_fact_sheet_022519_update.pdf. Accessed October 28, 2014.

exist on a project site, the USACE will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. At the state level, the Water Boards typically require compensatory mitigation for projects that result in the loss of more than 0.005 acres of Waters of the State.

Although Tehama County does not have a specific numerical threshold for the significance of loss of wetlands and other waters, the proposed Project would exceed the significance thresholds established by the State Water Boards. Therefore, the Project-induced loss of waters is considered a ***significant environmental impact***, and mitigation is warranted. Implementation of ***Mitigation Measure BR-3*** would reduce the potential impact to a less than significant level.

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?

The California Department of Fish and Wildlife (CDFW) has several initiatives focused on habitat connectivity, which is crucial for wildlife movement and migration. One key program is the Connectivity Advance Mitigation (CAM), which was established under Senate Bill 790. This program allows CDFW to create guidelines that promote habitat connectivity projects, helping to protect and enhance movement corridors for California's most threatened species.

A wide variety of wildlife relies on undeveloped landscapes for long-range movement, such as seasonal migration, as well as for short-range movement, such as accessing local foraging areas. Disruption of important wildlife corridors can result in significant adverse effects to wildlife populations.

As shown on CDFW's *Biogeographic Information Observation System's* (*BIOS*) website (https://apps.wildlife.ca.gov/bios6/), the Project site is not within a Natural Landscape Block or Essential Connectivity Area as mapped by the *California Essential Habitat Connectivity Project*. The potential for the site to be used for wildlife migration is reduced because it is partially developed, roads abut the site on three sides, I-5 is 75 to 300 feet west of the site, and nearby natural habitats have been fragmented by commercial and residential development. Under existing conditions, the Project site is not expected to serve as an important wildlife movement corridor. However, the Project site may provide for local movement of wildlife; for example, wildlife may move through the undeveloped portions of the site to gain access to the onsite pond. Site development would limit the ability of wildlife to move through the area. The impact on local wildlife movement patterns is considered to be less than significant. Further, measures implemented to offset the loss of oak woodland habitat would also provide benefits with respect to maintenance of wildlife movement corridors.

As previously noted, portions of the Project area are fenced for domestic livestock. While the fence can be limiting it likely does not prohibit wildlife movement through the area. The undeveloped portions of the Project area provide open movement for wildlife species that move through the Project region, such as deer and other mammals. Woodland and forest habitat immediately adjacent to the Project area provide vegetative cover for wildlife and facilitate wildlife movement through the area. However, existing residential and commercial developments to the north, east, and south, plus I-5 to the west, somewhat impede movement through the area. Overall, potential impacts on wildlife corridors and associated movement are considered ***less than significant***.

Daytime movements of deer and other terrestrial wildlife species may be temporarily affected during construction activities; however, wildlife species would be able to alter their routes to move around the construction area. There is a slight possibility that wildlife could be inadvertently trapped in open trenches, pipes, or open excavations during construction with would be a ***potential significant impact*** therefore requiring some

form of mitigation. ***Mitigation Measure BR-5*** would prevent the inadvertent entrapment of wildlife during Project construction.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Tehama County does not currently have a tree preservation ordinance; however, the *Tehama County Voluntary Oak Woodland Management Plan* provides guidance.[41] "The purpose of the *Woodland Management Plan* is to expand upon, refine, and improve voluntary oak protection guidelines established by the County in 1994 and to provide a consistent policy for conservation and use of oak woodland habitats throughout the County. The document is also expected to provide direction to landowners, the Tehama County Planning Department, and developers."[42] The Plan is voluntary and focuses on maintaining the ecological and economic benefits of oak woodlands while addressing the pressures of development and land use changes.

The *Oak Woodland Management Plan* identified that in 2004, "The Blue Oak Woodland natural community is the most abundant oak woodland in Tehama County and presently totals about 269,000 acres (CDF 2004)." Gallaway Enterprises identified a total of 1,823 blue oaks and 3 live oaks with a diameter at breast height (DBH) of 5 inches or greater on the Project site. The majority of these trees are located in the northern portion of the Project site on approximately 17 acres composed of a dense tree canopy. However, all but about 14 trees will be removed. Whereas the woodland acreage to be removed from the 269,000 acres of blue oak inventory noted in 2004 would not be cumulatively noticeable, the significance of oak woodland removal based on the sensitivity/rarity of the affected community, as well as by the overall value of the community for wildlife and ecological purposes must be considered.[43]

As stated in the January 26, 2023, ENPLAN *Draft Biological/Wetland Impact Analysis and Mitigation Measures* report, "woodlands are essential for providing habitat for wildlife, and have higher levels of biodiversity than virtually any other terrestrial ecosystem in California (Bernhardt and Tedmund, 2001). Further, oak woodlands are important in sustaining wildlife migration corridors, maintaining water quality in streams and rivers, protecting soils from erosion and landsliding, moderating temperature extremes, and sequestering carbon. Given the on-going loss of oak woodlands throughout the state, the Oak Woodlands Conservation Act (Senate Bill 1334/Assembly Bill 242; Public Resources Code 21083.4) was enacted in in 2004. Oak woodlands must be addressed during *CEQA* review in accordance with the Act. If a county determines that a project under its jurisdiction would result in a significant effect to oak woodlands, the county must require one or more oak woodland mitigation alternatives to mitigate for the significant effect associated with the conversion of oak woodlands."

Based on the University of California *Integrated Hardwood Range Management Program* (*IHRMP*) *Oak Woodland Impact Decision Matrix* (2008) developed to assist planners in determining the significance of projects affecting oak woodlands, the baseline condition of the on-site oak woodland is "moderately degraded" at the site and landscape scale. This is because the Project site has been partially developed, resulting in the net loss of trees, the canopy has been reduced or eliminated over portions of the site, past grazing may have impaired regeneration in some areas, and the surrounding oak woodland is highly fragmented due to development of nearby commercial and residential uses as well as the I-5 corridor.

[41] Tehama County. *Tehama County Voluntary Oak Woodland Management Plan*. January 2005.
[42] Ibid. Page 1.
[43] ENPLAN Draft Biological/Wetland Impact Analysis and Mitigation Measures. January 26, 2023. Page 2.

A second step in the *IHRMP* process is to determine the degree of impact. "For this Project, the impact is 'high' at the site scale because all trees would be removed, and 'moderate' at the landscape scale because development would contribute to oak woodland loss and habitat fragmentation and could induce further growth that would cumulatively add to these impacts."

The proposed Project "would thus create a moderate to high impact level within a moderately degraded oak woodland. The IHMP decision matrix indicates that impacts of the proposed Project on oak woodlands would thus be considered significant at both the site scale and landscape scale."[44] Therefore, the removal of the oak woodlands results in a ***significant impact*** that warrants mitigation. Implementation of ***Mitigation Measure BR-4*** provides three options to reduce the potential loss of oak woodlands to a ***less than significant level***.

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?

A *Habitat Conservation Plan* (*HCP*) is a federal planning document that is prepared pursuant to Section 10 of the *Federal Endangered Species Act* (*FESA*). A *Natural Community Conservation Plan* (*NCCP*) is a State planning document administered by CDFW. No *HCPs*, *NCCPs*, or other habitat conservation plans apply to the proposed Project vicinity. Therefore, there is ***no impact***.

MITIGATION MEASURES

The following mitigation measures have been developed to reduce potential impacts related to *Biological Resources* to ***less than significant levels***:

Mitigation Measure BR-1

In order to avoid impacts to the pallid bat and any other roosting bats that may be present, the following shall be implemented:

Prior to issuance of any permits for any onsite construction activities, a qualified bat biologist[45] shall conduct a survey to identify the presence or absence of bats in the onsite buildings planned for demolition. If bats are present, the California Department of Fish and Wildlife shall be notified, and appropriate steps for the humane eviction of bats shall be implemented by a qualified biologist.

Trees greater than 12 inches in diameter at breast height (DBH) shall be removed using a two-step process to allow bats the opportunity to abandon the roost prior to removal. The two-step removal process shall be as follows:

- Day 1: Remove small-diameter trees, brush, and non-habitat features of large trees (branches without cavities, crevices, or exfoliating bark), using chainsaws for cutting and chippers wherever possible to cause a level of noise and vibration disturbance sufficient to cause bats to choose not to return to the tree for a few days after they emerge to forage.
- Day 2: Remove the remainder of the trimmed trees.

[44] Ibid. Pages 2 and 3.

[45] A qualified bat biologist is one who holds a current scientific collecting permit for bats, issued by the California Department of Fish and Wildlife.

To avoid impacts to active maternity colonies, tree removal shall occur only during the following time frames and subject to the following weather conditions, or as otherwise approved/recommended by a qualified biologist:

- Between March 1 (or after temperatures rise above 45°F, and/or no more than $^1/_2$" of rainfall within 24 hours occurs), and April 15; and
- Between September 1 and October 15 (or before evening temperatures fall below 45°F, and/or more than $^1/_2$" of rainfall within 24 hours occurs).

Mitigation Measure BR-2

To avoid impacts to nesting birds and raptors protected under the federal Migratory Bird Treaty Act and California Fish and Game Code §3503 and §3503.5, including their nests and eggs, improvement plans shall identify that one of the following shall be implemented:

1. Vegetation removal and other ground-disturbance activities associated with Project construction shall occur between September 1 and January 31 when birds are not nesting; or

2. If vegetation removal or ground disturbance activities occur during the nesting season, a pre-construction nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area.

   The survey shall consider acoustic impacts and line-of-sight disturbances occurring as a result of the Project in order to determine a sufficient survey radius to avoid nesting birds. At a minimum, the survey report shall include a description of the area surveyed, date and time of the survey, ambient conditions, bird species observed in the area, a description of any active nests observed, any evidence of breeding behaviors (e.g., courtship, carrying nest materials or food, etc.), and a description of any outstanding conditions that may have impacted the survey results (e.g., weather conditions, excess noise, the presence of predators, etc.).

   The results of the survey shall be submitted to the California Department of Fish and Wildlife upon completion. The survey shall be conducted no more than one week prior to the initiation of construction activities (i.e., prior to vegetation removal). If construction activities are delayed or suspended for more than one week after the pre-construction survey, the site shall be resurveyed.

   If active nests are found, a qualified biologist, in consultation with California Department of Fish and Wildlife staff, shall identify and implement appropriate actions to ensure compliance with the *Migratory Bird Treaty Act* and *California Fish and Game Code*. Compliance measures may include, but are not limited to, exclusion buffers, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified in the survey, as well as ongoing monitoring by biologists.

Mitigation Measure BR-3

Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the *Delineation of Potential Jurisdictional Waters of the U.S.* and *Waters of the State of California* (see Appendix C-2), the project applicant or developer shall obtain the following resource agency permits from the Corps, RWQCB, CDFW or any other applicable agency (i.e., USFWS) identified through the permitting process:

- Prior to any discharge of dredged or fill material into "waters of the U.S.", including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined not to be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material.

- Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if required, a *1602 Streambed Alteration Agreement* (SAA) shall be obtained by the Project Applicant or developer.

- The Project Applicant or developer shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank at a minimum 1:1 ratio, or through onsite/offsite habitat restoration at a minimum 1:1 ratio. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead regulatory agency.

Mitigation Measure BR-4

The Project Applicant shall implement one of the measures presented below to mitigate the loss of 17.8 acres of oak woodland.

1. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall establish an off-site conservation easement covering a minimum of 35.6 acres of oak woodland in Tehama County. In support of the conservation easement, a detailed management plan acceptable to the Tehama County Planning Department Director shall be developed and implemented to provide for the long-term maintenance of the oak woodland. The management plan shall address allowable land uses and intensities of such use, provide for periodic inspection of the protected lands, address the establishment and maintenance of protective measures such as fencing, identify maintenance and management tasks such as weed removal and trash pick-up, provide for remediation of the effects of unauthorized activities, and name a conservation-oriented third party to hold the easement and be responsible for ensuring the long-term maintenance of the protected lands. Establishment of an endowment to fund the management and maintenance activities undertaken by the easement holder may be appropriate.

   The conservation easement may be established directly by the Project Applicant, or the Project Applicant may fund the purchase of a conservation easement by a third-party conservation-oriented entity (such as *California Rangeland Trust*). If the latter option is selected, the management plan for the oak woodland would be provided by the conservation entity; proof of payment to the conservation entity shall be submitted to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.
2. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall contribute an appropriate compensation fee to the *Oak Woodland Conservation Fund* managed by the Wildlife Conservation Board. The fee shall be sufficient

to protect a minimum of 35.6 acres of oak woodland in Tehama County. Proof of payment shall be submitted to the Planning Department Director prior to the initiation of any ground-disturbing activities on the Project site.

3. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall purchase mitigation credits for 35.6 acres of oak woodland from an agency-approved mitigation bank. Purchase of mitigation credits at a mitigation bank located outside of Tehama County shall be allowed only if specifically authorized by the Planning Department Director. Proof of purchase of mitigation credits shall be provided to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.

Mitigation Measure BR-5

To prevent the inadvertent entrapment of wildlife, a note on the improvement plans will require that the construction contractor ensure that, at the end of each workday, trenches and other excavations that are over one foot deep have been backfilled or covered with plywood or other hard material. If backfilling or covering is not feasible, one or more wildlife escape ramps constructed of earthen fill or wooden planks shall be installed in the open trench. Pipes shall be inspected for wildlife prior to capping, moving, or placing backfill over the pipes to ensure that animals have not been trapped. If animals have been trapped, they shall be allowed to leave the area unharmed.

FINDINGS

Based on the review and evaluation of the information presented and with the ***implementation of mitigation measures***, the proposed Project will have a ***less than significant impact*** with respect to *Biological Resources*.

DOCUMENTATION AND REFERENCES

California Department of Fish and Wildlife. *Science: Habitat Connectivity*. Accessed 08/19/2024. https://wildlife.ca.gov/Science-Institute/Habitat-Connectivity

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ENPLAN. *Cottonwood Travel Center Draft Biological/Wetland Impact Analysis and Mitigation Measure*s. January 26, 2023

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ENPLAN. *Cottonwood Travel Center – Bumble Bee Survey Results*. June 3, 2025

WRA, Inc. *Delineation Of Potential Jurisdictional Waters of the U.S. and Waters Of The State Of California Cottonwood Electric Travel Center*. October 2022

Gallaway Enterprises. *Oak Tree Inventory for the Cottonwood Travel Center Project – Tehama County, California.* January 10, 2023

PMC. *Tehama County General Plan Update 2009-2029, Open Space and Conservation Element*. March 2009.

Tehama County. *Voluntary Oak Woodland Management Plan*. January 2005.

SECTION V – CULTURAL RESOURCES

The purpose of the section is to identify any potential cultural resources within or adjacent to the proposed Project and to assist the Lead Agency, Tehama County, in determining whether such resources meet the office definitions of "historical resources," as provided in the *California Public Resources Code* (*PRC*), in particular under the *California Environmental Quality Act* (CEQA).

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (*Section 21084.1*). If it can be demonstrated that a project will cause damage to resources Eligible for or Listed in the *California Register of Historic Resources* (*CRHR*), *Tribal Cultural Resources* (*TCRs*), and other resources on county or local lists or those determined by the lead agency to be significant, the lead agency may require reasonable efforts be made to permit any or all of the resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (*Section 21083.2[a], [b], and [c]*).

The analysis in this section has been prepared in accordance with *CEQA Guidelines Section 15064*, which considers the potential impacts on prehistoric, historic, and paleontological resources. This section describes the potential cultural resources within the Project area and the applicable regulations that govern those resources. The ensuing discussion is primarily derived verbatim from the January 9, 2023, *Draft Cultural Resources Study Report, Cottonwood Travel Center, 16780 Hooker Creek Road, Cottonwood, California,* prepared by InContext. (Refer to **Attachment D** on file with the Tehama County Planning Department).

Information on the specific location of prehistoric and historic sites is confidential and exempt from the *Freedom of Information Act* (*FOIA*) and the *California Public Records Act* (*CPRA*); therefore, this information has been redacted for use in this *Initial Study*, and the *Cultural Resources Study Report* is not included as an attachment. Professionally qualified individuals, as determined by the California Office of Historic Preservation (OHP), may contact the Tehama County Planning Department directly to inquire about its availability.

ENVIRONMENTAL SETTING

Tehama County has historically been home to two Native American tribal groups, the Nomlaki and Yana. The Yana and their predecessors occupied the area from the Round Mountains near the Pit River in Shasta County to Deer Creek in Tehama County. There were two major divisions of Nomlaki Indians in California: the Hill Nomlaki and the River Nomlaki. The Paskenta Nomlaki are the Hill Nomlaki, generally occupying the area spanning 10 miles east of the Sacramento River into the coastal range in what are now Glenn and Tehama Counties. There is currently one federally recognized Tribal entity in Tehama County, which is the Paskenta Band of Nomlaki Indians of California, headquartered in Corning, California.

"Nomlaki tribes lived in villages under the leadership of a chieftain. These villages had a population of 25 to 200 people. The chief's house was larger than the others and formed the center of the village, facing the water source. In addition to serving as the chief's residence, it was the men's house and focal point of village life. Other houses in the village were constructed from bent saplings with vine and thatch; they faced the chief's house.

The Nomlaki's primary foods were acorns, grass seeds, and tubers, as well as deer, elk, rabbits, birds, and fish. All men hunted, but some specialized in certain techniques and methods. Hunting was done both in groups and individually with bows and arrows, clubs, nets, snares, and traps. Women, often working in

groups, gathered many different seeds and tubers, including at least eight varieties of acorns. In the spring, salt was obtained from stream banks.

The Paskenta Rancheria was created, along with other Wintu Rancherias, in 1906 and 1909. In 1920, the rancheria was 260 acres. In 1959, the rancheria was terminated under the California Rancheria Termination Act, and the lands were sold to non-Native peoples. Despite the denial of federally recognized tribal status, the Paskenta Band maintained its tribal identity and culture while it worked for restoration as a (federally recognized) Native American tribe. Finally, in 1994, the federal government restored the Paskenta Band of Nomlaki Indians to full tribal status. The current rancheria is approximately 2,000 acres large."[46]

InContext requested a records search of the proposed 29-acre Project area and an additional one-mile buffer radius from the Northeast Information Center (NEIC) located at Chico State University. The records search was completed on June 14, 2022, and provided information regarding previously recorded cultural resources and previously conducted studies within the search area. No cultural resources surveys or cultural resources have been documented within the Project limits or area.

In general, prehistoric, historic, and contemporary cultural resources could be located anywhere within the County, as no comprehensive inventory of cultural resource sites within Tehama County exists.[47] No major known archaeological sites are located within the Project region.

Five cultural resources surveys were conducted within the larger one-mile buffer of the Project limits, and ten cultural resources have been documented. Four are pre-contact archaeological sites, two are pre-contact isolates, and four are historic structures.

The Project area was not part of a Spanish or Mexican land grant. Therefore, the earliest maps available are from the *U.S. Survey of Townships and Ranges*. The survey plat for *Township 28 North, Range 4W* (*GLO 1879*) shows an unnamed road running north/south to the west of the Project limits and the "Nine-Mile House" approximately 0.5 miles southeast. By 1890, the Central Pacific Railroad appeared approximately two miles west, and a siding identified as "Hooker" was located along the railroad (*USGS 1890*). No changes appear on subsequent maps until 1947, when the road name was changed to Auction Yard Road, and the Hooker siding was removed; the railroad changed ownership to the Southern Pacific, and I-5 had already been constructed (*USGS 1947*).

REGULATORY SETTING

This section summarizes the current federal, State, and local regulations relevant to the review of *Cultural Resources* for this Project. Ordinances, regulations, or standards that apply to the environmental review of cultural resource impacts include the following:

National Register of Historic Places

To be eligible for listing on the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture, and generally must be greater than 50 years in age.

[46] Wikipedia The Free Encyclopedia. Available at https://en.wikipedia.org/wiki/Paskenta_Band_of_Nomlaki_Indians#. Accessed October 16, 2024.

[47] Green Dot Transportation Solutions. January 2019. *Initial Study / Proposed Negative Declaration for the 2019 Tehama County Regional Transportation Plan*. Page 41.

Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria identified in *36 CFR Section 60.4*:

- *Criterion A.* Properties that are associated with events that have made a significant contribution to the broad patterns of our history.
- *Criterion B.* Properties that are associated with the lives of persons significant to our past.
- *Criterion C.* Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction.
- *Criterion D.* Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to these criteria, a resource must retain integrity to be considered eligible for listing on the *NRHP*. Integrity is the authenticity of the physical identity that is evidenced by the survival of characteristics that existed during the resource's period of significance. Resources must retain enough of their character or appearance to be recognizable as resources and to convey the reasons for their significance. Integrity is the ability of a property to convey its significance. To be listed in the *NRHP*, a property must not only be shown to be significant under the *National Register* criteria, but it must also possess integrity. The *National Register Bulletin 15* describes seven aspects of integrity used in order to determine a historic property's integrity: location, design, setting, materials, workmanship, feeling, and association.

Section 101(d)(6)(A) of the *National Historic Preservation Act* (NHPA) allows properties of traditional religious and cultural importance to a Native American tribe to be determined eligible for NRHP inclusion. In addition, a broader range of *Traditional Cultural Properties* (*TCPs*) is also considered and may be determined eligible for or listed in the *NRHP*. A *TCP* is a property associated with the cultural practices or beliefs of a living community; *TCPs* are rooted in that community's history and are important in maintaining the continuing cultural identity of the community. In the **NRHP** programs, "culture" is understood to mean the traditions, beliefs, practices, lifeways, arts and crafts, and social institutions of any community, be it an Indian tribe, a local ethnic group, or the nation as a whole.

California Register of Historical Places

As provided in *California Public Resources Code* (*PRC*) *Section 5020.4*, the *Register of Historic Places* (*CRHR*) is used as a guide by state and local agencies, private groups, and citizens to identify the state's historical resources and properties to be protected, to the extent prudent and feasible, from substantial adverse change. The *CRHR* includes all California properties already listed in the *NRHP* and may also include various other types of historical resources that meet the criteria for eligibility, including individual historic resources, resources that contribute to a historic district, resources identified as significant in historic resource surveys, resources with significance ratings in the *State Inventory* (Categories 3 and 4 refer to potential eligibility for the *NRHP*; Category 5 indicates a property with local significance).

The *CRHR* follows the lead of the *NRHP* in utilizing the 50-year threshold: a resource is usually considered for its historical significance only after it reaches the age of 50 years. *CEQA Guidelines Section 15064.5(a)(3)* states that "[g]enerally, a resource shall be considered by the lead agency to be 'historically

significant' if the resource meets the criteria for listing on the *California Register of Historical Resources*" (*PRC Section 5024.1; 14 CCR 4852*).

PRC Section 5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the State's historical resources and to indicate which properties are to be protected from substantial adverse change.

A historical resource is a resource listed in or determined to be eligible for listing, in the *CRHR* (*Section 21084.1*), a resource included in a local register of historical resources (*Section 15064.5[a][2]*), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (*Section 15064.5[a][3]*).

IMPACT ANALYSIS

The research conducted for the *Cultural Resources Study* did not identify any potential archaeological resources within the Project limits. (Refer to **Attachment D**). Although six Indigenous archaeological sites are located within one mile of the Project limits, only one is a village site, and it was located in a different type of landform than the Project limits, at the top of a hill and between two waterways. The other five sites are characterized as lithic manufacture or isolated finds visible on the ground surface; no such resources were found in the Project limits, and such resources are not typically associated with subsurface archaeological deposits. The geology and soils do not provide significant information regarding the likelihood of archaeological resources being present, but acidic soils tend to break down organic materials. As a result, any archaeological deposits would not likely contain well-preserved materials made from plants or animals. It is possible subsurface historic-period artifacts may be present on the Project property; however, their significance would require association with an important event or individual or provide important data, which is not the case for this specific property. As such, these data indicate that presence of subsurface archaeological resources within the Project limits is low, and potential Project-related impacts would be considered ***less than significant***.

Literature Review

Selected primary and secondary sources were reviewed to help determine the potential for cultural resources to exist within the Project Limits. These sources include historic maps, general California histories, county histories, and overviews of California ethnography, archaeology, and geology.

InContext requested a records search of the Project limits and an additional one-mile buffer radius from the *NEIC* located at Chico State University. The records search was completed on June 14, 2022, and provided information regarding previously recorded cultural resources and previously conducted studies within the search area. No cultural resources surveys or cultural resources were documented within the Project limits.

Five cultural resources surveys have been conducted within the larger one-mile buffer of the Project limits, and ten cultural resources have been documented. Four of these are pre-contact archaeological sites, two are pre-contact isolates, and four are historic structures.

Field Review

InContext conducted an intensive pedestrian survey of 100% of the Project limits on December 13, 2022. The survey was conducted by Richard Terk, B.A and Sarah Phillips under the direction of Trish Fernandez, M.A., RPA. Survey transects were walked at a width of fifteen meters. Ground visibility was fair to good

in all areas of the survey area. Vegetation consists of chaparral (oak and manzanita) and low-growing grasses. The Project area is generally flat, with slight elevation changes occurring that create moderate undulations.

The Project limits are undeveloped except for a residence at 17625 Snively Road in the northeast corner. Fencing is modern barbed wire fencing supported by modern dimensional lumber. The residence is approximately 59 years old, constructed in 1963. The residence is a typical ranch-style home constructed of wood with exposed eaves and a low-pitched Dutch-gable roof clad in composition shingles. It sits atop a concrete footing. Original period windows and doors have been replaced with aluminum sliding windows, a metal entry door, and a metal automatic garage door. The property does not appear to be associated with any important event or person and is not architecturally distinctive. In addition, the property is not likely to contain archaeological resources that could provide important data. The residence does not appear eligible for listing on the *National Register of Historic Places* or the *California Register of Historic Places*. There is ***no impact*** associated with the demolition of the residence.

The following includes an analysis of environmental parameters related to *Cultural Resources* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

V. CULTURAL RESOURCES: Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

a) *Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

Significant cultural resources, such as buildings, sites, structures, objects, and districts significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, must meet the criteria described in the *Regulatory Setting*. If no eligible resources are identified within the Project limits or area, then the Project is not considered to significantly impact cultural resources. In addition, State regulations require that measures be taken to protect any resources that are uncovered during construction, and compliance with *CEQA Guidelines Section 15064.5(f)* requires that construction activities halt if potentially significant resources are discovered until the resources can be assessed by a qualified person.

The proposed Project would have had a significant impact if it caused a substantial adverse change in the significance of an archaeological resource. However, based on the results of the investigations described above, there are no resources in the Project area with intact visible surface manifestations that qualify as archaeological resources or historical resources as defined by *CEQA Guidelines Section 15064.5*. However, there is the possibility of encountering buried archaeological resources during Project activities, including

ground-disturbing activities onsite and offsite roadway and intersection improvements. Inadvertent discovery procedures should be implemented for resources found as a result of Project development would reduce potential impacts on undocumented resources to less than significant levels. To minimize potential impacts to prehistoric and historic resources, including Native American cultural resources, ***Mitigation Measures CR-1*** and ***CR-2*** are required. With the implementation of the mitigation measures, impacts on cultural resources would be ***less than significant***.

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

Refer to impact discussion V. a) above. Any undocumented resources encountered during the construction of the Project will be mitigated through the implementation of ***Mitigation Measures CR-1*** and ***CR-2***. Adherence to protocols established by both mitigation measures would avoid impacts that would result in a substantial adverse change in the significance of an archaeological resource as defined in *CEQA Guidelines Section 15064.5*. Impacts would be ***less than significant*** with mitigation incorporated.

c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

No known burial sites are on or immediately adjacent to the proposed Project site. If human remains are unearthed during future development of the site, the provisions of *California Health and Safety Code Section 7050.5* shall apply. Under this Section, no further disturbance shall occur until the County Coroner has made the necessary findings regarding origin and disposition, pursuant to *California PRC Section 5097.98* and ***Mitigation Measure CR-2***. Impacts are considered ***less than significant*** with mitigation incorporated.

MITIGATION MEASURES

The following mitigation measures have been developed to reduce potential impacts related to *Cultural Resources* to less than significant levels:

Mitigation Measure CR-1

If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 50-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. If the professional archaeologist determines that the find does not represent a cultural resource, then work may resume immediately, and no agency notifications are required. If the professional archaeologist determines that the find represents a cultural resource from any time period or cultural affiliation, then he or she shall immediately notify Tehama County, which shall consult on a finding of eligibility and implement appropriate treatment measures. If the find is determined to be eligible for inclusion in the NRHP or CRHR. Work cannot resume within the no-work radius until the County, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction.

Mitigation Measure CR-2

In the event of the discovery of human remains or remains that are potentially human, the construction contractor shall ensure reasonable protection measures are taken to protect the

discovery from disturbance (*AB 2641*). The archaeologist shall notify the Tehama County Coroner (per *Section 7050.5* of the *Health and Safety Code*). The provisions of *Section 7050.5* of the *California Health and Safety Code*, *Public Resources Code* (*PRC*)*, Section 5097.98*, and *AB 2641* will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (*PRC, Section 5097.98*). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning the treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (*PRC, Section 5097.94*). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (*PRC, Section 5097.98*). This will also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation, or easement, or recording a reinternment document with the county in which the property is located (*AB 2641*). Work cannot resume within the no-work radius until the lead agency, which is Tehama County, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

FINDINGS

The probability of *Cultural Resources* being impacted during construction is very low and limited. However, adherence to state law and incorporation of the ***Mitigation Measures CR-1*** and ***CR-2*** into the Project Conditions of Approval limits potential *Cultural Resource* impacts to a ***less than significant*** level.

DOCUMENTATION AND REFERENCES

Green Dot Transportation Solutions. January 2019. *Initial Study / Proposed Negative Declaration for the 2019 Tehama County Regional Transportation Plan*.

InContext. January 9, 2023. *Draft Cultural Resources Study Report, Cottonwood Travel Center, 16780 Hooker Creek Road, Cottonwood, California*.

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SECTION VI – ENERGY

The purpose of the section is to analyze the potential direct and indirect environmental impacts associated with the Project's projected energy consumption. Such impacts can include the depletion of non-renewable resources (e.g., oil, natural gas, coal, etc.). The ensuing discussion is primarily derived verbatim from the October 2024 **Air Quality, Greenhouse Gas, and Energy Technical Report** by ESA. Analyses of emissions of air quality and Greenhouse Gas (GHG) pollutants during both the construction and long-term operation of the Project are analyzed in **SECTION III, AIR QUALITY**, and **SECTION VIII, GREENHOUSE GAS EMISSIONS**.

ENVIRONMENTAL SETTING

Pacific Gas & Electric Company (PG&E) is Tehama County's electricity provider. In 2020, more than 35 percent of the electricity PG&E delivered to its customers came from eligible renewable resources, including solar, wind, bioenergy, geothermal, and small hydropower, and is on target to meet California's *Renewable Portfolio Standard* 2045 goal.[48] As part of the proposed Project, approximately five acres of canopy structures over parking stalls will accommodate solar panels and batteries. The solar power generated will power the Project's EVSE charging stations and supplement PG&E power, which will be the primary power source when necessary.

REGULATORY SETTING

This section summarizes current federal, State, and local regulations relevant to the review of *Energy* consumption for this Project. Ordinances, regulations, or standards that apply to the environmental review of potential impacts related to energy consumption include the following:

Energy Policy and Conservation Act of 1975

The *Act* established nationwide fuel economy standards to conserve oil. Under this *Act*, the National Highway Traffic and Safety Administration is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The *Corporate Average Fuel Economy* (*CAFE*) *Program* was established to determine vehicle manufacturers' compliance with the government's fuel economy standards. Three *Energy Policy Acts* were passed in 1992, 2005, and 2007 to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

Energy Policy Act of 1992 (EPAct)

The *EPAct* was passed to reduce the country's dependence on foreign petroleum and improve air quality. *EPAct* includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. *EPAct* requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in *EPAct*. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The *Energy Policy Act of 2005* provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill

[48] PG&E Corporation News & Events. March 9, 2021. "Pacific Gas and Electric Company (PG&E) *exceeded California's Renewables Portfolio Standard* (*RPS*) goal requiring energy providers to deliver 33% renewable energy by the end of 2020. PG&E estimates that it delivered over 35% from specified eligible-renewable resources to its customers last year, according to its recent Form 10-K. "Overall, more than 88% of the electricity PG&E delivered to its customers last year came from greenhouse gas (GHG)-free resources, including eligible-renewable, nuclear, and large hydroelectric energy. Available at https://investor.pgecorp.com/ news-events/press-releases/press-release-details/2021/PGE-Surpasses-Californias-2020-Renewable-Energy-Goal-Electricity-Delivered-to-Customers-is-More-than-88-Greenhouse-Gas-Free-and-Among-the-Cleanest-in-the-Nation/default.aspx. Accessed August 15, 2024.

gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

2019 California Energy Efficiency Action Plan

The *2019 California Energy Efficiency Action Plan* has three primary goals for the state: double energy efficiency savings by 2030 relative to a 2015 base year (per *SB 350*), expand energy efficiency in low-income and disadvantaged communities, and reduce greenhouse gas emissions from buildings. This plan provides guiding principles and recommendations on how the state would achieve those goals. These recommendations include:

- identifying funding sources that support energy efficiency programs,
- identifying opportunities to improve energy efficiency through data analysis,
- using program designs to encourage increased energy efficiency on the consumer end,
- improving energy efficiency through workforce education and training, and
- supporting rulemaking and programs that incorporate energy demand flexibility and building decarbonization.[49]

California Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's *Title 24, Part 6, Building Energy Efficiency Standards* (*California Energy Code*). The *California Energy Code* was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the *California Energy Code* every three years with more stringent design requirements for reduced energy consumption, resulting in the generation of fewer GHG emissions.

California Green Building Standards

The *California Green Building Standards Code* (*California Code of Regulations, Title 24, Part 11*), commonly referred to as the *CALGreen Code*, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The purpose of *CALGreen* is to improve public health, safety, and general welfare through enhanced design and construction of buildings using concepts that reduce negative impacts and promote those principles that have a positive environmental impact and encourage sustainable construction practices. *CALGreen* standards require new residential and commercial buildings to comply with the mandatory measures under the five divisions of building construction, which are planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. *CALGreen* also provides voluntary tiers and measures that local governments may adopt, which encourage or require additional measures in the five green building topics. The most recent update to the *CALGreen Code* was adopted in 2022 and went into effect on January 1, 2023, and a supplement was released in July 2024.

Regulatory and Planning Efforts to Reduce Fossil Fuel Dependency.

Various regulatory and planning efforts aim to reduce dependency on fossil fuels, increase the use of alternative fuels, and improve California's vehicle fleet. *Senate Bill (SB) 375* aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in

[49] California Energy Commission (CEC), 2019. *2019 California Energy Efficiency Action Plan*. Available at https://www.energy.ca.gov/ filebrowser/download/1900. Accessed March 2023.

consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

Pursuant to *Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000)*, the CEC and the CARB prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in the report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita *VMT* (CEC and CARB 2003).

AB 1007 (*Chapter 371, Statues of 2005*) required the CEC to prepare the *State Alternative Fuels Plan* to increase the use of alternative fuels in California.

In January 2012, CARB approved the *Advanced Clean Cars Program*, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

On August 2, 2018, the National Highway Traffic Safety Administration (NHTSA) and EPA proposed the *Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule)*. Part One of the *SAFE Rule* revokes a waiver granted by EPA to the State of California under *CAA Section 209* to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, *Part Two of the SAFE Rule* was published and would amend existing *CAFE* and tailpipe CO2 emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.[50]

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. *SB X1-2* also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within or directly proximate to California. *SB X1-2* mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

The *Energy Independence and Security Act of 2007* is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory *Renewable Fuel Standard* requiring fuel producers to use at least 36 billion gallons of biofuel

[50] In a Kelley Blue Book July 17, 2025, article by Sean Tucker. "A major law passed by Congress and signed by President Trump this month, unofficially called the One Big Beautiful Bill Act, technically leaves them in place. But it removes the fines, leaving the law toothless." "The National Highway Traffic Safety Administration said in a letter to automakers seen by Reuters, it is working on its reconsideration of fuel economy rules," the news service says. Automakers face no fines for failures to meet fuel efficiency rules dating back to the 2022 model year." Available at https://www.kbb.com/car-news/america-now-effectively-has-no-fuel-economy-rules. Accessed July 24, 2025.

in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

The *Energy Independence and Security Act of 2007* builds upon the progress made by the *Energy Policy Act of 2005* in setting out a comprehensive national energy strategy for the 21st century by addressing renewable fuels and the *CAFE* standards.

IMPACT ANALYSIS

CEQA focuses on the efficient use of energy rather than comparisons of estimated energy consumption amounts to quantitative significance thresholds. Energy efficiency can be achieved through a number of ways, including utilizing sustainable design features, using renewable energy sources, and following regulations and policies regarding efficient energy usage. Efficiency is analyzed by comparing gasoline and diesel usage associated with the proposed Project to usage in the County and assessing energy needs during both the construction and operation of the Project.

The following includes an analysis of environmental parameters related to *Energy* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

VI. ENERGY: Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Both the construction and operation of the proposed Project would involve energy consumption. The following provides discussions of the energy resources that would be consumed during these activities.

Construction

During construction, energy use would be both direct and indirect. Direct energy use would include the consumption of fuel (typically gasoline and diesel fuel) for the operation of construction equipment and vehicles. Energy in the form of electricity may also be consumed by some pieces of construction equipment, such as welding machines, power tools, lighting, etc.; however, the amount of consumed electricity would be relatively minimal. Indirect energy use would include the energy required to make the materials and components used in construction. This includes energy used for the extraction of raw materials, manufacturing, and transportation associated with manufacturing and distribution.

Construction activities at the Project site would occur over a period of approximately 18 months. These activities would include the use of heavy-duty construction equipment and offsite vehicles to transport equipment, materials, and workers to the Project site.

Energy use requirements in the form of diesel fuel that would be consumed by off-road construction equipment at the Project site have been estimated based on the GHG emissions estimates obtained from

the *CalEEMod* modeling conducted for the Air Quality and GHG analyses for the proposed Project. GHG emissions estimates from CalEEMod were used in conjunction with the *Climate Registry's 2021* default factors for calculating CO_2 emissions from diesel fuel (*TCR, 2021*). The analysis conservatively assumes that all off-road construction equipment would be fueled by diesel.

The energy analysis assumes that light-duty automobiles and trucks used by commuting construction workers would be fueled by gasoline and that vendor vehicles and trucks that would haul demolition debris, soil, and other materials would use diesel fuel. This analysis assumes that no electric on-road vehicles would be used during the Project construction. The quantities of diesel fuel and gasoline required by on-road vehicles during construction have been calculated based on the GHG emissions associated with vendor, haul, and commuter trips, as calculated in *CalEEMod*, and the *Climate Registry's 2021* default factors for calculating CO_2 emissions from gasoline and diesel fuels.[51] GHG emissions associated with commuting workers and vendor and haul trips were estimated using the information provided by the traffic analysis conducted by GHD for estimated trip counts and *CalEEMod* trip lengths. The traffic analysis provided net new trip numbers that were calculated based on the existing daily trip numbers and the anticipated operational daily trip numbers.

As identified in **Table E-1**, **Construction Diesel And Gasoline Use,** it is estimated that over the entire construction period of the proposed Project, off-road equipment and on-road vendor and haul trucks would consume approximately 147,466 gallons of diesel fuel, and commuting worker vehicles would consume approximately 5,492 gallons of gasoline.

Table E-1
Construction Diesel And Gasoline Use

Fuel Type	Gallons Used
Diesel	147,466
Gasoline	5,492

Sources: Data calculated using *CalEEMod* outputs (Appendix A)

The consumption of fuel energy during construction would be temporary and localized and would amount to a very small fraction of the 17 million gallons of diesel and 30 million gallons of gasoline sold annually in Tehama County (i.e., 0.56 percent and 0.020 percent, respectively).[52] Vehicles used for Project construction and operation would be required to comply with all federal and state efficiency standards. Additionally, there are no Project characteristics or features that would be inefficient or that would result in the use of equipment and vehicles in a manner that would be less energy efficient than similar construction projects. Therefore, Project construction would not result in wasteful, inefficient, or unnecessary energy use and would have a ***less than significant impact*** on energy consumption.

Operations

Once operational, the Project's power requirements would come from electricity needs in the main buildings and charging stations to supplement power generated by the onsite solar canopies. Electricity use would amount up to approximately 2,986 megawatt hours per year. This estimate conservatively excludes electricity generated by the solar canopies that would directly feed back into the Project. Project buildings would be subject to the most recent 2022 *Title 24* energy efficiency standards that also emphasize the use of renewable electricity by requiring photovoltaic (PV) panels be installed on all Project

[51] The Climate Registry (TCR) 2022. 2022 Default Emission Factors Table 2.1. May 2022. Available at https://theclimateregistry.org/p-content/uploads/2022/11/2022-Default-Emission-Factors-Final.pdf.

[52] California Energy Commission (CEC), 2023. 2021 California Annual Retail Fuel Outlet Report Results (CEC-A15). Available at https://www.energy.ca.gov/media/3874.

buildings. Project vehicle trips would continue to be subject to increasingly stringent federal and state fuel efficiency standards, which would increase the fuel efficiency of the overall fleet as newer fuel-efficient and electric vehicles replace older, less efficient vehicles. Therefore, Project construction and operation would not result in wasteful, inefficient, or unnecessary consumption of energy resources and would, therefore, have a ***less than significant impact****.*

Cumulative Options

As discussed under **SECTION III. AIR QUALITY***,* Issue B, the traffic analysis included two cumulative operational options to assess roadway capacity: *Option A*, Background Growth without the Potential Future Nine-Mile Hill Development, and *Option B*, which included the Background Growth with the Nine-Mile Hill Development. The analysis undertaken for the conditions under *Option A* revealed that the operational analysis and mobile energy use for *Option A* are ***less than significant***.

The proposed Project's operations and energy consumption would not change with the addition of the *Renewable Portfolio Standard* (RPS) to the potential future Nine-Mile Hill Development. Therefore, the energy consumption from the *Option B Cumulative* scenario would be the same as under *Option A*, and therefore, the energy impacts are ***less than significant****.*

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Project construction would require the use of off-road construction equipment and on-road trucks. Construction activities would comply with state and local requirements designed to minimize idling and associated emissions, which would also minimize the use of fuel. Specifically, pursuant to *13 CCR Sections 2485* and *2449*, the idling of commercial vehicles over 10,000 pounds and off-road equipment over 25 horsepower would be limited to a maximum of five minutes. Fuel use for Project construction would be consistent with typical construction and manufacturing practices and energy standards such as the *Energy Policy Acts of 1975* and *2005*, which promote strategic planning and building standards that reduce consumption of fossil fuels, increase the use of renewable resources, and enhance energy efficiency.

Once operational, the Project's primary energy use would be PG&E electricity, which would be subject to *SB 100* under California's *RPS Program*. Signed into law by Governor Brown, *SB 100* increased California's *RPS* target to 60 percent of total electric retail sales by 2030 and requires 100 percent of electric retail sales to come from eligible renewable or carbon-free resources by 2045. PG&E, as the utility provider, is subject to these requirements. There are no aspects of the Project that would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. the impact would be ***less than significant****.*

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Based on the review of the information above, the proposed Project's implementation will have a ***less than significant*** impact on *Energy*.

DOCUMENTATION AND REFERENCES

ESA. *Air Quality Greenhouse Gas, and Energy Technical Report*. October 2024.

PG&E Corporation News & Events. March 9, 2021. https://investor.pgecorp.com/ news-events/press-releases/press-release-details/2021/PGE-Surpasses-Californias-2020-Renewable-Energy-Goal-Electricity-Delivered-to-Customers-is-More-than-88-Greenhouse-Gas-Free-and-Among-the-Cleanest-in-the-Nation/default.aspx. Accessed August 15, 2024.

SECTION VII – GEOLOGY AND SOILS

This section of the *Initial Study* describes the geological and seismic setting of the Project area, identifies potential impacts associated with implementing the proposed Project, and, as necessary, recommends mitigation to reduce the significance of impacts. The issues addressed in this section are risks associated with faults, strong seismic ground shaking, seismic-related ground failures such as liquefaction, landslides, and unstable geological units and/or soils. The majority of the ensuing technical discussion is from the January 12, 2023, Bajada Geosciences, Inc*., Geotechnical Report, Cottonwood Travel Center, Tehama County, California*. (Refer to **Attachment E**). Additionally, the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update* provides further information on seismic-related hazards.

ENVIRONMENTAL SETTING

The Project site is located in the Sacramento Valley within the Great Valley Physiographic province. The Great Valley province is bordered to the north by the Klamath and Cascade Physiographic provinces, to the east by the Cascade and Sierra Nevada Physiographic provinces, to the west by the Klamath and Coast Ranges Physiographic provinces, and to the south by the Transverse Ranges Physiographic province.

The Great Valley Physiographic Province is about 50 miles wide and 400 miles long. The Sacramento Valley, which forms the northern portion of the province, is about 150 miles long and 40 miles wide (Hinds, 1952). According to Hackel (1966), "The Great Valley is a large elongate northwest-trending asymmetric structural trough that has been filled with a tremendously thick sequence of sediments ranging from Jurassic to recent. "Sediment thicknesses of up to 10 miles are reported within the Sacramento Valley; however, in the Project area, being at the northern margin of the valley, those thicknesses have been projected to be less than one mile (Hackel, 1966). Sediments within the Great Valley consist of both marine and continental deposits, with most of the sediments underlying the area consisting of continental deposits.

The Project site is underlain by the Tehama Formation (Helley & Harwood, 1985; Dupras, 1997). These materials consist of moderately to highly weathered, poorly lithified, locally slightly cemented, poorly indurated, older alluvial soils consisting of silty clay with sand, sandy clay, gravelly clay, and clayey gravel.

The Soil Survey of Tehama County (USDA 1967) and SoilWeb (CSRL 2022) list one soil mapping unit within the Study Area: Corning-Newville gravelly loams, 3 to 10 percent slopes, eroded. Descriptions of the soil series that comprise the soil mapping unit are as follows.

Corning Series: Soils in the Corning series consist of very deep, well or moderately drained gravelly loam formed in gravelly alluvium weathered from mixed rock sources on treads and risers on high fan remnants. These soils occur under grasslands, irrigated pastures, and rangeland and have low to very high runoff with slow to very slow permeability.

Newville Series: Soils in the Newville series consist of very deep, well-drained gravelly loam formed in gravelly alluvium weathered from sedimentary and metamorphic rock on dissected fan remnants. These soils occur under grasslands, blue oak woodlands, and pastures and have medium to rapid runoff with slow permeability.

Elevations within the Project site consist of relatively flat to moderately inclined terrain that ranges in elevation from about 688 feet along Auction Yard Road to about 728 feet at the southeastern corner of the parcel at the intersection of Hooker Creek Road and Snively Road. The terrain is incised by relatively broad west-trending swales.

According to the State Department of Conservation's *Deep-Seated Landslide Susceptibility Mapping and Recent Fire Perimeters*, the majority of the Project site is identified as a Class 0 – Very Low Landslide Susceptibility rating.[53] There is a small drainage about 350 feet in length located near the northwest corner of the Project site encompasses approximately 1,300 square feet. The drainage area has a Susceptibility Class V rating, which is considered High. However, to develop the Project, this area will be graded and filled, thereby placing the entire Project site in a Class 0—Very Low Landslide Susceptibility area.

REGULATORY SETTING

This section summarizes current federal, State, and local regulations relevant to the review of *Geology and Soils* for this Project. Ordinances, regulations, or standards that are applicable to the environmental review of potential impacts related to geology and soils include the following:

Alquist-Priolo Earthquake Fault Zoning Act

The *Alquist-Priolo Earthquake Fault Zoning Act*, passed in 1972 (originally enacted as the Alquist-Priolo Special Studies Zones Act and renamed in 1994), aims to reduce the risk to life and property from surface fault rupture during earthquakes. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The *Alquist-Priolo Act* requires the State Geologist to establish regulatory zones known as "*Earthquake Fault Zones*" around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Local agencies must regulate most development projects, including all land divisions and most structures for human occupancy in the zones.

Seismic Hazard Mapping Act

"The *Seismic Hazard Mapping Act* (*SHMA*) *of 1990* (*Public Resources Code, Chapter 7.8, Section 2690-2699.6*) directs the Department of Conservation, California Geological Survey to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking."[54] The *Act* was adopted by the state in 1990 to protect the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey prepares seismic hazard zone maps and provides them to local governments. These maps identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures.. *SHMA* requires responsible agencies to only approve projects within seismic hazard zones following a site-specific investigation to determine if the hazard is present and, if so, to include appropriate mitigation measures. Additionally, the SHMA requires real estate sellers and agents to disclose at the time of sale whether a property is located within one of the designated seismic hazard zones.

2022 California Building Code

The *California Building Code* (*CBC*), codified in *CCR Title 24, Part 2*, was promulgated to safeguard public health, safety, and general welfare by establishing minimum standards related to structural strength,

[53]California Department of Conservation. *Deep-Seated Landslide Susceptibility Mapping and Recent Fire Perimeters*. Available at https://maps.conservation.ca.gov/cgs/firelandslide/. Accessed September 4, 2024

[54] California Department of Conservation. *California Seismic Hazard Zones*. Available at https://www.conservation.ca.gov/cgs/hazards/seismic-hazards-mapping-act. Accessed September 5, 2024.

egress facilities, and general building stability. The purpose of the *CBC* is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. *Title 24* is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in *Title 24*, or they are not enforceable.

Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update

The *Tehama County Multi-Jurisdictional Hazard Mitigation Plan* states that "Tehama County does not have an extensive earthquake history. According to the *California State Hazard Mitigation Plan*, Tehama County had only one occurrence of earthquake activity that caused any measurable damage from 1800 to 2007. The only known seismic activity in the planning area (Tehama County) occurred in concurrence with the volcanic eruption of Lassen Peak in 1914. There has been no declared disaster activity for earthquakes within the planning area since 1950.

The risk of seismic hazards to residents of Tehama County is based on the approximate location of earthquake faults within and outside the region. "The Uniform California Earthquake Rupture Forecast, Version 3 (UCERF3) 6 is a comprehensive model of earthquake occurrence for California. It represents the best available science for authoritative estimates of the magnitude, location, and likelihood of potentially damaging earthquakes in California. According to UCERF3 and as shown in Figure 4-33, the Battle Creek fault is the only rated fault within the county and it has a 1% or less likelihood of producing an 6.7 magnitude or greater earthquake in a given 30-Year period."[55] "

Tehama County General Plan Update 2009-2029

The *Tehama County General Plan Safety Element*[56] provides the following geologic and seismic hazard policies applicable to the proposed Project.

- *SAF-4.1.* The County shall require that all construction comply with the California Building Code, including the requirements for seismic design.
- *SAF-4.2.* The County shall require that all new development and redevelopment projects that have the potential for seismic or geological hazards, including liquefaction, landslides, and expansive soils, be subject to geotechnical evaluation prior to approval.
- *SAF-4.3.* The County shall maintain current information on seismic and geologic hazards.
- *SAF*-4.4. The County shall incorporate seismic and geologic hazards mitigation measures into County ordinances and procedures.

IMPACT ANALYSIS

Project-related information provided by the applicant, geologic maps, and information available from Tehama County for the Project area were reviewed. The evaluation of the potential impacts is based on information obtained from the January 12, 2023, Bajada Geosciences, Inc., *Geotechnical Report, Cottonwood Travel Center, Tehama County, California* report (refer to **Attachment E**), the Department of

[55] Tehama County. April 2025. *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update*. Page 4-105.

[56] On September 18, 2025, the Planning Commission recommended that the Board of Supervisors consider for approval in October 2025, amending the *General Plan Safety Element*. The amendment incorporates the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update* into the *Safety Element*. There were no other revisions to the *Safety Element* other than those incorporating by reference the *Multi-Jurisdictional Hazard Mitigation Plan 2025 Update* into the *Safety Element*.

Conservation, *Tehama County USDA Soil Survey*, *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update*, *Tehama County General Plan Update 2002-2029*, applicable Tehama County policies and codes, and the *2022 California Building Code*.

The following includes an analysis of environmental parameters related to *Geology and Soils* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

VII. GEOLOGY AND SOILS: Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. Rupture of a known earthquake fault:

Sacramento Valley, which forms the northern portion of the province, is about 150 miles long. Active faults are defined as faults that have had surface displacement in the Holocene epoch (in the past 11,000 years) based on *California Code of Regulations* (*CCR*) *Division 2, Title 14*, also known as the *Alquist-Priolo Earthquake Fault Zoning Act* (*A-P Act*). Potentially active faults are defined by the *A-P Act* as faults showing surface displacement during mid to late Quaternary time (about 1.6 million years before present) that have a relatively high potential for ground

rupture. Quaternary faults that do not record evidence of Holocene surface displacement are generally not considered as being active by the State. In addition, the California Geologic Survey (CGS) evaluates the activity rating of a fault in *Fault Evaluation Reports* (*FER*). *FERs* compile available geologic and seismologic data and evaluate if a fault should be zoned as active, potentially active, or inactive. If a *FER* evaluates a fault as active, then it is typically incorporated into a *Special Studies Zone* in accordance with the *Alquist-Priolo Earthquake Hazards Act*.

The Project site is not located within an *Alquist-Priolo Earthquake Fault Zone* and no Holocene-active faults are known to pass through the Project site (Jennings, 1994). However, a number of Pre-Holocene and Age Undetermined faults are located in the Project region. The closest Holocene-active fault is the Hat Creek/McArthur fault system located about 49 miles northeast of the site. The closest Pre-Holocene or Age Undetermined fault to the site is the Battle Creek fault located about 7.5 miles north of the Project site.

Whereas it has been determined that "Tehama County is in a moderate risk area" for a seismic event to occur, impacts are considered ***potentially significant***; however, the County requires that all structures be designed and constructed per Building Code requirements, thereby reducing potential earthquake events to a ***less than significant*** level.

ii. Strong seismic ground shaking:

The entire northern California region is subject to the potential for moderate to strong seismic shaking due to distant seismic sources. Seismic shaking can be generated on faults many miles from the Project vicinity. An earthquake is caused by a sudden slip on a fault. Stresses in the earth's outer layer push the sides of the fault together. Stress builds up, and the rocks slip suddenly, releasing energy in waves that travel through the earth's crust and cause the shaking that is felt during an earthquake. Renewed activity at Mt. Shasta or Mt. Lassen would presumably be associated with seismicity and potentially strong ground shaking. Seismic shaking potential is, therefore, a regional hazard; the hazard is not higher or lower at the Project site than throughout the region.

"Earthquake hazard assessment is also based on expected ground motion. This involves determining the annual probability that certain ground motion accelerations will be exceeded and then summing the annual probabilities over the time period of interest. The most commonly mapped ground motion parameters are the horizontal and vertical peak ground accelerations (PGA) for a given soil or rock type. Instruments called accelerographs record levels of ground motion due to earthquakes at stations throughout a region. These readings are recorded by state and federal agencies that monitor and predict seismic activity."[57]

"Probabilistic evaluations of horizontal strong ground motion that could affect the site were performed using attenuation evaluation methods provided by the U.S. Geological Survey (USGS, 2022). The evaluations were performed using an estimated shear wave velocity in the upper 100 feet of the profile of 537 meters per second. Evaluations were performed for upper-bound (UBE) and design-basis (DBE) probabilistic exposures. The UBE corresponds to horizontal ground accelerations having a 10 percent probability of exceedance in a 100-year exposure period, with a statistical return period of 949 years. The DBE corresponds to horizontal ground accelerations

[57] Tehama County. April 2025. *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update*. Page 4-103.

having a 10 percent probability of exceedance in a 50-year exposure period, with a statistical return period of 475 years."[58]

Although the County is at a relatively moderate risk of exposure to strong seismic shaking overall, it is worth noting that no region is immune to potential earthquake damage. The seismic shaking potential at the Project site is considered "Strong." The impact discussion for VII. a).i., notes that all structures are required to be designed and constructed according to the Building Code, thereby reducing strong seismic ground shaking to a ***less than significant*** level.

iii. Seismic-related ground failure, including liquefaction:

Liquefaction is described as the sudden loss of soil shear strength due to a rapid increase of soil pore water pressures caused by cyclic loading from a seismic event. In simple terms, it means that liquefied soil acts more like a fluid than a solid when shaken during an earthquake. For liquefaction to occur, the following are needed:

- Granular soils (sand, silty sand, sandy silt, and some gravels);
- A high groundwater table; and
- A low density in the granular soils underlying the site.

If these criteria are present, there is a potential for the soils to liquefy during a seismic event. The adverse effects of liquefaction include local and regional ground settlement, ground cracking and expulsion of water and sand, the partial or complete loss of bearing and confining forces used to support loads, amplification of seismic shaking, and lateral spreading. In general, the effects of liquefaction on the proposed Project could include:

- Lateral spreading
- Vertical settlement; and/or
- The soils surrounding lifelines can lose their strength, and those lifelines can become damaged or severed.

Lateral spreading is defined as lateral earth movement of liquefied soils, or soil riding downslope on a liquefied soil layer toward an unsupported slope face, such as a creek bank or an inclined slope face. In general, lateral spreading has been observed on slopes with low to moderate gradients.

Stiff to hard fine-grained soils (clays) and moderately dense to very dense granular soils were the predominant sediments encountered beneath the ground surface. Additionally, Project site observations and data research indicate that the groundwater table is located more than 150 feet below the site. Based on this information, liquefaction has a low potential to adversely affect the Project, resulting in a ***less than significant impact***.

iv. Landslides:

The Project site is located on slightly inclined slopes. No natural slope instabilities, either incipient, active, or dormant, were observed. Natural slope failure has a low potential to adversely affect the Project, and the potential impact is considered ***less than significant***.

[58] Bajada Geosciences, Inc. January 12, 2023. *Geotechnical Report Cottonwood Travel Center.* Page 8

b) *Result in substantial soil erosion or the loss of topsoil?*

According to the USDA-NRCS *Official Soil Series Descriptions*, the erosion potential for Corning-Newville gravelly loams with 3 to 10 percent slopes in Tehama County is considered to be high. These soils are typically found on fan remnants and terraces, and their gravelly nature combined with the slope gradient makes them susceptible to erosion, especially during heavy rainfall or improper land management.

During tree removal, earthmoving, and overall Project site grading, infrastructure and building construction, the existing vegetation cover, soil, and drainage systems on the Project site will be significantly altered. During these activities, the Project site would be exposed to wind and water erosion, which could adversely affect surface water quality which would result in ***potentially significant impacts*** unless mitigation measures are implemented.

Proposed Project construction activities could result in substantial stormwater discharges of suspended solids and other pollutants into existing drainage channels to the west and south of the Project site. Construction-related chemicals (fuels, paints, adhesives, etc.) could be washed into surface waters by stormwater runoff. The deposition of pollutants (gas, oil, etc.) onto the ground surface by construction vehicles could similarly result in the transport of pollutants to surface waters by stormwater runoff or from seepage of such pollutants into the groundwater. Increased turbidity could result in ***potentially significant impacts*** on fish and wildlife in local water courses to the east and south.

Non-stormwater discharges could result from activities such as discharge or accidental spills of hazardous substances such as fuels, oils, concrete, paints, solvents, cleaners, or other construction materials.

However, local, state, and federal laws and regulations will require the Project to comply with the following:

1. *Industrial General Stormwater Permit* (*IGSP*) for both construction and operation. Prior to any Site grading, the Project shall file a *Notice of Intent* (*NOI*) under the *IGSP* and develop a *Stormwater Pollution Prevention Plan* (*SWPPP*) associated with the *IGSP*. The *SWPPP* shall identify and specify the use of erosion sediment control *BMPs*, means of waste disposal, non-stormwater management controls, and inspection and maintenance responsibilities. The *SWPPP* shall also specify the pollutants likely to be used during construction, which could be present in stormwater drainage and non-stormwater discharges. A sampling and monitoring program shall be included in the *SWPPP* that meets the requirements of *State Water Resources Control Board* (SWRCB) *Order 99-08-DWQ* to ensure the *BMPs* are effective. **Figure HWQ-2 Potential Pollutant Sources and Corresponding Best Management Practices (BMPs)** in **SECTION X – HYDROLOGY & WATER QUALITY** provides examples of stormwater-control *BMPs* that could be implemented for the proposed Project.

   Construction and operational techniques shall be identified as part of the *IGSP* that would reduce the potential runoff and the *SWPPP* shall identify the erosion and sedimentation control measures to be implemented. The *SWPPP* shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. *BMPs* identified in the *SWPPP* shall be used in subsequent site construction activities. The *SWPPP* shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for

BMPs specified in the *SWPPP*. The *SWPPP* shall also identify the appropriate personnel responsible for supervisory duties related to the implementation of the *SWPPP*. All construction contractors shall retain a copy of the approved *SWPPP* on the construction site.

2. One of the primary agencies that regulate hazardous materials is the Cal EPA. The state, through Cal EPA, is authorized by the EPA to enforce and implement certain federal hazardous materials laws and regulations. The California DTSC, a department of the Cal EPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the *RCRA* and the *California Health and Safety Code*. The DTSC requirements include the need for written programs and response plans, such as *Hazardous Materials Business Plans* (*HMBP*). DTSC programs include dealing with cleanups of improper hazardous waste management; evaluation of samples taken from sites; enforcement of regulations regarding the use, storage, and disposal of hazardous materials; and encouragement of pollution prevention.

3. The Tehama County Environmental Health Department is the administering agency and the *Certified Unified Program Agency* (*CUPA*) for Tehama County, with responsibility for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, above-ground storage tanks, and stationary sources handling regulated substances. An *HMBP* is required of businesses, which will include the proposed Project, in Tehama County that handle, use, generate, or store hazardous materials. The primary purpose of this plan, to be located on-site, is to provide readily available information regarding the location, type, and health risks of hazardous materials to emergency response personnel, authorized government officials, and the public. Large cases of hazardous materials contamination or violations are referred to the CVRWQCB and DTSC. In addition, the Project will be required to meet applicable County Fire requirements related to the storage and use of hazardous materials onsite.

   Additionally, and where feasible, dry-cleaning methods such as vacuuming and dry sweeping for the fueling islands should be implemented rather than water-washing methods such as using a water hose. Routine dry sweeping throughout the parking, driveway, and fueling areas shall be conducted. When necessary, power washing shall be concentrated and mopped as quickly as possible afterward.

In summary, the implementation of the aforementioned regulatory measures, which the Project will be required to comply with since they are local, state, and federal laws and regulations, would minimize erosion from site soils and largely capture pollutants on the Project site. Also, implementing the spill prevention and cleanup plans would limit the potential for hazardous material spills to adversely affect stormwater quality, as discussed in **SECTION IX. HAZARDS AND HAZARDOUS MATERIALS**. Potential impacts are considered ***less than significant***.

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?*

Refer to impact discussion VII.a i) through iv). Based on the Project's *Geotechnical Report* and adherence to Building Code requirements, Project design and construction would reduce potential applicable impacts to a ***less than significant level***.

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

"There is a direct relationship between the plasticity of a soil and the potential for expansive behavior, with expansion potential generally increasing as the Plasticity Index (PI) of a soil increases, as shown in the *Expansion Potential – Plasticity Index Correlation* table in the *Geotechnical Report* (from Day, 1999). Thus, granular soils typically have a low potential to be expansive, whereas fine-grained clay-rich soils can have a low to high expansion potential depending on various factors, including the quantity and type of clay minerals present. Atterberg limit testing performed on four selected soil samples taken at the site recorded PIs ranging from 17 to 33, with an average of about 23. Soils having these PIs have a medium to high expansion potential, as noted in the following table (Day, 1999)."[59]

Based on the results of laboratory testing, the *Geotechnical Report* determined that the on-site, near-surface fine-grained soils have a medium to high expansion potential. However, based on the Project's *Geotechnical Report* and adherence to *Building Code* requirements, Project design and construction would reduce potential applicable impacts to a ***less than significant level***.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The proposed Project wastewater will be treated to secondary standards to meet the effluent limitations of the RWQCB *General Waste Discharge Requirements* for small wastewater systems that discharge to land. An alternative wastewater treatment and disposal system is proposed. Based on the volume and anticipated quality, wastewater will be treated to meet the biological oxygen demand and nitrogen limits. Wastewater effluent from the C-Store, restaurants, restrooms, and shower facilities will flow into an underground equalization tank and then into a septic tank. From there, the wastewater will flow to a secondary treatment system area and be treated by an Orenco AdvanTex system or a similar system. The treated effluent will then be pumped from the secondary treatment system to a subsurface drip system in an on-site dispersal field of about 0.83 acres. The design of the dispersal field area is based on a disposal rate of 25,000 GPD and soil percolation data that shows a percolation rate of approximately 15 minutes per inch (mpi). A replacement area, if ever needed, also approximately 0.83 acres in size, will be provided and maintained in its undeveloped state, with natural grasses providing vegetative cover. The wastewater dispersal field, also known as a leach field, will be located in the eastern portion of the site, parallel to Snively Road.[60]

To assist in the evaluation of on-site waste disposal requirements, percolation testing was performed at selected sites within the proposed Project site by Bajada Geosciences, Inc. The results were documented in the *Geotechnical Report, Cottonwood Travel Center Tehama County, California*. Percolation tests were performed in accordance with Tehama County standards and recommendations within the Manual of Septic Tank Practice (U.S. Department of Health, Education & Welfare, 1969). In addition to the field percolation tests, laboratory permeability tests were performed on three selected soil samples obtained during the drilling process by Bajada Geosciences personnel.

The Bajada Geosciences *Geotechnical Report* was reviewed by Lawrence & Associates Certified Hydrogeologist Bonnie E. Lampley, who determined that the soils were capable of adequately supporting the proposed alternative wastewater disposal system for the Project. Lawrence & Associates prepared a

[59] Bajada Geosciences, Inc. January 22, 2023. *Geotechnical Report, Cottonwood Travel Center, Tehama County, California.* Page 11.

[60] Refer to **SECTION X. HYDROLOGY AND WATER QUALITY** for an in-depth discussion of the proposed alternative wastewater treatment system.

preliminary alternative wastewater collection, treatment, and dispersal system design and evaluated potential water-quality impacts associated with the proposed Project's wastewater system.

Refer to **Attachment H** to review the *Water-Quality Impact Analysis for the Proposed Cottonwood Travel Center.* It has been determined that there will be ***less than significant impacts*** associated with the Project soils supporting an alternative wastewater system.

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

No paleontological resources or unique geologic features have been identified, and the potential for their occurrence is considered minimal. ***No impact*** is anticipated in this regard.

MITIGATION MEASURES

The proposed Project will be required to comply with all local, state, and federal laws, regulations, codes, and policies. Therefore, ***no mitigation measures*** are required.

FINDINGS

Based on the review of the information above, the implementation of the proposed Project will have an overall ***less than significant impact*** with respect to *Geology and Soils*.

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SECTION VIII – GREENHOUSE GAS EMISSIONS

This section of the *Initial Study* evaluates greenhouse gas (GHG) emissions associated with the proposed Project and analyzes Project compliance and consistency with applicable plans, policies, and regulations as well as the introduction of new sources of GHGs is included in this section. The majority of the ensuing discussion and evaluations are from the ESA, *Air Quality Greenhouse Gas, and Energy Technical Report* dated October 2024. Refer to **Attachment B**.

ENVIRONMENTAL SETTING

"Global warming" and "climate change" are common terms used to describe the increase in the average temperature of the Earth's near-surface air and oceans since the mid-20th century. Natural processes and human actions have been identified as impacting climate. Since the 19th century, increasing GHG concentrations resulting from human activity, such as fossil fuel combustion, deforestation, and other activities, are believed to be a major factor in climate change. GHGs in the atmosphere naturally trap heat by impeding the exit of solar radiation – a phenomenon sometimes referred to as the "greenhouse effect." Some GHGs occur naturally and are necessary for keeping the Earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have trapped solar radiation and decreased the amount reflected back into space, intensifying the natural greenhouse effect and resulting in the global average temperature increase.

Carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are the principal GHGs. When the concentration of these gases exceeds historical concentrations in the atmosphere, the greenhouse effect is intensified. CO_2 is the reference gas for climate change, as it is the GHG emitted in the highest volume. The effect of each GHG on global warming is the product of the mass of their emissions and their global warming potential (GWP). GWP indicates how much a gas is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO_2. For example, CH_4 and N_2O are substantially more potent GHGs than CO_2, with GWPs of approximately 25 and approximately 298 times that of CO_2, which has a GWP of 1.[61]

In emissions inventories, GHG emissions are typically reported as metric tons of CO_2 equivalents (MT CO_2e). CO_2e is calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH_4 and N_2O have much higher GWPs than CO_2, CO_2 is emitted in higher quantities and accounts for the majority of GHG emissions in CO_2e, both from developments and human activity in general.

The primary generators of GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions are comprised of carbon dioxide (CO_2). The majority of CO_2 is generated by petroleum consumption associated with transportation and coal consumption associated with electricity generation. The remaining emissions are predominately the result of natural gas consumption associated with a variety of uses.

REGULATORY SETTING

This section summarizes current federal, State, and local ordinances, regulations, or standards applicable to the environmental review of potential impacts related to *Greenhouse Gas Emissions* for the proposed Project.

[61] California Air Resources Board. 2022. *GHG Global Warming Potentials*. Available at https://ww2.arb.ca.gov/ghg-gwps.

California Renewable Portfolio Standard

In 2002, California established a *Renewable Portfolio Standard* (*RPS*) that requires a retail seller of electricity to include in its resource portfolio a certain amount of electricity from renewable energy sources, such as wind, geothermal, small hydro, and solar energy. The retailer can satisfy this obligation by using renewable energy from its own facilities, purchasing renewable energy from another supplier's facilities, using *Renewable Energy Credits* (*RECs*) that certify renewable energy has been created, or a combination of all of these. California's *RPS* requirements have been accelerated and expanded a number of times since the program's inception. Most recently, then-Governor Jerry Brown signed into law *Senate Bill* (*SB*) *100* in September 2018, which requires utilities to procure 60 percent of their electricity from renewables by 2030 and sets as a state policy that state agencies and end-use retail customers receive 100 percent of energy from renewable and zero-carbon resources by 2045. In addition, *SB 350* requires California utilities to develop *Integrated Resource Plans* (*IRPs*) that incorporate a GHG emission reduction planning component. Compliance with the California *RPS* requires PG&E to develop and implement an *IRP* that demonstrates they are on schedule to comply with the goals of providing 60 percent renewable sources by 2030. To ensure retail sellers meet their *RPS* requirements, the California Public Utilities Commission (CPUC) is responsible for establishing enforcement procedures and imposing penalties for non-compliance with the program (CPUC, 2018).

Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Arnold Schwarzenegger established *Executive Order S-3-05*. This order sets forth target dates by which statewide GHG emissions would be reduced. These include reducing GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. The first and second goals became law by the legislation known as *AB 32*, or the *Global Warming Solutions Act of 2006*, which gave the California Air Resources Board broad authority to implement a market-based system (also known as cap-and-trade) to achieve these goals.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

The primary legislation that has driven GHG regulation and analysis in California is the *California Global Warming Solutions Act of 2006* (*AB 32*; *California Health and Safety Code Division 25.5, Sections 38500 - 38599*), which instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions – a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. The act directed CARB to set a greenhouse gas emissions limit based on 1990 levels, to be achieved by 2020. The limit was 431 million metric tonnes of carbon dioxide equivalent (MMTCO2e).[62] The bill set a timeline for adopting a scoping plan that would be updated every five years to achieve GHG reductions in a technologically and economically feasible manner. In December 2022, CARB adopted a *Climate Change Scoping Plan* to guide state policies to meet its targets to cut emissions by at least 40% by 2030 (from 1990 levels) and achieve net-zero emissions by 2045.

Executive Order B-30-15

In April 2015, Governor Edmund G. Brown, Jr. signed *Executive Order B-30-15* to establish an interim GHG reduction goal of 40 percent below 1990 levels by 2030 for California. This target GHG reduction by 2030

[62] California Air Resources Board, *GHG 1990 Emissions Level & 2020 Limit*. Available at https://ww2.arb.ca.gov/ghg-2020-limit. Accessed September 4, 2024.

would allow California to reach the ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by the year 2050.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

On September 8, 2016, Governor Jerry Brown signed *Senate Bill 32* (Pavley - *Chapter 249, Stats. of 2016*), requiring California to reduce GHG emissions to 40 percent below 1990 levels by 2030. SB 32 states that: "In adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by this division, the state [air resources] board shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030." *SB 32* codifies the interim target created by *EO B-30-15* for 2030.

CARB Climate Change Scoping Plan

The California Air Resources Board (CARB) adopted the *Climate Change Scoping Plan* (*Scoping Plan*) to achieve the goals of *AB 32*. The *Scoping Plan* establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual"). The *Scoping Plan* functions as a roadmap to achieve GHG reductions in California required by *AB 32* through subsequently enacted regulations. *AB 32* requires CARB to update the *Scoping Plan* at least once every five years. CARB adopted the first major update to the *Scoping Plan* on May 22, 2014. The updated *Scoping Plan* summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by *AB 32*. The 2020 goal was ultimately reached in 2016–four years ahead of the schedule called for under *AB 32*.

On December 14, 2017, CARB adopted a second update to the *Scoping Plan*.[63] The 2017 *Scoping Plan* details how the State will reduce GHG emissions to meet the 2030 target set by *Executive Order B-30-15* and codified by *SB 32*. Other objectives listed in the 2017 *Scoping Plan* are to provide direct GHG emissions reductions, support climate investment in disadvantaged communities, and support the Clean Power Plan and other Federal actions.

As previously noted, in December 2022, CARB adopted a *Scoping Plan* to guide state policies to meet its targets to cut emissions by at least 40% by 2030 (from 1990 levels) and achieve net-zero emissions by 2045. The 2022 update assesses progress toward achieving the State's 2030 emissions reduction goal and draws on a decade and a half of proven regulations, incentives, and carbon pricing policies alongside new approaches to outline a balanced and aggressive course of effective actions to achieve carbon neutrality by 2045 or sooner. This includes an unprecedented pace of actions to develop the clean energy foundation on which to build the low-carbon economy.[64]

[63] California Air Resources Board, *California's 2017 Climate Change Scoping Plan*. Available at https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed May 9, 2018.

[64] California Air Resources Board, *California's 2022 Climate Change Scoping Plan Fact Sheet*. Available at https://ww2.arb.ca.gov/resources/fact-sheets/californias-2022-climate-change-scoping-plan-fact-sheet/printable/print. Accessed September 4, 2024.

California Building Energy Efficiency Standards and Green Building Standards

The *California Building Standards Code*, also known as *Title 24* of the *California Code of Regulations*, regulates how each new home and business is built or altered in California. It includes requirements for the structural, plumbing, electrical, and mechanical systems of buildings, as well as for fire and life safety, energy conservation, green design, and accessibility within and around buildings. Two sections of *Title 24–Part 6, the California Energy Code*, and *Part 11, the California Green Building Standards Code* or the *CALGreen Code,* contain standards that address construction-related GHG emissions.

The 2022 *Title 24, Part 6 Standards* were formally adopted in August 2021 and went into effect on January 1, 2023, as did *Part 11, the California Green Building Standards Code*. A supplement took effect on July 1, 2024, for the *CALGreen Code*.

Tehama County Air Pollution Control District

The Tehama County Air Pollution Control District (TCAPCD) does not have an adopted *Climate Action Plan*, greenhouse gas threshold of significance, or guidance document for assessing project-level greenhouse gas impacts under *CEQA*. TCAPCD is designated by law to adopt and enforce State and Federal regulations to achieve and maintain ambient air quality standards. Additionally, the TCAPCD adopts and enforces controls on stationary sources of air pollutants. All projects are subject to applicable TCAPCD rules and regulations.

There are currently no State or local *CEQA* thresholds for GHG emissions; however, *CEQA Guidelines Section 15064.4* states that a lead agency has the discretion to determine whether to use a model or methodology to quantify GHG emissions or to rely on a qualitative or performance-based standard. The GHG analysis shall consider (1) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and (3) the extent to which the project complies with any regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. If there is substantial evidence that the potential effects of a project are still cumulatively considerable even with compliance with adopted regulations or requirements, an Environmental Impact Report must be prepared for the project.

IMPACT ANALYSIS

At the local level, the TCAPCD has established a threshold for CO2 and CO2e of 900 metric tons per year for a Project; however, the TCAPCD does not establish or define whether the threshold applies to construction, stationary sources, or land development projects.

All projects subject to *CEQA* review will be considered in the context of GHG emissions and climate change impacts. *CEQA* documents must include quantifying GHG emissions from all project sources and a feasible plan to minimize and mitigate GHG emissions. The proposed Project would generate GHG emissions through short-term construction and long-term operational activities.

The following includes an analysis of environmental parameters discussed in the ESA, *Air Quality Greenhouse Gas, and Energy Technical Report* (refer to **Attachment B**) related to *Greenhouse Gas Emissions* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

VIII. **GREENHOUSE GAS EMISSIONS:** Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

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

Construction

The combustion of diesel fuel to provide power for the operation of various construction equipment and gasoline for worker commutes results in the generation of GHGs. Construction emissions associated with the Project were estimated using Project-specific information. Appendix A in the Air *Quality Greenhouse Gas, and Energy Technical Report* (refer to **Attachment B**) contains the data and assumptions used to estimate the construction-phase GHG emissions that would be associated with the proposed Project.

CO_2, CH_4, and N_2O emissions from off-road construction equipment and construction vehicle trips were derived from the *CalEEMod* run to estimate criteria air pollutant emissions. N_2O and CH_4 emissions were multiplied by their respective Global Warming Potentials GWPs (25 and 298) and added to the CO_2 emissions to obtain CO_2e emissions.

Table GHG-1, ANNUAL PROJECT CONSTRUCTION GHG EMISSIONS, shows that the proposed Project construction would generate a total of approximately 1,555 $MTCO_2e$ over the 18-month construction period, with annual amortized averages for Project construction emissions of 51.8 MTCO2e.

Table GHG-1
Annual Project Construction GHG Emissions

Construction Year	CO_2e metric tons/year
2025	835
2026	718
2027	1.6
Total	1,554.6
Amortized	**51.8**

Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalent

Construction-related GHG emissions were amortized over 30 years, which is a commonly accepted method for including construction emissions as part of the Project's average annual emissions.

Source: Data compiled by Environmental Science Associates in 2024 (Appendix A)

Appendix A, in the *Air Quality Greenhouse Gas and Energy Technical Report (*refer to **Attachment B***),* contains details on the calculations and assumptions used to estimate construction GHG emissions, as well as model outputs.

The Tehama County APCD does not adopt significance thresholds for construction-related GHG emissions in its most recently published 2015 *CEQA* Guidelines.[65] However, the District has established an annual

[65] Tehama County APCD 2015. *Air Quality Planning & Permitting Handbook*. April 2015. Available at http://tehcoapcd.net/PDF/CEQA%20Handbook%20Mar%202015%20Final.pdf.

threshold for CO_2e and construction GHG emissions, which will be amortized over the Project's life and added to the operational CO_2e emissions.

Operations

Emissions during proposed Project operations would occur from vehicle trips to the Project site, on-site energy use, emergency diesel generator testing and maintenance, and other on-site area sources, such as landscape maintenance and use of consumer cleaning products. Indirect emissions would result from the electricity used to power the proposed Project, the treatment and transportation of water and wastewater, and the disposal of generated solid waste. The proposed Project operational emissions are presented in **Table GHG-2, ANNUAL PROJECT OPERATIONAL GHG EMISSIONS**.

Table GHG-2
Annual Project Operational GHG Emissions

Operational Source	CO_2e metric tons/year
Mobile	172.1
Area	0.51
Energy	279.0
Waste	75.1
Water	26.5
Refrigerant	129.4
Emergency Generator	37.1
Amortized Construction	51.8
Total Project Operations	**771**
Threshold of Significance	900
Potentially Significant Impact?	No

Sources: Data compiled by ESA in 2024 (Appendix A to this checklist)

As shown in **Table GHG-2**, the GHG proposed Project operational emissions would not exceed the TCAPCD GHG threshold, resulting in a ***less than significant impact*** with respect to GHG emissions.

Cumulative Options

As discussed under **Section III. Air Quality**, Issue B, the traffic analysis included two cumulative operational options as part of the Mobility Assessment (Non-*CEQA* Assessment) to assess roadway capacity: *Option A*, Background Growth without the Potential Future Nine-Mile Hill Development, and *Option B*, which included the Background Growth with the Potential Future Nine-Mile Hill Development. The analysis presented thus far is for the conditions under *Option A*, and the findings of the *Option A* operational analysis and mobile emissions estimates, presented in **Table GHG-2**, are ***less than significant***.

The operational conditions under *Option B* were addressed by assessing the turning movements associated with trips to the proposed Project. The analysis found no change in peak hour vehicle counts for the turning motions going into the proposed Project site between *Option A* and *Option B*. Details of the comparative peak hour intersection vehicle count assessment are presented in Appendix A in the *Air Quality Greenhouse Gas, and Energy Technical Report* (refer to **Attachment B**). Therefore, it is anticipated that the proposed Project under the *Option B Cumulative* scenario would not generate more trips than those under *Option A*. The GHG emissions from the *Option B Cumulative* scenario would be the same as under *Option A*; therefore, the GHG impacts *are* ***less than significant***.

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

In response to *AB 32* GHG reduction goals, CARB adopted the *Climate Change Scoping Plan*, which outlined a framework for achieving the emission reduction goals set in the *California Global Warming Solutions*

Act. The *Scoping Plan* was most recently updated in 2017 (CARB 2017) to address California's 2030 GHG target and how the State can reach the 2030 climate target established by *SB 32* while making substantial advancements toward the 2050 climate goal established by *Executive Order* (*EO*) *S-3-05* (2005).

The proposed Project would generate GHG emissions primarily from construction activities, energy use, refrigerants, and mobile emissions during operations. None of the actions in the 2017 *Scoping Plan Update* contain any actions or measures that address GHG emissions from construction. The proposed Project's solar canopy structures power the EVSE charging stations and will be supplemented by PG&E power when necessary. The electricity supplied by PG&E is required to comply with *SB 100* and the *Renewable Portfolio Standard* (*RPS*). *SB 100* requires the proportion of electricity from renewable sources to be 60 percent by 2030 and 100 percent renewable power by 2045. Project construction activities would comply with state and local requirements designed to minimize idling and associated emissions, thereby reducing fuel use. Specifically, pursuant to *13 CCR Sections 2485* and *2449*, the idling of commercial vehicles over 10,000 pounds and off-road equipment over 25 horsepower would be limited to a maximum of five minutes. Fuel use for Project construction would be consistent with typical construction and manufacturing practices and energy standards, such as the Energy Policy Act of 1975 and 2005, which promote strategic planning and building standards that reduce the consumption of fossil fuels, increase the use of renewable resources, and enhance energy efficiency.

The proposed Project would be consistent with the plans and policies described above, plus the Project would comply with state and local regulations and thresholds and would, therefore, have a ***less than significant impact***.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Based on the review of the information evaluated, the implementation of the proposed Project will have a ***less than significant impact*** regarding *Greenhouse Gas Emissions*.

DOCUMENTATION AND REFERENCES

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SECTION IX – HAZARDS AND HAZARDOUS MATERIALS

Hazards are physical safety factors that can cause injury or death. While they may not pose a significant safety hazard to the public on their own, they can exacerbate hazardous conditions when combined with project development. Hazardous materials are typically chemicals or processes used or generated by a project that could harm people working at the site or in adjacent areas. Many of these chemicals can cause hazardous conditions to occur if they are improperly disposed of or accidentally spilled during project development or operations.

Hazardous materials generally refer to hazardous substances, hazardous waste, and other materials that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. The term "hazardous materials," as used in this section, includes all materials defined in the *California Health and Safety Code Section 25501(n)*: "A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. 'Hazardous materials' include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment."

This section of the *Initial Study* aims to identify, to the extent feasible, the potential hazards associated with historical and current site uses, surrounding lands, and recognized environmental conditions in connection with the Project site and potential risks to human health.

Much of the evaluation of the potential impacts is based on information obtained from the May 15, 2022, *Phase I Environmental Site Assessment Intersection of Auction Yard Road, Hooker Creek Road, and Snively Road, Cottonwood, California* report (refer to **Attachment I**) prepared by ROUX Associates, Inc. and the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update*.

ENVIRONMENTAL SETTING

Interstate 5 and state highways, rail, and pipeline infrastructure, as well as the widespread use of chemicals in agriculture throughout Tehama County, increase the risk of hazardous material incidents. Tehama County has designated specific routes for the transportation of hazardous materials to ensure safety and compliance with regulations. These routes and descriptions are identified in the *National Hazardous Materials Route Registry*.[66]

I-5, approximately 120 to 280 feet to the west of the Project site, is a significant route for the transportation of various types of hazardous materials, including flammable liquids, gases, and corrosives. Specifically, the commonly transported hazardous materials along I-5 in Northern California include:

- Flammable Liquids: Such as gasoline, diesel, and ethanol.
- Gases: Including propane, natural gas, and chlorine.
- Corrosives: Like sulfuric acid and hydrochloric acid.
- Toxics: Such as pesticides and industrial chemicals.

[66] U.S. Department of Transportation. Federal Motor Carrier Safety Administration. December 22, 2021. *National Hazardous Materials Route Registry – California*. Available at https://www.fmcsa.dot.gov/regulations/hazardous-materials/national-hazardous-materials-route-registry-california. Accessed September 6, 2024.

- Radioactive Materials: Used in medical and industrial applications.
- Explosives: Including fireworks and ammunition.

Transporters of hazardous materials must comply with strict regulations, such as obtaining proper permits, using appropriate packaging, and displaying warning placards on their vehicles.[67]

As noted, Roux Associates, Inc. (Roux) performed a *Phase I Environmental Site Assessment* (*ESA*) that included the three Project site parcels. The Property was completely undeveloped until at least the early 1960s, when a residential home was constructed at 17265 Snively Road, which still exists at the time Phase I was prepared. 1-5 was constructed around this time. The remainder of the Project site has remained vacant and undeveloped. Land in the vicinity of the Project site is comprised of commercial businesses to the north and southeast, and residential uses primarily to the east and northeast. A single-family residential parcel abuts the majority of the northern Project boundary. Orchards were present in the surrounding area until about 1950.

On February 24, 2022, Roux representatives Emma Totsubo and Pedro Do Vale visually assessed the Project site for potential recognized environmental conditions, including, but not limited to, potential underground storage tanks (USTs), aboveground storage tanks (ASTs), polychlorinated biphenyl (PCB)-containing equipment, hazardous material storage or handling areas, containerized or bulk wastes, and visual indications of impacted soil.

Roux also performed a records review to identify potential recognized environmental conditions (REC) in connection with the Project site. This records review addressed the Project site and surrounding properties. Roux reviewed commercially available records associated with these nearby properties to assess potential concerns associated with the migration of hazardous substances. The records review also included reasonably ascertainable historical data, which can be helpful in identifying the past uses of the Project site and surrounding areas, as it may relate to the environmental condition of the Project site.

Roux also conducted interviews and/or file reviews with various government agencies and other parties with possible knowledge of the Project site and surrounding properties to identify current and past uses of the Project site and surrounding areas as they may relate to the site's environmental condition.

Based on the information obtained through the performance of the Phase 1 ESA, Roux identified the following environmental conditions associated with the Project site:

- Recognized Environmental Conditions – Roux did not identify any known or suspected recognized environmental conditions in connection with the site.
- Historical Recognized Environmental Conditions – Roux did not identify any known or suspected historical recognized environmental conditions in connection with the site.
- Controlled Recognized Environmental Conditions – Roux did not identify any known or suspected controlled recognized environmental conditions in connection with the site.
- Business Environmental Risks – Roux did not identify any Business Environmental Risks for the site.
- De Minimis Conditions – A pile of dumped trash and other material, possibly mulch, was observed in the south portion of the Project site at 16870 Hooker Creek Road.

[67] Microsoft Bing Copilot. *Hazardous Materials Transported Along I-5 Northern California*. Available at https://www.bing.com/search?q= hazardous+materials+transported+along+I-5+northern+califoria. Accessed September 6, 2024.

Based on the Phase I ESA results, no additional subsurface investigation was recommended for the proposed Project site.

REGULATORY SETTING

Hazardous materials and waste can pose a significant actual or potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, State, and local programs regulate the use, storage, and transportation of hazardous materials and hazardous waste to prevent these unwanted consequences. These regulatory programs are designed to reduce the risk that hazardous substances may pose to people and businesses under normal daily circumstances and in the event of emergencies and disasters.

Current federal, state, and local regulations relevant to the review of *Hazards and Hazardous Materials* for the proposed Project are summarized below. Ordinances, regulations, or standards that are applicable to the environmental review of potential impacts related to hazards and hazardous materials include the following:

Federal and State Agencies[68]

Special handling and management are required for materials and waste that exhibit hazardous properties. Treatment, storage, transport, and disposal of these materials are highly regulated at both the Federal and State levels. Compliance with Federal and State hazardous materials laws and regulations minimizes the potential risks to the public and the environment presented by these potential hazards, which include the following, among others:

- *Resources Conservation and Recovery Act* (*RCRA*) – hazardous waste management.
- *Comprehensive Environmental Response, Compensation, and Liability Act* (*CERCLA*) – cleanup of contamination.
- *Superfund Amendment and Reauthorization Act* (*SARA*) – cleanup of contamination; and
- *Hazardous Materials Transportation Act* (*HMTA*) – safe transport of hazardous materials.

These laws provide the "cradle to grave" regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused, or disposed of. The primary responsibility for implementing RCRA is assigned to the EPA, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.

The EPA and the Department of Toxic Substances Control (DTSC) have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the EPA and DTSC, the Regional Water Quality Control Board (RWQCB), Central Valley Region 5, is the enforcing agency responsible for protecting and restoring water resources, including the remediation of unauthorized releases of hazardous substances into soil and groundwater. Other State agencies involved in hazardous materials management include the Office of Emergency Services, the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), and the California Department of Resources Recycling and Recovery (CalRecycle). California hazardous materials management laws include the following, among others:

[68] The majority of the discussion regarding federal and state hazards and hazardous materials regulations is from the City of Palmdale, Economic & Community Development Department, Planning Division *Pilot Center Project Public Review Draft Initial Study/Mitigated Negative Declaration* prepared by De Novo Planning Group. March 2021.

- *Hazardous Materials Management Act* – business plan reporting.
- *Hazardous Substance Act* – cleanup of contamination.
- *Hazardous Waste Control Act* – hazardous waste management; and
- *Safe Drinking Water and Toxic Enforcement Act of 1986* – releases of and exposure to carcinogenic chemicals.

One of the primary agencies that regulates hazardous materials is the Cal EPA. Through Cal EPA, the state is authorized by the federal EPA to enforce and implement certain federal hazardous materials laws and regulations. The California DTSC, a department of the Cal EPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the *RCRA* and the *California Health and Safety Code*. The DTSC requirements include the need for written programs and response plans, such as *Hazardous Materials Business Plans*. DTSC programs include dealing with cleanups of improper hazardous waste management, evaluating samples taken from sites, enforcing regulations regarding the use, storage, and disposal of hazardous materials, and encouraging pollution prevention.

In 1992, the California Department of Toxic Substances Control (DTSC) received authorization from the USEPA to implement the *RCRA*, *Subtitle C* requirements, and the associated regulations. Receiving authorization from the USEPA means that DTSC is the primary authority enforcing California's RCRA hazardous waste requirements. *RCRA Subtitle C* establishes standards for the generation, transportation, treatment, storage, and disposal of hazardous waste in the United States.

The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, collectively known as the *Hazardous Waste Control Law*. Although similar to *RCRA*, the *California Hazardous Waste Control Law* and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by EPA are called "non-RCRA hazardous wastes."

The U.S. Environmental Protection Agency (EPA) maintains the *Enforcement and Compliance History Online* (*ECHO*) *Program*. The *ECHO* website provides environmental regulatory compliance and enforcement information for approximately 800,000 regulated facilities nationwide. The *ECHO* website provides information on environmental permits, inspections, violations, enforcement actions, and penalties related to EPA-regulated facilities. Facilities included on the site are *Clean Air Act* (*CAA*) stationary sources; *Clean Water Act* (*CWA*) facilities with direct discharge permits under the *National Pollutant Discharge Elimination System* (*NPDES*); generators and handlers of hazardous waste, regulated under the *Resource Conservation and Recovery Act* (*RCRA*); and public drinking water systems, regulated under the *Safe Drinking Water Act* (*SDWA*). *ECHO* also includes information about EPA cases under other environmental statutes. When available, information is provided on surrounding demographics, and *ECHO* includes other EPA environmental data sets to provide additional context for analyses, such as *Toxics Release Inventory* data. A review of the *ECHO* database did not identify any facilities within a one-mile radius of the Project site. The closest facility providing compliance monitoring activities is the California Highway Patrol Cottonwood Commercial Vehicle Enforcement Facility #131, commonly referred to as a weigh station, located approximately 4.5 miles north of the Project site.[69]

[69] U.S. Environmental Protection Agency. *ECHO Enforcement and Compliance History Online*. Available at https://echo.epa.gov/ facilities/ facility-search/results. Accessed September 6, 2024.

Under *Government Code Section 65962.5*, both the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists identified no open cases of hazardous waste violations within one mile of the existing Project site.

Transportation of Hazardous Materials/Waste

Enacted in 1975, the *Hazardous Materials Transportation Act* (*HMTA*) is the primary federal law regulating the transportation of hazardous materials. Its purpose is to protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce. The *HMTA* defines a hazardous material as a substance or material that, if not regulated, may pose an unreasonable risk to health, safety, or property when transported in commerce, which includes materials that are explosive, flammable, corrosive, infectious, or hazardous in other ways. The *HMTA* sets extensive guidelines for carriers of hazardous materials. They must classify, package, and label materials appropriately, use specific hazardous material placards for shipments, and have suitable shipping papers at all times. They must follow U.S. Department of Transportation (DOT) rules, maintain rapid response plans for emergencies, undergo safety training programs, and comply with packaging standards. The law establishes minimum standards of regulation for the transport of hazardous materials by air, ship, rail, and motor vehicle. The *HMTA* is implemented through various agencies based on the mode of transportation and the type of hazardous material being transported.

The State of California regulates the transportation of hazardous waste originating or passing through the state. Transportation of hazardous materials/wastes is regulated by the *California Code of Regulations* (*CCR*) *Title 26*. The California Highway Patrol (CHP) and Caltrans enforce Federal and State regulations and respond to hazardous materials transportation emergencies.

Common carriers are licensed by the California Highway Patrol (CHP) pursuant to *the California Vehicle Code, Section 32000*. This section requires licensing for every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in delivering hazardous materials.

Emergency responses are coordinated as necessary between federal, state, and local governmental authorities and private persons through a state-mandated *Emergency Management Plan*.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

In January 1996, Cal-EPA adopted regulations implementing a *Unified Hazardous Waste and Hazardous Materials Management Regulatory Program* (*Unified Program*). The six elements of the *Unified Program* are as follows: 1) hazardous waste generators and hazardous waste on-site treatment; 2) underground storage tanks; 3) above-ground storage tanks; 4) hazardous material release response plans and inventories 5) risk management and prevention programs; and 6) Unified Fire Code hazardous materials management plans and inventories. The *Unified Program* is implemented locally by a local agency — the *Certified Unified Program Agency* (*CUPA*), which is the TCEHD. The *CUPA* is responsible for consolidating the administration of the six program elements within its jurisdiction.

California Division of Occupational Safety and Health

Like OSHA at the federal level, the California Division of Occupational Safety and Health (Cal/OSHA) is the responsible State-level agency for ensuring workplace safety. Cal/OSHA assumes primary responsibility for adopting and enforcing standards regarding workplace safety and safety practices. Among other requirements, Cal/OSHA requires many businesses to prepare *Injury and Illness Prevention Plans* and *Chemical Hygiene Plans*. The *Hazard Communication Standard* requires that workers be informed of the hazards associated with the materials they handle.

2022 California Building Code

The State of California provides a minimum standard for building design through the *California Building Code* (*CBC*), which is in *Part 2 of Title 24 of the California Code of Regulations*. Commercial buildings are plan-checked by the County Building Department for compliance with the CBC. Typical fire safety requirements of the CBC included the installation of sprinklers, establishment of fire resistance standards for fire doors, certain building materials, and particular types of construction, and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas. The 2022 *CBC* became effective on January 2023. The *CBC* is updated every three years. A supplement to the 2022 *CBC*, the 2022 *Intervening CBC Supplement*, became effective on July 1, 2024.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire hazard severity potential throughout California. CAL FIRE ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat. CAL FIRE produced the *2010 Strategic Fire Plan for California*, with goals, objectives, and policies to prepare for and mitigate the effects of fire on California's natural and built environments.

Wildland fire protection services for the Project area are the responsibility of CAL FIRE. Structural fire protection services for the Project are the responsibility of Tehama County Fire Department. Through a Cooperative Fire Protection Agreement, fire protection services for the project are provided by both CAL FIRE and Tehama County Fire Department. Both the TCFD and CAL FIRE maintain automatic and mutual aid agreements with adjacent fire departments and districts, including the City of Red Bluff and City of Corning Fire Departments, and the Cottonwood Fire Protection District.

As noted above, CAL FIRE is responsible for wildland fire protection, and generally located in unincorporated areas, is classified as a *State Responsibility Area* (*SRA*). Where local fire protection agencies, such as the City of Red Bluff, are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). CAL FIRE identifies the Project site and overall area as an *SRA*.

California Fire Code

The *California Fire Code* (*CFC*) is *Part 9 of the California Building Standards Code* (*California Code of Regulations, Title 24*). Updated every 3 years, the *CFC* includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Similar to the *CBC*, the *CFC* is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions.

2024 California State Emergency Plan

To coordinate emergency services provided by local, state, and federal agencies, California has developed an *Emergency Plan* pursuant to the *Emergency Services Act*. The Plan is administered by the state Office of Emergency Services. Local agencies are required to develop area plans for an organized response to releases of hazardous materials that are dependent on the *Hazardous Materials Business Plan* (*HMBP*) submitted by handlers of hazardous materials and waste within that agency's area. Pursuant to the *California Health and Safety Code, Section 25503(a),* and *CCR Section 2729*, any business handling hazardous materials must establish and implement an *HMBP*. These *HMBPs* are then submitted to the local administering agency. In Tehama County, the agency responsible for administering the *California Health and Safety Code, Section 25503(a)*, and *CCR Section 2729* is the Tehama County Health Services Agency (TCHSA).

Tehama County Department of Environmental Health

The Tehama County Environmental Health Department (TCEHD) is the administering agency and the Certified Unified Program Agency (CUPA) for Tehama County, with responsibility for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, above-ground storage tanks, and stationary sources handling regulated substances. As previously noted, an *HMBP* is required of businesses in Tehama County that handle, use, generate, or store hazardous materials. The primary purpose of this plan is to provide readily available information regarding the location, type, and health risks of hazardous materials to emergency response personnel, authorized government officials, and the public. Large cases of hazardous materials contamination or violations are referred to the RWQCB and the California Department of Toxic Substances Control (DTSC).

Tehama County Emergency Response System

Tehama County has an emergency response system managed by the Tehama County Sheriff's Office and the Office of Emergency Services (OES). They handle planning, responding to, and recovering from major incidents and disasters, including fires, floods, and other emergencies that affect the local area, region, and state.

The Tehama Alert system provides real-time alerts and updates, notifying users of potential emergencies like fires, gas leaks, floods, and other incidents that may require immediate action. These alerts are available by phone, email, or text message.

The Tehama County Sheriff's Office website provides current disaster information, including road closures, weather warnings, and evacuation updates.

Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update

As identified in portions of the Executive Summary of the recently adopted *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update* (*HJHMP*), Tehama County and the Cities of Corning, Red Bluff, and Tehama prepared the *HJHMP* to guide County and City Officials to protect the people and property of the County from the effects of natural disasters and hazard events.

The *HJHMP* demonstrates the county's commitment to reducing risk from natural hazards through mitigation and serves as a tool to direct available administrative, technical, and financial resources to achieve optimum results. The term "hazard mitigation" refers to actions or strategies that can reduce or

eliminate long-term risks caused by natural disasters. Mitigation activities can be developed, planned, and implemented before or after a disaster occurs.

The *HJHMP* also explains prevalent hazards and their effects on population and property, including wildfire, earthquake, drought, dam failure, flood, extreme weather, slope failure, and extreme heat within the County. The mitigation strategy presented in the *HJHMP* responds to the particular vulnerabilities and provides prescriptions or actions to achieve the greatest reduction of vulnerability, which results in saved lives, reduced injuries, reduced property damage, and protection for the environment in the event of a natural hazard.

Tehama County Emergency Operations Plan

The *Tehama County Emergency Operations Plan* "applies to any extraordinary situation, regardless of cause, when conditions may constitute a 'State of Emergency' as defined by county ordinance and state law. When the plan is implemented, government agencies are expected to execute the plan with maximum coordination, efficiency, and effect."

The plan describes how Tehama County will organize and respond to emergencies and disasters in the community. It is based on and is compatible with federal, state, and other applicable laws, regulations, programs, plans, and policies, including homeland security program requirements, including, but not limited to *Tehama County Code, Title 2, Chapter 2.18* (*Emergency Organization and Functions*), *California Code Title 2, Chapter 7*, *California Code* (*California Emergency Services Act*), *California Code Title 19 (Hazardous Materials*), *California Master Mutual Aid Agreement, Code of Federal Regulations, Title 44,* (*Emergency Management and Assistance*), *Code of Federal Regulations, Title 33* (*Navigation and Navigable Water*), *Code of Federal Regulations, Title 49* (*Transportation*), *the Presidential Policy Directives 5* (*National Incident Management System*) and *8* (*National Preparedness Goal*), the *National Response Framework, and California Governor's Office of Emergency Services* p*lans*. An *Emergency Operations Plan* consists of a Basic Plan, Emergency Function Annexes, and Incident Annexes, providing a framework for coordinated response and recovery activities during a large-scale emergency. The *Emergency Operations Plan* describes how various County agencies and organizations will coordinate resources and activities with other federal, State, local, tribal, community, and faith-based organizations and private-sector partners.

Tehama County General Plan Update 2009-2029

The *General Plan Safety Element*[70] contains policies to minimize the risk of personal injury, property damage, and environmental degradation resulting from the use, transport, disposal, and release or discharge of hazardous materials.

- *SAF-9.1*. The County shall ensure that the use, transport, and disposal of hazardous materials comply with all federal, state, and local regulations and requirements.*HM-2.* Protection of life and property in the event of the accidental release of hazardous materials through emergency preparedness planning.

[70] On September 18, 2025, the Planning Commission recommended that the Board of Supervisors consider for approval in October 2025, amending the *General Plan Safety Element*. There were no other revisions to the *Safety Element* other than incorporating by reference the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update* into the *Safety Element*.

- *SAF*-9.2. The County shall implement safety measures regarding the transport, use, storage, and disposal of hazardous materials within the County.
- *SAF-9.3*. The County shall require the separation of hazardous or toxic materials from the public.
- *SAF-9.4*. The County shall ensure that all industrial facilities are constructed, maintained, and operated in accordance with current safety and environmental protection standards.

IMPACT ANALYSIS

Project-related information provided by the applicant, as well as *Fire Hazard Severity Zones* and *State Responsibility Areas* maps and information available from Tehama County and the State of California, were reviewed. Evaluation of the potential impacts are based on information obtained from the May 15, 2022 *Phase I Environmental Site Assessment* by ROUX, the January 12, 2023, (refer to **Attachment I**), Bajada Geosciences, Inc., *Geotechnical Report, Cottonwood Travel Center, Tehama County, California* report (refer to **Attachment E**), the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update*, and applicable county, state and federal policies, regulations, and codes, and the *2022 California Building Code*. In addition, the evaluation of potential impacts was also based on information provided in the March 2021 *Pilot Center Project Public Review Draft Initial Study/Mitigated Negative Declaration* by De Novo Planning Group, previously referenced.

The scope of work for the Phase I ESA included, but was not limited to, the following:

- A review of reasonably ascertainable and practically reviewable topographic maps, historical aerial photographs, and city directories to investigate past Property conditions.
- A review of specific government lists pursuant to *ASTM Standard E1527-13* regarding environmental activities for the Property and local area properties.
- A review of recorded land title records, building, assessors, and fire department records, for permits, citations, and reports connected to the Property that were reasonably ascertainable, practically reviewable, and publicly available within reasonable time and cost.
- An inspection by an environmental professional to investigate the current use of the Property and to identify environmental concerns, including but not limited to the presence of hazardous substances or petroleum products, wastes, underground storage tanks (USTs), aboveground storage tanks (ASTs), or other environmental concerns.
- An inspection by an environmental professional to investigate the current use of the adjoining properties from reasonably available public viewpoints to identify the current use of these properties to identify environmental concerns, including but not limited to the presence of hazardous substances or petroleum products, wastes, USTs, ASTs, or other environmental concerns.
- Interviews with available representatives of the Property: the owner, occupants, key property manager, and local government officials by an environmental professional; and
- Preparation of the Phase I ESA report.

The Phase I ESA did not include consideration of matters specifically excluded by *ASTM E1527-13*, including but not limited to, asbestos-containing building materials, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, and mold unless specifically identified herein. Specifically, the existing

building and associated structures to be demolished were not evaluated for the presence of asbestos-containing material or lead-based paint.

Under the *Lead Renovation, Repair, and Painting Rule*, contractors who renovate or partially demolish pre-1978 residential buildings must be lead-safe certified by EPA and use lead-safe practices. This rule does not apply to the total demolition of a structure. However, it is recommended that lead-safe practices be used during total demolition activities.

The demolition of the existing house requires a *Demolition Permit* issued by the Tehama County Department of Building & Safety. The demolition permit cannot be issued until the Tehama County Environmental Health Department and Air Pollution Control District have cleared the house for demolition. The Project contractor will be responsible for obtaining the necessary *Demolition Permit* and complying with applicable hazardous materials codes, including materials disposal.

The following includes an analysis of environmental parameters related to *Hazards and Hazardous Materials* based on *State CEQA Guidelines Appendix G*. The majority of the discussion regarding federal and state hazards and hazardous materials regulations was derived from the previously referenced March 2021 City of Palmdale, *Pilot Center Project Public Review Draft Initial Study/Mitigated Negative Declaration* prepared by De Novo Planning Group. The discussion includes the areas for which there is potential for environmental impacts and also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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 or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			X	

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

Hazardous materials are typically chemicals or processes that are used or generated by a project that could pose harm to people working at the site or in adjacent areas. Many of these chemicals can cause hazardous conditions to occur if they are improperly disposed of or accidentally spilled during project development or operations. Hazardous materials are also listed as hazardous pursuant to *Government Code §65962.5*.

Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction of the proposed Project would include grading associated with on- and off-site improvements, installation of utilities/infrastructure, roadway improvements, building construction, and pavement. Construction workers and the public could be exposed to temporary hazards related to transporting, using, and maintaining construction equipment and/or materials (i.e., oil, diesel fuel, and transmission fluids). These activities would be short-term in nature, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. The construction contractor would be required to use standard construction controls and safety procedures to avoid and minimize the potential for hazards associated with transporting and using hazardous materials. Standard construction practices would be observed, ensuring that any materials released are appropriately contained and remediated as required by local, State, and Federal laws.

The Project would involve transporting hazardous materials to the site associated with the proposed Project's fossil fuel operations. The transport of fuel and tank filling operations would comply with applicable federal and state regulatory requirements that regulate the transportation of hazardous materials. Additionally, trucks utilizing the proposed travel center may also transport hazardous materials. However, I-5 is a major route open to vehicles carrying hazardous materials/waste. Therefore, the transport of hazardous materials/waste within the area already occurs under existing conditions. The California Highway Patrol and Caltrans regulate the transport of hazardous materials on area roadways. Transporters of hazardous waste are required to be certified by the DOT, and manifests are required to track the hazardous waste during transport.

The operational phase of the Project would occur after construction is complete and business operations commence, including the presence of employees and customers on the Project site. The proposed Project would involve typical activities associated with gas and diesel fueling stations, convenience stores, and restaurants, which would include storing and dispensing diesel and gasoline fuels on-site, using commercially available cleaning products, and occasionally using pesticides and herbicides for landscape maintenance. There is a risk of these materials being released into the environment if they are not stored and handled in accordance with best management practices.

Hazardous materials would be required to be stored, used, and disposed of in compliance with local, state, and federal regulations. Any business that handles hazardous material and/or hazardous waste in quantities at any one time during a year equal to, or greater than, a total volume of 55 gallons, a total

weight of 500 pounds, or 200 cubic feet of compressed gas is a hazardous materials handler. An *Emergency Response and Contingency Plan* and *Employee Training Plan* will be required to be prepared that identifies the owner/operator, business activities, inventory, site map, and other information. The Project would be required to post the information on the *California Environmental Reporting System* (*CERS*) website. "*CERS* is a statewide web-based system that supports the electronic exchange of required California's *Unified Program* information among businesses, local governments, and the U.S. EPA.

Unified Program information required to be submitted and reported electronically to *CERS* includes, but is not limited to, facility data regarding hazardous material regulatory activities (such as hazardous materials business plans, site maps, and chemical inventories), underground and aboveground storage tanks, hazardous waste generation, and inspection, compliance and enforcement actions."[71]

Further, the Project would be required to comply with existing regulatory requirements, including but not limited to the *Code of Federal Regulations*, *Title 49, Transportation*, specific to the transport of hazardous materials, *California Code of Regulations Titles 8, 22*, and *Title 26*, and their enabling legislation set forth in *California Health and Safety Code (HSC) Division 20, Chapter 6.95*, *Hazardous Materials Release Response Plans and Inventory*, and the requirements of the CUPA, which would ensure safety standards related to the use and storage of hazardous materials are implemented.

The proposed Project will result in the use of hazardous materials for travel center operations. This includes five diesel tanks, each of 20,000 gallons, two unleaded gasoline tanks, each of 20,000 gallons, one mid-grade 12,000-gallon unleaded gasoline tank, one premium grade unleaded gasoline tank of 12,000 gallons, and a DEF Additive 12,000-gallon tank. The proposed Truck Maintenance Facility will have motor oil tanks, lubricating oil tanks, and a waste oil tank of currently unknown size and number, as the operator of the Truck Maintenance Facility has not been identified. All fuel storage tanks onsite will have secondary containment structures.

As identified under Environmental Setting, the Tehama County EHD is the CUPA for Tehama County responsible for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, above-ground storage tanks, and stationary sources handling regulated substances. Fuel and lubricants will be subject to the County's *Hazards Materials Business Plan* program, which the TCEHD regulates as part of the *Unified Program* previously discussed. These plans are routine documents intended to disclose the presence of hazardous materials and provide information on what to do if materials are inadvertently released. Periodic site inspections will be conducted by TCEHD.

Operations will be required to follow the applicable laws and regulations regarding the transportation of hazardous materials, as defined in *California Vehicle Code Section 353*. Therefore, the level of risk associated with the accidental release of hazardous substances is ***not considered significant***. Onsite operations would be required to use standard operational controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard practices would be observed, ensuring that any materials released are appropriately contained and remediated as required by local, State, and federal laws. The implementation of the proposed Project would result in ***less than significant impacts*** in this regard.

[71] California Environmental Protection Agency. *CERS, California Environmental Reporting System.* Available at https://cers.calepa.ca.gov/about-cers/. Accessed December 12, 2024.

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

One of the means through which human exposure to hazardous substances could occur is through accidental release. Incidents that result in the accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, as well as the generation of toxic fumes. Human exposure to contaminated soil, soil vapor, or water can have potential health effects that depend on various factors, including the nature of the contaminant and the degree of exposure. Refer to impact discussion IX.a) regarding the proposed on-site conditions. Impacts would be ***less than significant***.

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

The proposed Project site is not located within a quarter mile of a school and will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. ***No impact*** would occur in this regard.

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?*

Under *Government Code Section 65962.5*, both the DTSC and the RWQCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and RWQCB lists identified no open cases of hazardous waste violations either on the Project site or in the vicinity. Therefore, the Project site is not on a parcel included on a list of hazardous materials sites compiled pursuant to *Government Code Section 65962.5*. As a result, implementing the proposed Project would not occur on a site with hazardous materials, thereby not creating a significant hazard to the public or the environment. ***No impact*** would occur in this regard.

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 or excessive noise for people residing or working in the project area?*

The proposed Project is not located within an airport land-use plan or within two miles of a public airport or public-use airport. The nearest airport to the Project site is Lake California Airport about 9.7 miles to the northeast of the Project site. The Red Bluff Airport is located approximately 11.6 miles to the southwest. ***No impact*** would occur in this regard.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

None of the roads abutting the Project site is identified as a designated evacuation route by the County. However, Hooker Creek and Auction Yard Roads provide primary access from I-5 for residents and emergency crews to and from the area.

The Tehama County Sheriff's Office, CHP, and other cooperating law enforcement agencies are primarily responsible for evacuations. These agencies collaborate with the Tehama County OES and responding fire department personnel, who assess fire behavior, spread, and other emergencies, ultimately influencing

evacuation decisions. All evacuations in the County follow pre-planned procedures to determine the best plan for the type of emergency. The designated County emergency evacuation and law enforcement coordinator is the Sheriff. Other law enforcement and support agencies assist the evacuation coordinator in emergency events. Law enforcement agencies, highway/street departments, and public and private transportation providers would conduct evacuation operations. Activities would include law enforcement traffic control, setting up barricades, signal control, and intersection monitoring downstream of the evacuation area, all aimed at avoiding or minimizing potential backups and evacuation delays.

The Tehama County Fire Department has reviewed the proposed Project and has not identified any major impacts on emergency response or evacuation of the area. Potential impacts are considered ***less than significant***.

g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The outbreak and spread of wildland fires around the proposed Project area is a potential danger, particularly during the hot, dry summer and fall months. Various factors contribute to the intensity and spread of wildland fires: humidity, wind speed and direction, vegetation (fuel) type, and topography. The topography of the site is relatively level, and after construction, it will have relatively few trees that can produce fuels that would enhance the spread of wildfire. The Project will be surrounded by existing roads to the west, south, and east that will also be widened. Additionally, an all-weather, unobstructed 20-foot-wide driveway accessed by 14-foot-wide gates with a Knox Rapid Access System within a 30-foot-wide right-of-way will be constructed along the north property line between Auction Yard and Snively Roads, providing access for fire, law enforcement, and medical services only. However, it would provide for civilian evacuation during emergencies. The existing roads and proposed emergency access driveway, along with the removal of existing vegetation from the Project site, will directly reduce the existing fuels in and around the Project site. The proposed Project will result in a ***less than significant impact*** involving wildland fires.

The proposed Project is within the area served by several CAL FIRE Stations and Volunteer Fire Stations. The CAL FIRE Bowman/Tehama County Fire Station No. 3, with a fully staffed year-round Type III engine company, is located at 18355 Bowman Road in Cottonwood and is approximately 9.7 miles (12 minutes) northwest of the Project site, primarily via I-5. Station 3 houses Engine 103, Squad 403, Engine 2573, and Water Tender 803.[72]

CAL FIRE has designated the site and surrounding areas as a *High Fire Hazard Severity Zone* in a *State Responsibility Area* (*SRA*).[73] Property owners within this designated area are subject to the requirements of *California Public Resources Code Sections 4125, 4142*, and *4291*. The proposed Project will maintain onsite fire suppression apparatus (i.e., water tanks and fire hydrants) to assist in a fire-related response should an incident occur on-site. Additionally, the proposed Project will provide a Type 1 Tactical Water Tender. [74]

[72] A water tender was also required for the Sunset Hills Estates Residential Development Project as a condition of approval.

[73] CAL FIRE Hazard Severity Zone Viewer. April 1, 2024. Available at https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/ Accessed: September 3, 2024.

[74] Tehama County Fire Department Protection and Planning Bureau. March 16, 2023. *Use Permit #23-01 Cottonwood Investment Conditions.* Condition No. 9 states. "In order to meet the Tehama County Standards previously mentioned, a Type 1 Tactical Water Tender shall be required, similar to the County Tactical Water Tender specification currently in place. This equipment will be added to one of three volunteer companies with initial response to the area."

All Project-related operations will be conducted in compliance with the standards of the California Occupational Safety and Health Act (CAL-OSHA). CAL FIRE has also imposed preliminary conditions of approval regarding fire protection. Refer to **Appendix B** for the Tehama County Fire Department Protection and Planning Bureau, September 11, 2024, letter identifying the then Project-related conditions of approval. The revised Project Application submission on July 29, 2024, addressed many of these conditions. These requirements would be imposed for the proposed Project Use Permit and would serve to reduce the potential for fires to occur onsite. Potential Impacts would be considered ***less than significant***.

Refer to **SECTION XIX, UTILITIES AND SERVICE SYSTEMS**, for additional discussions regarding fire protection services and **SECTION XX, WILDFIRE**, for a thorough analysis of potential wildfire impacts associated with the proposed Project.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Based on the review of the information and evaluation undertaken, the implementation of the proposed Project will have a less than significant impact on *Hazardous and Hazardous Materials*.

DOCUMENTATION AND REFERENCES

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Tehama County. January 2023. *Tehama County Emergency Operations Plan*

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SECTION X – HYDROLOGY & WATER QUALITY

The purpose of this section is to describe the hydrologic and water quality setting of the proposed Project site and the surrounding area. This section also evaluates potential long-term and short-term water quality impacts associated with the construction and long-term operation of the proposed Project. The majority of the text in this section is directly derived or paraphrased from the Lawrence & Associates June 28, 2023, *Hydrogeological Analysis for the Proposed Cottonwood Travel Center, Tehama County, California*, (**Attachment F**), the Lawrence & Associates May 29, 2024, *Water-Quality Impact Analysis for the Proposed Cottonwood Travel Center, Tehama County, California* (**Attachment H**), and the Galloway & Company, Inc., June10, 2024, *Final Storm Water/Hydrology Study for Entitlement Purposes*, *Cottonwood Travel Center* (**Attachment G**).

ENVIRONMENTAL SETTING

Groundwater Resources

The Project site lies in the northern part of the Sacramento Valley and is located at the southern edge of the Bowman groundwater subbasin (DWR Subbasin No. 5-006.01) of the larger Redding groundwater basin. Refer to **Figure HWQ-1, Groundwater Basin**.[75] The Bowman subbasin is the southernmost subbasin of the Redding basin, reflecting its position on the northern flank of the Red Bluff Arch. The Red Bluff Arch is an anticlinal structure (e.g., geologic beds are warped up into a dome-like feature) that forms the boundary between the Redding and Sacramento Valley groundwater basins.

Of the several geological formations found in the Bowman subbasin, the Tehama and Tuscan Formations are the principal water-bearing formations. The Tehama Formation consists of interbedded clay, silt, sand, and gravel, or mixtures thereof. In Tehama County, the Tehama Formation can be up to 2,000 feet thick. The Tuscan Formation occurs mainly beneath the eastern portion of the Sacramento Valley and within the Cascade and Sierra Nevada foothills from Redding south to Oroville. It is intermixed with the Tehama Formation in the subsurface, generally west of the Sacramento River, although it has been identified in the subsurface to the northwest of the Project site. It consists of a series of volcanic mudflows, tuff breccias and volcanic ash beds interlayered with moderately consolidated tuffaceous sandstone and conglomerate.

Both the Tehama and Tuscan Formations show high groundwater yields. Testing of wells in the Project vicinity, which include Nine-Mile Hill (Sun City Project site) and Morgan Ranch (Sage Project site), show yields in excess of 1,000 gallons per minute (GPM). Refer to **Figure HWQ-2, Cross Section Location Map**.[76] The proposed Project will likely resemble well EW-1 at the Nine-Mile Hill site. Well EW-1 is approximately 560 feet deep, with three screened intervals between 215 and 555 feet BGS. It was test-pumped for approximately 10 days (272 hours) at 1,200 GPM. It showed a relatively high transmissivity of 12,700 square feet per day. Storativity was 3.14 × 10-4 in EW-1.[77,78]

The Tehama and Tuscan Formations are the principal freshwater-bearing formations in the Redding groundwater basin, which is located in the far north of the Sacramento Valley. The Tehama Formation

[75] Lawrence & Associates *Hydrogeological Analysis*. Figure 3.
[76] Ibid. Figure 5.
[77] Transmissivity is the rate water is transmitted through an aquifer under a unit width and a unit hydraulic gradient. It equals the aquifer's hydraulic conductivity (K) times the aquifer thickness (b). The higher the transmissivity, the greater the capability of the aquifer to move water and the lower the drawdown in the well.
[78] Storativity describes the capacity of an aquifer to store or release water. The older term, storage coefficient, is also used to describe the same aquifer storage property.

generally is moderately to highly permeable, with moderate to high (100 to 1,000 GPM) groundwater yields. Aquifers in the Tuscan and Tehama Formations are generally confined (overlain by low permeability layers that restrict vertical groundwater movement). In some relatively shallow locations, however, particularly near the margins of the Valley or where incised by the Sacramento River and other tributaries, the water-bearing strata are exposed and unconfined. Agricultural and municipal wells in the Sacramento Valley typically tap into the Tuscan or Tehama formations.

Two detailed hydrogeological investigations have been conducted in the immediate Project vicinity – for the Nine-Mile Hill Development (permitted in 2006, but not built) residential/commercial development and the Sunset Hills residential development (permitted, a small percentage built out). A third investigation was conducted to the north, along Cottonwood Creek at the Morgan Ranch (Sage Development), for a residential/commercial development (not permitted). **Figure HWQ-2, Cross Section Location Map**.[79] shows the location of these projects and the cross-section shown in **Figure HWQ-3, Geologic Cross Section** shows a correlation of the water-bearing units from these three studies.[80]

In addition to the test wells on adjacent sites, there are approximately 156 wells in the Project vicinity. Almost all are smaller domestic wells, which drillers indicate have lower yields (mostly less than 50 GPM). These yields generally reflect the wells' construction (shallower and/or with a smaller casing) or the needs of the property owners for less water; these yields do not necessarily reflect the aquifer's ability to yield more water (the aquifer's transmissivity). **Table HWQ 1 – Summary of DWR Wells of Record** shows a summary of the neighboring well depths and water column height.[81] **Figure HWQ 4 – DWR Wells of Record Surrounding Site** shows a map of the general locations (by township, range, and section only) for these wells.[82] Most of the DWR well logs do not indicate yields; of the wells counted for **Table HWQ 1**, the range of yields was 18 to 75 GPM, all from smaller diameter (6 inches or less) wells.

Table HWQ – 1
Summary Of DWR Wells Of Record

Section	Total # Wells	# Ag/Prod	# Domestic	Minimum Depth	Maximum Depth	Minimum Water Column	Maximum Water Column
				feet bgs	feet bgs	feet	feet
1	5	1	4	179	494	87	87
2	4	1	3	390	790	ND	ND
3	0	n/a	n/a	n/a	n/a	ND	ND
10	20	0	20	210	540	ND	ND
11	32	1	31	203	650	ND	ND
12	43	1	42	373	550	ND	ND
13	11	0	11	296	480	ND	ND
14	12	0	12	220	480	133	133
15	29	0	29	220	440	440	440
Notes: n/a = not applicable; ND = no data.							

Figure HWQ-4, DWR Wells of Record Surrounding Site, shows the wells with available logs in the immediate vicinity of the Project site. These wells have maximum depths of approximately 435 to 475

[79] Figure 5. Lawrence & Associates *Hydrogeological Analysis*.
[80] Ibid, Figure 6
[81] Ibid, Table 2
[82] Ibid, Figure 7

feet BGS (**Figure HWQ-2, Cross Section Location Map** shows the locations). Upon completion, these wells had water columns between approximately 40 and 160 feet. It appears that most of these wells were completed such that they did not extend for a significant depth into the main aquifer in the area. The available logs for wells with known locations do not extend below about 450 to 500 feet BGS (below an elevation of approximately 225 to 250 feet MSL). For this reason, it is not possible to describe in detail the stratigraphy below these depths - for example, the exact locations of clay vs. sand/gravel layers. Based on the data from deeper wells in the area, however, it is likely that there is a sequence of clay and sand/gravel layers at depths deeper than the known local wells. If local stratigraphy is similar to the greater vicinity, there may be as much as 60 feet of clay between the bottom of local wells and the top of the Project well screen. Clay layers between the aquifer pumped for the Project and the overlying aquifer means that there is less impact on the overlying aquifer. The less clay layer depth, the greater the impact.

Under the *Sustainable Groundwater Management Act* (*SGMA*), all California groundwater basins must have *Groundwater Sustainability Plans* (*GSP*) that describe how each basin will be managed to maintain a sustainable groundwater supply. The *GSP* for the Bowman subbasin was completed in January 2022 for the Tehama County Flood Control and Water Conservation District.[83] The following discussion of the Bowman subbasin water budget is taken from the *GSP*.

To estimate a basin water budget, the *GSP* presented a surface + groundwater model that accounted for all inflows and outflows to the basin. If inflows are greater than outflows, there is a net increase in groundwater storage; if inflows are less than outflows, there is a net decrease in groundwater storage.

For groundwater, the model annual average shows that the largest historical (1990 – 2018) inflow to the groundwater system was deep percolation at 53,000 acre-feet/year (53 taf). Subsurface seepage inflow (from adjacent basins) was approximately 43 taf/year. The subsurface seepage out of the basin was approximately 88 taf/year. Groundwater pumping was approximately 6.1 taf/year and plant uptake from shallow groundwater was approximately 3 taf/year. This shows an average net decrease in groundwater storage of approximately 1.7 taf/year. Over the historical period, the net total decrease in groundwater storage was 50 taf. Most of the decline in groundwater storage occurred during the current dry period since the mid-2000s and reflects declines in precipitation and not increases in groundwater pumping.

The *GSP* model also evaluated a future scenario to the year 2072 (50 years), considering climate change, multiple dry years, and future land-use changes, which would reflect cumulative conditions. Results from the future model showed deep percolation at 51 taf, subsurface seepage into the basin at 49 taf/year, subsurface seepage out of the basin at 90 taf/year, groundwater pumping at 7.1 taf/year and plant uptake at approximately 3 taf/year. This shows an average net decrease in groundwater storage of approximately 0.53 taf/year.

From the *GSP* "Based on the *GSP* model, the sustainable yield was estimated to be 10,000 acre-feet per year, which is equal to the volume of groundwater extracted annually in the subbasin (by pumping and by uptake) minus the simulated change in storage in the projected model scenario with future land use and 2070 climate change conditions. Under these conditions, groundwater extractions total about 9,900 acre-feet per year on average. The change in storage is nearly zero which results in a sustainable yield equaling 10,000 acre-feet. Assuming potential uncertainty of 25 percent associated with the water budget

[83] Luhdorff & Scalmanini, January 2022, *Final Report, Bowman Subbasin Sustainable Groundwater Management Act Groundwater Sustainability Plan*. https://tehamacountywater.org/gsa/groundwater-sustainability-plans-public-draft/

estimates, an associated range of values for the estimated sustainable yield would be 7,500 to 12,500 acre-feet per year."

Neither the Bowman subbasin nor the Redding basin are considered to currently be in critical overdraft (e.g., more groundwater is being pumped out than is being recharged).[84]

Surface Water Resources

The Project site is located within the Hooker Creek tributary subbasin. Most of the flow from the Project site flows to the northwest corner of the site and then northward along the east side of Auction Yard Road, then west to the Interstate 5 (I-5) drainages, and eventually westward into an unnamed tributary to Hooker Creek west of the Site. The unnamed tributary flows into Hooker Creek, which is approximately 2.8 miles west of the Site. Hooker Creek is tributary to Cottonwood Creek, approximately 6 miles north-northwest of the Site. Cottonwood Creek is tributary to the Sacramento River, approximately 7 miles northeast of the Site. On the north side of the property, the drainage sheet flows to the north into an ephemeral drainage on the adjacent property. The drainage flows west and enters a roadside ditch along Auction Yard Road, near the northwest corner of the subject property. Approximately 4.16 acres of the Project site that have been developed/disturbed include the residence, associated areas, including a man-made pond, and gravel roads, which are generally located in the northeastern portion of the site.

Figure HWQ-5, Existing Drainage Setting A, shows the current drainage characteristics within and surrounding the subject property.[85] **Figure HWQ-6, Existing Drainage Conditions EX1**, shows the current drainage areas within the 28.97-acre Project site and an 8.44-acre area referenced as "Run On Point" EXRO1, a portion west of Snively Road, which is within the Project site.[86] Both of these Figures are utilized in the following narrative discussing drainage flows within the Project site and the surrounding area.

Along the west side of the subject property is Auction Yard Road. Auction Yard Road is not crowned in the center, and asphalt-concrete curbs capture stormwater from the road surface. Approximately 521 feet north of Auction Yard Road, Hooker Creek Road drains to down chutes that drain downslope to the west into the I-5 right of way. Auction Yard Road drains into the roadside ditch north of the chute via a curb turnout and chute-type curb drain. Drainage from area EX2 (**Figure HWQ-6**) drains beneath the roadway in a culvert and into the I-5 right of way to the west at Discharge Point EXD-B (**Figure HWQ-5**). Drainage from area EX1 (**Figure HWQ-6**) drains into the roadside ditch along the east side of Auction Yard Road from Discharge Point EXD-A (**Figure HWQ-5**). Approximately 460 feet north of the northwest corner of the Project site, the roadside ditch drains beneath a driveway through a 24" reinforced concrete pipe (RCP) culvert and then to the west under Auction Yard Road via a 24" RCP onto the I-5 right of way.

Hooker Creek Road runs along the south side of the subject property. Much of the south side of the road drains to the north side of the road, and the remainder drains to a hillside that slopes to the south. The road's north side has no defined drainage ditch and much of the surface slopes away from the roadway to the north. A drop inlet is located at the northeast corner of Auction Yard Road and Hooker Creek Road intersection and drains a poorly defined drainage area and roadside swale along the north side of Hooker Creek Road. The drop inlet (Discharge Point 36" Drop Inlet EXD-C on **Figure HWQ-5**) drains into a 36" culvert that drains across Hooker Creek Road and empties onto a rip-rap area draining to the south.

[84] Department of Water Resources (DWR), 2016, *Bulletin 118, Interim Update 2016, California's Groundwater.*
[85] Appendix A – *Figure A. Existing Drainage Setting*. Galloway & Company *Hydrogeological Analysis.*
[86] Appendix D – *Drawings. Existing Conditions EX1*. Galloway & Company *Hydrogeological Analysis.*

Snively Road Runs along the east side of the property. There is no defined drainage on the west side of the road as runoff from the road drains onto the subject property that slopes to the west away from the road. In upslope areas where off-site ground surface drains towards the subject property, a roadside ditch on the east side of the road collects runoff and routes it to a 12" culvert that drains to the west under Snively Road and onto the subject property (Run-On Point EXRO-A on **Figure HWQ-5, Existing Drainage Setting A**).

Figure HWQ-6 – Existing Drainage Conditions EX1 shows the current drainage areas within the 28.97-acre Project Site. Approximately 4.57 acres of Drainage Area EX3, approximately 1.37 Acres of run-on from EX7, and approximately 8.44 Acres of run-on from EXRO1 east of Snively Road, drain into the existing man-made pond on the Project Site, and then into the 7.54-acre EX1 area (total of 21.92 acres) and leaves the property at Discharge Point EXD-A (also shown in **Figure HWQ-5**). The runoff from **Figure HWQ-6**, Drainage Area EX5 (1.63 acres) along the east side of Auction Yard Road also discharges at Discharge Point EXD-A (**Figure HWQ-**5) for a total drainage area of 23.55 acres.

The northern portion of the property, including **Figure HWQ-6**, Drainage Area EX2 (8.97 acres), drains onto the adjacent property partly via channelized flow and sheet flow, commingles with offsite runoff, and flows into the roadside ditch just north of Discharge Point EXD-A (**Figure HWQ-5)**.

The southern and western portions of the property shown in **Figure HWQ-6**, EX4 (6.73 acres) flow to an existing depression that drains beneath Auction Yard Road at a Discharge Point EXD-B (also shown in **Figure HWQ-5**).

Approximately 1.32 acres along the Hooker Creek Road drains to the west and into the drop inlet at Discharge Point EXD-C (also shown in **Figure HWQ-5**). There are no existing detention or retention facilities within or in close proximity to the proposed Project site.

Water Quality

Surface water quality at the existing Project site is unknown since no development that would require regulation and permitting by the Central Valley Regional Water Quality Control Board (CVRWQCB) has occurred on the Project site. Factors that can influence the water quality of stormwater runoff or stored water in the pond at the Project site would include natural and man-made sources of particulates or chemicals. Natural sources of particulates are undeveloped or unpaved areas within the Project site.

The Lawrence & Associates *Water-Quality Impact Analysis* provides *Table 2, Source-Water Characteristics*, which shows the results of a sample collected from the on-site well located at the existing residence at 17265 Snively Road. According to Provost & Pritchard, for whom the test was conducted, "the water quality is generally good, with no constituents of concern, and with no apparent requirements for additional treatment other than disinfection." The *Water-Quality Impact Analysis* concludes "that the water quality in the eventual Project will likely be similar.[87]

Flood Hazards

The September 29, 2011, *Federal Emergency Management Agency Flood Insurance Rate Map* (*FIRM*) for *Tehama County, Panel 425 of 1775*, *Map Number 06103C0425H*, within which the Project site is located,

[87] Provost & Pritchard obtained a water sample from the existing well at the residence located on the Project property off Snively Road on January 20, 2022. Provost & Pritchard discussed the Project location (but not specifics) with North State Drilling, a drilling company with local experience, who confirmed that water quality in the area is generally good.

was reviewed to determine potential flooding impacts. The Project site is not located within any *Special Flood Hazard Areas*.

REGULATORY SETTING

This section summarizes current federal, State, and local regulations relevant to the review of *Hydrology and Water Quality* for this Project. Ordinances, regulations, or standards applicable to the environmental review of potential impacts related to hydrology and water quality include the following:

Clean Water Act

The *Clean Water Act* (*CWA*) is a federal law that protects the nation's surface waters, including lakes, rivers, coastal wetlands, and "waters of the United States." The *CWA* specifies that discharges to waters are illegal unless authorized by an appropriate permit. The permits regulate the discharge of dredged and fill materials, construction-related stormwater discharges, and activities that may result in discharges of pollutants to waters of the U.S. If waters of the U.S. are located on a project site, a proposed project is likely to discharge to them, and if impacts on them are anticipated, the project must obtain a *CWA Section 401 Water Quality Certification* from the appropriate Regional Water Quality Control Board (RWQCB).

Federal Anti-Degradation Policy

The federal *Anti-Degradation Policy* is part of the *Clean Water Act* (*Section 303(d)*) and is designed to protect water quality and water resources. The policy directs states to adopt a statewide policy that includes the following primary provisions: (1) existing instream uses and water quality necessary to protect those uses shall be maintained and protected; (2) where existing water quality is better than necessary to support fishing and swimming conditions, that quality shall be maintained and protected unless the state finds that allowing lower water quality is necessary for important local economic or social development; and (3) where high-quality waters constitute an outstanding national resource, such as waters of national and state parks, wildlife refuges, and waters of exceptional recreational or ecological significance, that water quality shall be maintained and protected.

National Pollutant Discharge Elimination System

The *NPDES* program is administered by the U.S. Environmental Protection Agency (EPA), which delegated oversight in California to the Regional Water Quality Control Boards. The NPDES program provides general permits and individual permits. The general permits are for construction projects that disturb more than one acre of land. The general permit requires the applicant to file a public *Notice of Intent* (*NOI*) to discharge stormwater and to prepare and implement a *Stormwater Pollution Prevention Plan* (*SWPPP*). The *SWPPP* includes a site map, a description of proposed activities, a demonstration of compliance with applicable ordinances and regulations, and a description of *Best Management Practices* (*BMPs*) that would be implemented to reduce erosion and discharge of construction-related pollutants. The *CWA*-established *NPDES* permit program regulates municipal and industrial discharges to surface waters of the United States from their municipal separate storm sewer systems (MS4s). Under the *NPDES* program, all facilities that discharge pollutants into waters of the United States are required to obtain an *NPDES* permit. Requirements for stormwater discharges are also regulated under this program.

Porter-Cologne Water Quality Control Act

The *Porter-Cologne Water Quality Control Act* acts in cooperation with the CWA to establish the State RWQCB, which oversees nine state regions. The SWRCB, and thus each RWQCB, is responsible for

protecting California's surface waters and groundwater supplies. The *Porter-Cologne Water Quality Control Act* develops *Basin Plans* that designate the beneficial uses of California's rivers and groundwater basins. The *Basin Plans* also establish narrative and numerical water quality objectives for those waters. *Basin Plans* are updated every three years and provide the basis for determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. The *Porter-Cologne Water Quality Control Act* is also responsible for implementing *CWA Sections 401-402* and *303(d)* to the SWRCB and RWQCBs.

State Water Resources Control Board Waste Discharge Requirements

Waste discharges that can be exempted from the *California Code of Regulations* (*CCR*) requirements are issued waste discharge requirements (WDRs) and are regulated by the WDR Program. Typical discharge types include domestic or municipal wastewater, food processing-related wastewater, and industrial wastewater.

California General Construction Permit

Construction projects of one acre or more are regulated under the *Construction General Permit, Order No. 2012-0006-DWQ*, issued by the SWRCB. This permit is part of the *National Pollutant Discharge Elimination System* (*NPDES*) and regulates stormwater discharges associated with construction and land disturbance activities in California. The permit mandates the implementation of *Best Management Practices* (*BMPs*) to minimize pollutants in stormwater runoff. It also includes numeric action levels (NALs) and numeric effluent limitations (NELs) for specific pollutants. Under the terms of the permit, applicants must file permit registration documents with the SWRCB before the start of construction, including a *Notice of Intent*, risk assessment, site map, *SWPPP*, annual fee, and signed certification statement.

California Industrial General Permit

The general permit, officially known as the *Industrial General Permit* (*IGP*), is a regulatory framework established by the California State Water Resources Control Board. The permit, issued initially as *Water Quality Order 2014-0057-DWQ*, was amended on November 8, 2018, by *Order 2015-0122-DWQ*. Additional requirements became effective on July 1, 2020.

"The *Industrial General Permit* regulates industrial stormwater discharges and authorized non-stormwater discharges from industrial facilities in California. The *Industrial General Permit* is called a general permit because many industrial facilities are covered by the same permit but comply with its requirements at their individual industrial facilities. The State Water Resources Control Board (State Water Board) and Regional Water Quality Control Boards (collectively, the Water Boards) implement and enforce the *Industrial General Permit*."[88] The *IGP* covers a wide range of industries in California. These industries are typically classified under specific *Standard Industrial Classification* (*SIC*) *Codes*. The proposed Project falls under the following codes.

- Hazardous Waste Treatment, Storage, and Disposal: Facilities that handle hazardous waste materials.

[88] California Water Boards. *State Water Resources Control Board Industrial Storm Water Permitting*. Updated January 17, 2024. Available at https://www.waterboards.ca.gov/water_issues/programs/stormwater/industrial.html. Accessed December 12, 2024.

- Transportation Facilities: Includes airports, bus terminals, and other facilities with vehicle maintenance operations.

Sustainable Groundwater Management Act

In 2014, California enacted the *Sustainable Groundwater Management Act* (*SGMA*); *Water Code Section 10720 et seq.*). *SGMA* and related amendments to California law require all groundwater basins designated as high or medium priority in the DWR *California Statewide Groundwater Elevation Monitoring* (*CASGEM*) *Program,* and that are subject to critical overdraft conditions must be managed under a new Groundwater Sustainability Plan (*GSP*) or a coordinated set of *GSP*s. High or medium-priority basins that are not subject to a critical overdraft must be regulated under one or more *GSP*s by 2022. Where *GSP*s are required, one or more local Groundwater Sustainability Agencies (GSAs), such as the Tehama County Flood Control and Water Conservation District, must be formed to implement applicable *GSP*s. A GSA has the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and request revisions of basin boundaries, including establishing new subbasins.

Water Quality Control Plan, Fifth Edition, for the Sacramento and San Joaquin River Basins

The CVRWQCB adopted *The Water Quality Control Plan* (*Basin Plan*), *Fifth Edition* (Revised February 2019), for the Sacramento and San Joaquin River Basins (*Basin Plan*) that designates beneficial uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the plan. *Waste Discharge Requirements* (*WDRs*) were adopted in order to attain the beneficial uses listed for the *Basin Plan* area. Water quality objectives are established for numerous constituents, including bacteria; chemical constituents such as trace elements, mercury, and methyl-mercury; pH; dissolved oxygen; pesticides; and salinity.

State Anti-Degradation Policy

In 1968, as required under the *Federal Anti-Degradation Policy*, the SWRCB adopted an *Anti-Degradation Policy*, formally known as the *Statement of Policy with Respect to Maintaining High-Quality Waters in California* (*State Water Board Resolution No. 68-16*). Under the *Anti-Degradation Policy*, any actions that can adversely affect water quality in surface and ground waters must be consistent with maximum benefit to the people of the State, not unreasonably affect present and anticipated beneficial use of the water and not result in water quality less than that prescribed in water quality plans and policies.

Tehama County Flood Control and Water Conservation District Coordinated AB 3030 Groundwater Management Plan in 2012.

The Tehama County Flood Control and Water Conservation District released the *Coordinated AB 3030 Groundwater Management Plan* in 2012, an update of the November 1996 Plan. The Plan focuses on sustainable groundwater management practices within Tehama County, aiming to ensure long-term water availability and quality for various uses, including agricultural, domestic, and industrial purposes. The update addresses accomplishments, new knowledge, and recommended revisions to improve the Plan.

Tehama County General Plan Update 2009-2029

The *Tehama County General Plan Open Space and Conservation Element Update* addresses a combination of issues, including agricultural lands, timber resources, water quality, water resources, wildlife resources, mineral production, natural land resources, and historic and archeological resources. The *Open Space and Conservation Element Update* contains policies to minimize the risk of personal injury, property damage,

and environmental degradation resulting from the use, transport, disposal, and release or discharge of hazardous materials.

To meet *Open Space and Conservation Element Update Goal OS-1,* "that water supplies of sufficient quality and quantity will be available to serve the needs of the Tehama County, now and into the future," various policies are identified to be implemented.

- *OS-1.1.* The County shall protect and conserve water resources and supply systems through sound watershed management.
- *OS-1.3.* Surface water quality and stream flows for water supply, water recharge, recreation, and aquatic ecosystem maintenance shall be protected while respecting adjudicated and appropriated (California recognized water rights) rights of use.
- *OS-1.5.* The County shall ensure the high quality of groundwater by emphasizing programs that minimize erosion and prevent the intrusion of municipal and agricultural wastes into water supplies.
- *OS-1.7.* The County shall encourage new development to incorporate water conservation measures.

The *Tehama County General Plan Public Services Element Update* addresses the various aspects of public services, including water supply and wastewater treatment. *General Plan Public Services Element Update GOAL PS-3* identifies various policies to be implemented "to ensure the development of quality infrastructure to meet a community's needs at the time they are needed."

- *PS-3.1*. The County shall ensure the development of public infrastructure to meet the long-term needs of residents and ensure infrastructure is available at the time such facilities are needed.
- *PS-3.2*. The County shall ensure that water supply and delivery systems are available in time to meet the demand created by new development, or are guaranteed to be built through the use of bonds or other financial sureties.

According to the *Public Services Element Update*, regarding water supplies, a safe and reliable water supply for drinking and for fire protection is important to the health and well-being of any community. There are 26 water agencies operating throughout the County. During an average year, approximately 59 percent of the total water used comes from groundwater sources. Local surface water sources supply 28 percent of the County's demand. Sacramento River/Central Valley Project (CVP) projects provide 10 percent, while surface water reuse accounts for about 3 percent. Most wells are located in a north-south swath along both sides of the Sacramento River. Over 10,000 wells exist in the County, with approximately 78 percent classified as having domestic usage.

The unincorporated areas of Tehama County are heavily reliant upon on-site septic tank sewage treatment systems. These on-site wastewater treatment systems' advantages are the relatively low installation and operation cost and their water recharge characteristics. Disadvantages include the narrow requirements of the systems with respect to soil characteristics, topography, and their sensitivity to high groundwater levels. Failure of a septic tank is its major disadvantage because it may result in contamination of groundwater or other health-related problems. In some cases, failure can also restrict or eliminate the habitation of a property.

Technologies in the use of wastewater treatments have evolved dramatically over the last 20 years, as have the standards regulating these treatments in the State of California. Because of the negative effects often associated with septic tanks, several new alternatives now exist to provide wastewater treatment. While in the past, Tehama County has relied almost exclusively on septic tanks, some of these new alternatives, including smaller package plants, Biolax systems, and individual or small group community treatment facilities, have become increasingly viable options toward meeting cleaner and more rigid waste discharge requirements. The Project proposes the use of an alternative wastewater treatment system.

"To provide a level of wastewater treatment to meet local needs in a cost-effective manner and appropriately scaled to match a development's characteristics and site conditions," *Public Services Element Update Goal PS-5* identifies the following applicable policies.

- *PS-5.1.* The County shall ensure that future development is located with respect to type and intensity/density of land use as provided in Table 4-2 in order to ensure the long-term, economically feasible and environmentally sound provision of adequate wastewater treatment facilities.

  Table 4-2. Policy Matrix for Location Of Land Uses Relative To Wastewater Treatment, identifies that for the proposed Project site whose land use designation is *Commercial* that this land use is appropriate for "Areas located outside of an existing district but where there is the potential to develop a new treatment facility using land application or reuse of wastewater."

- *PS-5.3.* The County shall strive to minimize visual impacts and physical impediments of utility infrastructure and equipment for all areas of the County.

Tehama County Groundwater Management Plan

In 1998, after considerable public input and review, the *Tehama County Groundwater Management Plan* was completed and adopted by the Tehama County Flood Control and Water Conservation District. Implementation of the *Groundwater Management Plan* is underway, and cooperation is encouraged with cities, special districts, and landowners throughout Tehama County, who share the common objectives of the *Plan*. Information on the implementation of the *AB3030 Coordinated Groundwater Management Plan* and *Water Export Ordinance No. 1617*.

Tehama County Land Development and Engineering Design Standards

In November 2007, Tehama County issued *Land Development and Engineering Design Standards* for development projects. Portions of *Chapter 2 – Road Policies and Drainage Design Standards* and *Chapter 10 Drainage Design* Tables and Charts apply to the proposed Project.[89]

Chapter 2 generally requires that any proposed detention pond(s) will release a project site's runoff at a flow less than the existing flow. Thus, any flows entering the existing swales or culverts at a project's boundaries will not exceed the original capacity or damage the existing drainage facilities (other than what would occur without a proposed project).

[89] Also refer to **Appendix C – *Tehama County Department of Public Works issued Preliminary Conditions of Approval*** dated August 19, 2024, which includes but is not limited to complying with land development standards, traffic and transit-related conditions, grading, drainage, water quality requirements, and development impact fees.

Per *Chapter 10*, hydrology analysis criteria shall be used to determine stream flow rates and run-off volumes. This method applies to all uncontrolled streams regardless of watershed size or watershed condition. It should not be used where runoff is significantly affected by reservoirs or diversions or where sufficient (20 years or more) stream flow data exists to permit the use of standard statistical methods. Once the stream flow rate and runoff volumes have been established, the required drainage facilities shall be designed using accepted engineering practices.

Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Plan Update

The purpose of the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update* is to implement and sustain actions that reduce vulnerability and risk from hazards or reduce the severity of the effects of hazards on people and property. Mitigation actions are short-term and long-term activities that reduce the cause or occurrence of hazards, reduce exposure to hazards, or reduce the effects of hazards through various means, including preparedness, response, and recovery measures.

IMPACT ANALYSIS

The following includes an analysis of environmental parameters related to *Hydrology and Water Quality* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts, but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

CEQA Guidelines Section 15130 et. seq. requires an analysis of the cumulative impacts of a proposed project in conjunction with other closely related past, present, and reasonably foreseeable probable future projects that affect or could affect the project area. Although publicly available information suggests that the Nine-Mile Hill Development appears speculative at this point in time, it is nonetheless analyzed and included as *Option B* in the Cumulative Conditions analysis for this section as a worst-case (i.e., greatest possible future buildout) scenario through 2045. However, given Nine-Mile Hill's apparent non-active status and the lack of information to support a reasonable expectation that the development will occur, *Option A* represents the most likely projected buildout upon which to base the *CEQA* cumulative analysis.

X. HYDROLOGY AND WATER QUALITY: Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	

X. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
iii) 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; or			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

As identified in the proposed Project Description (**CHAPTER 2.0 – PROJECT DESCRIPTION)**, wastewater and stormwater facilities will be constructed, owned, and operated by the proposed Project. Refer to Wastewater treatment and dispersal, including details of tanks, treatment equipment, and leachfield sizing, which are discussed in more detail in the previously referenced *Water-Quality Impact Analysis for the Proposed Cottonwood Travel Center* (**Attachment H**). Stormwater treatment and control, including details of stormwater control sizing and design, are also thoroughly described in more detail in the *Final Storm Water/Hydrology Study for Entitlement Purposes* (**Attachment G**). The following summarizes the wastewater and stormwater infrastructure facilities and potential surface and groundwater impacts.

Wastewater

Figure HWQ-7, Water and Wastewater System Overview, illustrates the overall layout of the wastewater collection, treatment, and dispersal system, as well as the components of the water system. **Figure HWQ-8, Wastewater Treatment Equipment Layout**, shows a detail of the wastewater treatment equipment area.

The proposed Project wastewater will be treated to secondary standards to meet the effluent limitations of Central Valley Regional Water Quality Control Board (CVRWQCB) *General Waste Discharge Requirements Order WQ 2014-0153-DWQ* (*Wastewater Order*) for small wastewater systems that discharge to land. An alternative wastewater treatment and disposal system is proposed. Based on the volume and anticipated quality, wastewater will be treated to meet the biological oxygen demand and nitrogen limits of the *Wastewater Order*.

Wastewater effluent from the C-Store, restaurants, restrooms, and shower facilities will flow by gravity to an underground 40,000-gallon equalization tank and then flow, also by gravity, to a 20,000-gallon septic tank adjacent to the equalization tank. From the various facilities, wastewater will flow under gravity between approximately 300 and 700 feet, depending on the facility's distance from the equalization tank.

From the septic tank, wastewater will be pumped about 700 feet to a secondary treatment system area of about 9,500 square feet and treated by an Orenco AdvanTex system or similar. The following elements comprise the proposed treatment system.

- A 40,000 gallon aeration/clarification tank

- A 40,000 gallon anoxic tank
- A Moving Bed Biofilm Reactor (MBBR) tank
- Three, AX-MAX 750 packed-bed filters
- A Control building (blowers, drip-field controls)

The treated effluent will then be pumped from the secondary treatment system to a subsurface drip system in an on-site primary dispersal field of about 0.83 acres immediately north of the secondary treatment area. The design of the primary dispersal field area is based on a disposal rate of 25,000 GPD and soil percolation data that shows a percolation rate of approximately 15 minutes per inch (mpi). Immediately north of the primary dispersal field will be a replacement area of about 0.83 acres, if ever needed. The area will be constructed and maintained in an undeveloped state, with natural grasses providing vegetative cover.

Because of the relatively long distance to regional groundwater (at least 100 feet), it is unlikely that 100% of the treated wastewater will reach the aquifer because of the presence of several clayey zones between the base of the dispersal area and the aquifer. The clay zones will cause the downward percolating treated wastewater to spread laterally and be absorbed into unsaturated sediments above the aquifer.

Nonetheless, if it is conservatively assumed as a worst-case scenario that 100% of the treated wastewater will reach groundwater, it will represent a small portion of the aquifer volume. The average daily percolation of treated wastewater will be approximately 13,057 GPD, which equates to approximately 15 acre-feet/year. The groundwater flow volume beneath the Project site is approximately 201 acre-feet/year. Thus, the treated wastewater would represent approximately 7.4% of the total groundwater flow beneath the Project site in the uppermost aquifer.

Calculations of the additional concentrations of nitrate and total dissolved solids that might be conveyed to the groundwater as a result of the Project equates to 0.02 mg/L of nitrate and 0.44 mg/L of total dissolved solids (TDS). These values are below or slightly above the detection limit of these parameters. Adding these to the existing groundwater concentrations of nitrate (1.19 mg/L) and TDS (193 mg/L) would not cause Federal or California water quality standards to be exceeded (10 mg/L for nitrate as N and 700 mg/L for TDS).

Cumulatively, the primary upgradient source from the Project area is the potential Nine-Mile Hill Development. If constructed, the Nine-Mile Hill Development would have its own onsite wastewater treatment plant treating wastewater to tertiary standards (e.g., drinking water standards). The treated water would be recycled for irrigation purposes, including project landscaping and the golf course. Because the additional concentrations of constituents such as nitrate and TDS from the Cottonwood Travel Center Project would be below or slightly above detection limits, adding these constituents to potential impacts from the highly treated Nine-Mile Hill Development effluent would not be detectable.

Therefore, percolation from the treated wastewater dispersal area will not exceed water quality objectives. Thus, there will be ***less than significant impacts*** from percolation from the Project's wastewater dispersal area, which will not adversely affect the groundwater from a direct Project perspective or cumulatively.

Stormwater

Stormwater runoff will first be treated by oil-water separators located throughout the Project site before entering *Low-Impact Development* (*LID*) swales and bioretention features for secondary treatment (note

that LID bioretention refers to retention of contaminants, not retention of the runoff itself). The use of oil-water separators will provide treatment of runoff prior to its entering secondary treatment from the *LID* features.

Secondary treatment will occur in bioretention features, which use soil, plants, and microbes to treat stormwater before infiltration or discharge. Bioretention areas are shallow depressions or swales filled with sandy soil, topped with a thick layer of mulch, and planted with dense vegetation.

The *LID* features are considered *Best Management Practices* (*BMP*) for stormwater control and treatment. After treatment via the oil-water separators and *LID* features, the stormwater will flow to drop inlets and then be conveyed via a storm sewer to a Detention Basin located in the site's northwest corner. Stormwater controls have been designed to maintain similar pre- and post-Project offsite discharges.[90]

Surface water runoff to the Detention Pond will contain hydrocarbons and other pollutants, such as particulate matter associated with vehicular traffic. Because the runoff will be routed through *LID* swales and bio-filters before entering the Pond, those elements will reduce the concentration of pollutants. During Project construction, there could be impacts from erosion of exposed soils, spills, etc. Because the Project, both operationally and during construction, will be required by law to comply with State regulations related to stormwater management (i.e., *Industrial General Stormwater Permit*), those potential impacts can be mitigated to be ***less than significant***.

The Project's average annual percolation amount is estimated at approximately 48,940 gallons per day. If the percolating water is assumed to contain 16.7 mg/L of diesel-range organics (the high end of sample results from a similar site, the TA Travel Center in Redding), the resultant concentration added to the aquifer would be 0.02 mg/L, or below the current detection limit of 0.033 mg/L. Concentrations of other organic constituents would be less than this.

The above calculation assumed that the polluted runoff would receive no treatment or dilution from cleaner runoff before entering the Detention Pond. This is a conservative worse-case assumption because the runoff will be routed through *LID* swales and biofilters before entering the Pond, and those water treatment elements will reduce the organic concentrations. Although it is difficult to quantify the reduction because it will be dependent on concentrations, the materials and plant types in the biofilters, and the magnitude of the discharge, field studies show 47 to 98% removal of total suspended solids (TSS), copper, cadmium, lead, and zinc, and more than 85% removal of hydrocarbons from *LID* biofilters similar to those proposed for the Project.

Nonetheless, even if the Project runoff received no treatment (which is not realistic) before entering the Detention Pond, percolation from the Detention Pond will not cause water quality objectives to be exceeded. Thus, there will be ***no significant impacts*** due to percolation from the Detention Pond area.

Because there is no indication that the Nine-Mile Hill Development will be constructed in the near future, it is unlikely that construction-related surface-water impacts would overlap with the Project. There will also be no cumulative effects for operationally related surface-water impacts, as the Nine-Mile Hill Development would be required to comply with the same laws and regulations as the Project, and the

[90] The oil removed from the oil-water separators will be properly disposed of. The process involves monthly inspections, as well as after a major storm event. The separator unit is cleaned, and the oil is disposed of in an environmentally safe manner by companies that provide this service. Records of inspections and maintenance activities will be maintained by the operator.

impacts from the Project will not be significant. Therefore, potential Project surface-water impacts are considered ***less than significant*** under both *Cumulative Options A* and *B*.

Storm water will be required to obtain SWRCB *Water Quality Order No. 2014-0057-DWQ* permit, as amended by *Order No. 2015-0122-DWQ*. This *NPDES* permit regulates discharges associated with 10 broad categories of industrial activities, including facilities that handle hazardous materials and transportation facilities with vehicle maintenance operations, which are proposed Project activities. The *Industrial General Storm Water Permit* requires the implementation of management measures that will achieve the performance standard of the best available technology economically achievable (*BAT*) and the best conventional pollutant control technology (*BCT*). The *Industrial General Storm Water Permit* also requires the development of a *Storm Water Pollution Prevention Plan* (*SWPPP*) and a monitoring plan. Through the *SWPPP*, sources of pollutants are to be identified, and the means to manage the sources to reduce stormwater pollution are described.

The *Industrial General Storm Water Permit* requires the Cottonwood Travel Center operator to perform stormwater quality monitoring, water testing, and reporting certain stormwater discharges from the property and submit an annual report to the SWRCB each year. Therefore, impacts on surface and groundwater quality are considered to be ***less than significant***.

b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Project Water Demand

The proposed Project's total average potable water demand is estimated at 16,554 gallons per day (GPD). This equates to approximately 18.5 acre-feet/year. Total peak potable demand, over a maximum period of three days, is estimated to be approximately 37,250 GPD. Long-term landscaping irrigation demand is estimated to be approximately 18,810 GPD for July, the driest month in this climate region. Annually, long-term irrigation demand will be approximately 10,500 GPD, accounting for annual demand variations (wet vs. dry months).

Irrigation demand will be higher during the period when the landscaping is being established. An additional 10,000 GPD/acre of landscape irrigation is assumed during the grow-in period. This equates to approximately 20,500 GPD.

Adding the potable and irrigation demands gives a total average demand of approximately 35,364 GPD (25 GPM) after landscaping is established. Before landscaping is established, the average demand will be approximately 112,674 GPD (78 GPM).

Peak irrigation demand (no more than seven days in a row) is estimated to be 133,367 GPD (39 GPM) before landscaping is established and 56,056 GPD (39 GPM) after landscaping is established.

The proposed Project's total water demand is approximately 40 acre-feet per year. Potable water demand is approximately 18.5 acre-feet per year, and landscape irrigation water usage is estimated at 21.1 acre-feet per year. It should be noted that the landscape irrigation demand is high since the July demand, which is the highest water usage month, was used to calculate the entire year.[91]

[91] Bonnie Lampley, Lawrence & Associates, personal communication, September 25, 2025.

Interference Impacts

Interference is the decrease in water level in a well caused by the pumping of a neighboring well. Because a test well was not installed for this analysis, aquifer parameters used in the analysis were taken from well-documented tests conducted on wells on adjacent properties, as described above.

At a distance of about 500 to 1,000 feet, the maximum interference would be about one foot during a dry period before landscape grow-in. From 1,000 feet to about one mile the interference would be between one-half and one foot. At approximately two miles, the interference would be less than half a foot. On average, after landscape grow-in, interference at all distances would be less than about one-third of a foot (less than four inches).

During a drought, water level declines from Project pumping will be added to those caused by drought. Although water levels in the Redding basin, and all its subbasins, decline during drought, they recover to normal levels afterward, illustrating that the basin is in a steady state, where inflows equal outflows. That is, the removal of water from the basin (from pumping or other means) does not exceed recharge to the basin.

Groundwater level variations during drought conditions have been between approximately 7 and 10.5 feet in the Project area, based on a nearby well monitored by the Department of Water Resources (DWR). For example, during the critically dry 1976-77 drought, the water level declined by 10.4 feet. At the end of that drought, water levels recovered up to pre-drought levels within six years. During the years of 1987 through 1992, the water level also declined by about 7.6 feet and recovered within three years. Recent water levels (last measurement made in January 2023) are similar to the end of that period, which is to be expected because there have been a series of dry years recently. In this most recent period, water levels have declined by approximately 7.2 feet (2019 to January 2023).

Properly constructed individual wells in this area should be able to continue to produce water under similar, or worse, drought conditions. This is easily achieved in the Project vicinity because the available water column (the height of water in a well) in deeper wells is of sufficient thickness. The water column available in the vicinity ranges from approximately 40 to over 400 feet. Assuming a drought water decline of 20 feet (approximately twice the amount of the historical maximum), plus Project interference of at most one foot, wells with a minimum water column of 20 feet would still contain sufficient water and would not go dry. At water columns of 20 to 400 feet, 1 foot of interference represents about 5% to 0.3% of the water column. Considering the adjacent potential developments, cumulative interference would represent about 1.5% to 25% of the minimum observed water column.

Note that this analysis assumes that the Project well and the nearby existing wells would be completed in aquifers that are strongly connected. This is unlikely to be the case, however, because the Project well will be completed at least 50 to over 100 feet deeper than the local vicinity wells. Additionally, there will be clay layers between the base of existing wells and the top of the aquifer from which the Project well will pump. Based on vicinity well logs, there is likely to be approximately 60 feet of clay between the base of the closest neighboring wells and the aquifer (screened interval) of the Project well. This means that interference from the Project well will be lessened on neighboring wells.

Therefore, a natural 10- to 20-foot water-level decline, in conjunction with interference from Project pumping of up to one foot, should not preclude properly constructed wells from continuing to pump during a drought. Thus, potentially significant impacts regarding interference on existing area wells under either *Option A* or B would be ***less than significant***.

Water-Supply Impacts

Under the *Sustainable Groundwater Management Act* (*SGMA*), all California groundwater basins must have *Groundwater Sustainability Plans* (*GSP*) that describe how each basin will be managed to maintain a sustainable groundwater supply. The *GSP* for the Bowman subbasin is described by a surface + groundwater model that accounts for all inflows and outflows to the basin. If inflows are greater than outflows, there is a net increase in groundwater storage; if inflows are less than outflows, there is a net decrease in groundwater storage.

The *GSP* model explicitly accounts for multiple dry years, future climate change conditions, and future land use. Based on the *GSP* model, the sustainable yield for the Bowman subbasin is estimated to be 10,000 acre-feet per year, which is equal to the volume of groundwater extracted annually in the subbasin (by pumping and by plant uptake) minus the simulated change in storage. The sustainable yield represents both the current period and future periods, considering future land use changes and 2070 climate change conditions.

The annual Project water demand will range from 31 to 42 acre-feet/year for periods after and before landscape grow-in, respectively. This represents approximately 0.3% to 0.4% of the basins' sustainable yield in both normal and multiple drought years.

Based on the small percentage that Project pumping would represent of the basin's sustainable yield and considering historic drought water-level declines of approximately 10 feet, the aquifer would not be substantially depleted during average, single-dry, or multiple-dry years with the Project under either *Option A* or B.[92] Groundwater impacts would be ***less than significant***.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i. *Result in substantial erosion or siltation on- or offsite:*

As previously discussed in **SECTION VII – GEOLOGY AND SOILS**, according to the USDA-NRCS Official Soil Series Descriptions, the erosion potential for Corning-Newville gravelly loams with 3 to 10 percent slopes, which is the soil type for the Project site in Tehama County, is considered to be high. These soils are typically found on fan remnants and terraces, and their gravelly nature, combined with the slope gradient, makes them susceptible to erosion, especially during heavy rainfall or improper land management.

The proposed Project does not include alteration of the course of a stream or river; however, the Project site does result in about 18.99 acres, or 63.4 percent of the Project site, will be impervious surfaces. The 4.16 acres of the Project site that have been developed/disturbed include the residence, associated areas, and gravel roads. The southwest portion is disturbed by regular illegal parking, motorcycles, transient activity, and illegal dumping of garbage.

During tree removal, earthmoving, and overall Project site grading, as well as infrastructure and building construction, the existing vegetation cover, soil, and drainage systems on the Project site will be significantly altered. During these activities, the Project site would be exposed to

[92] Lawrence & Associates. June 28, 2023. *Hydrogeological Analysis for the Proposed Cottonwood Travel Center, Tehama County, California*. Page 6.

wind and water erosion, which could adversely affect surface water quality and would result in ***potentially significant impacts*** unless mitigation measures are implemented. However, as noted in **SECTION VII – GEOLOGY AND SOILS**, Impact b) discussion regarding erosion, required adherence to local, state, and federal laws and regulations, which the Project will be required to comply with, would minimize erosion from site soils and largely capture pollutants on the site. Potential impacts are considered ***less than significant***.

Examples of erosion control *BMPs* that will be contained in the *SWPPP* are shown in **Table HWQ-2, Potential Pollutant Sources and Corresponding Best Management Practices (BMPs)**.

Table HWQ-2
Potential Pollutant Sources and Corresponding Best Management Practices (BMPs)

Area	Activity	Pollutant Source	Pollutant	BMPs
Fuel islands	Fueling, windshield washing	Overfills, vehicle leaks, drive-offs	Petroleum hydrocarbons (fuel and lubricants), dust and soils brought in by motor vehicles	Nonstructural: site supervision, personnel training, signage, spill control measures, routine maintenance, parking lot sweeping, vacuuming drain lines, cleanout of O/W separators Structural: Covered, buried USTs and piping, separate drain system w/ O/W separator and diversion to sanitary sewer; drop inlet pads and catch basin inserts
Truck offload area	Off load fuel to USTs	Hose failure, valve failure, overfill	Petroleum hydrocarbons (fuel), dust and soils brought in by motor vehicles	Nonstructural: site supervision, personnel training, signage, spill control measures, routine maintenance, parking lot sweeping, vacuuming drain lines, cleanout of O/W separators Structural: Covered, buried USTs and piping, separate drain system w/ O/W separator and diversion to sanitary sewer; drop inlet pads and catch basin inserts
Truck service shop area	Truck maintenance	Small spills, tank leak	Petroleum hydrocarbons (lubricants), dust and soils brought in by motor vehicles	Nonstructural: site supervision, personnel training, signage, spill control measures, routine maintenance, parking lot sweeping, vacuuming drain lines, cleanout of O/W separator Structural: Covered, buried USTs and piping, separate drain system w/ O/W separator and diversion to sanitary sewer; drop inlet pads and catch basin inserts
Storage area (products and waste)	Storage	Small spills, container leak	Petroleum hydrocarbons (lubricants)	Nonstructural: site supervision, personnel training, signage, spill control measures, routine maintenance
Truck parking	Truck parking	Small spills, engine leaks, truck contents	Petroleum hydrocarbons (fuel and lubricants), Unknown (depending on truck contents), dust and soils brought in by motor vehicles	Nonstructural: site supervision, personnel training, signage, spill control measures, routine maintenance, parking lot sweeping, vacuuming drain lines, cleanout of O/W separator Structural: Covered, buried USTs and piping, separate drain system w/ O/W separator and diversion to sanitary sewer; drop inlet pads and catch basin inserts
Auto parking	Automobile parking	Small spills, engine leaks, truck contents	Petroleum hydrocarbons (fuel and lubricants), dust and soils brought in by motor vehicles	Nonstructural: site supervision, personnel training, signage, spill control measures, routine maintenance, parking lot sweeping, vacuuming drain lines, cleanout and O/W separator Structural: Covered, buried USTs and piping, separate drain system w/ O/W separator and diversion to sanitary sewer; drop inlet pads and catch basin inserts

An example of a template for a Storm Water Pollution Prevention Plan (SWPP) is provided in **Attachment H**, *Water-Quality Impacts Analysis For the Proposed Cottonwood Travel Center*. Refer to Appendix B, Example IGSP Permit (SWPPP) Showing BMPs, in **Attachment H**. Also, pages 4 and 5 in Appendix B identify examples of Potential Pollutant Sources for Industrial Processes. These include, but are not limited to, industrial processes, material handling and storage areas, dust- and particle-generating activities, non-stormwater discharges, and erodible surfaces, which would be addressed in the SWPPP.

Pages 5 through 10 in Appendix E in **Attachment H**) identify the following topics that would also be addressed in the *SWPPP*, which include but are not limited to, Nonstructural (Minimum) *BMPs*, such as good housekeeping, preventive maintenance, spill and leak prevention and response, material handling and waste management, erosion and sediment controls, employee training, quality assurance and record keeping, and inspections. Structural (Advanced) *BMPs* are discussed for Overhead Coverage (Exposure Minimization), retention and/or detention ponds, treatment control devices, and secondary containment structures. Lastly, *Design Storm Standards for Treatment Controls* and *Temporary Suspension of Activities* are major topics.

The regulatory requirement for preparing an *SWPPP* and implementing applicable *BMPs*, as identified in **Table HWQ-2, Potential Pollutant Sources and Corresponding Best Management Practices (BMPs)**, reduces the potential for substantial erosion to a ***less than significant*** level.

ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite:*

The proposed Project's conceptual drainage design[93] shows that most of the drainage for the property plus run-on from the upslope off-site area will be routed through sheet flow drainage swales, culverts, and *Low-Impact Development* (*LID*) swales to a stormwater detention basin (Pond A or Drainage Area A-1)[94] where all of the resulting runoff will discharge to existing Discharge Point EXD-A.[95]

Approximately 41.05 acres are anticipated to drain to the proposed Project Detention Basin, an increase of 17.5 acres from the baseline condition of 23.55 acres. Approximately 18.99 acres, or 63.4 percent of the Project site, will be paved, buildings and structures "under roof," or landscaped, resulting in a higher runoff coefficient than the baseline condition.

Existing Discharge Point EXD-B is anticipated to be abandoned and would no longer receive runoff. Existing Discharge Point EXD-C will only receive runoff from the south side of Hooker Creek Road.[96] The run-on from Drainage Area A-24 (1.12 acres) along the north side of Hooker Creek Road discharges into an inlet, combines with onsite runoff drainage area A-6 (0.91 acres), and flows into the Detention Basin.[97]

Per County requirements, the *Final Storm Water/Hydrology Study for Entitlement Purposes* (**Attachment G**) demonstrates that the "Project" will not "substantially increase the rate or

[93] Appendix D – *Proposed Drainage, Drawings D1 through DR4* in the Galloway & Company *Final Storm Water/Hydrology Study,* Drawing *DR1* shows the drainage areas and improvements for the overall proposed Project Site.
[94] Refer to Figure HWQ-9, Proposed Overall Project Site Drainage (Drawing DR1)
[95] Ibid.
[96] Refer to Figure HWQ-5, Existing Drainage Setting A
[97] Refer to Figure HWQ-9, Proposed Overall Project Site Drainage (Drawing DR1)

amount of surface runoff in a manner which would result in flooding on- or offsite" and "(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems." The *Final Storm Water/Hydrology Study for Entitlement Purposes* assumes that a Project peak flow will be less than or equal to the baseline peak and 24-hour storm flow at any of the existing discharge points, and this limitation would prevent the potential for flooding caused by the proposed Project.

Peak flow is used for the purposes of designing stormwater conveyances (culverts, ditches, spillways), etc.. "Peak" flow is calculated for a storm intensity matching the "time of concentration" for a given drainage and given storm return period (e.g., 10-year or 100-year storm).[98] Storm intensity, commonly expressed as inches per hour, is greater for short-duration storms (generally 5 to 30 minutes for the subject property) than for longer-duration storms.

For the purpose of designing runoff flows from culverts and drainages, a storm intensity matching the time of concentration was used to calculate the peak flow for 10-year and 100-year storm events. To design the detention pond capacity and freeboard, a 24-hour storm intensity was used.

The 10-year and 100-year storm events over a 24-hour period are the basis for the drainage system design. This is in accordance with guidance from the *California Highway Design Manual Table 819.7C* recommendation for Northern Regions. The 10-year storm is considered a minor storm event. It has a ten percent probability of exceedance during any given year. The 100-year storm is considered a major storm event. It has a one percent probability of exceedance during any given year.

The 10-year drainage system, at a minimum, must be designed to transport runoff from the 10-year recurrence interval storm event with minimal disruption to the urban environment. The 100-year drainage system, as a minimum, must be designed to convey runoff from the 100-year recurrence interval runoff to minimize life hazards and health, damage to structures, and interruption to traffic and services.

The *Tehama County Land Development and Engineering Design Standards* drainage design criteria state, "For developments with a watershed less than 40 acres in size, the 'Rational Method' modified for Tehama County shall be used to calculate the runoff of the watershed."[99] The *Final Storm Water/Hydrology Study for Entitlement Purposes* (**Attachment G**) for the proposed Project utilizes the "Rational Method" as required; however, SWMM calculations are also used. The *Study* notes under *2.4 Hydraulic Criteria* "Street Inlet Capacity Storm Sewer, LIDs: While not stated in Chapter 2, drainages and storm sewers should be evaluated based on peak flow (intensity matching the time of concentration) as shown in the calculations in Appendix C (of the *Final Storm Water/Hydrology Study for Entitlement Purposes) – SWMM* Calculations."[100]

[98] The time of concentration is the time needed for water to flow from the most remote point in a watershed to the outlet.

[99] Chapter 2 E. 13. d. 1) c) – *Road Policies and Drainage Design Standards, Drainage, Drainage Design, Drainage Calculations, Design Criteria*.

[100] *Final Storm Water/Hydrology Study*. Page 12. First paragraph. Under 2.4 Hydraulic Criteria.

For the impact analysis, the "Rational Method," as outlined in the Tehama County Design Criteria, is presented. However, the *SWMM* calculations are referenced and incorporated into the impact analysis.

According to the *SWMM* Model User's Manual: "The *EPA Storm Water Management Model* (*SWMM*) is a dynamic rainfall-runoff simulation model used for single event or long-term (continuous) simulation of runoff quantity and quality from primarily urban areas. The runoff component of *SWMM* operates on a collection of subcatchment areas that receive precipitation and generate runoff and pollutant loads. The routing portion of *SWMM* transports this runoff through a system of pipes, channels, storage/treatment devices, pumps, and regulators. *SWMM* tracks the quantity and quality of runoff generated within each subcatchment, and the flow rate, flow depth, and quality of water in each pipe and channel during a simulation period comprised of multiple time steps."

The *Study* notes that the *SWMM* model provides a more sophisticated method of calculating the baseline flow than the Rational Method and takes into account stormwater routing and timing within the drainage system.[101]

As described in the *Final Storm Water/Hydrology Study for Entitlement Purposes*, *Appendix B – Calculations*, the time of concentration ranged from approximately 5 minutes to 30 minutes for a given drainage area. For the baseline, peak flow was calculated using the storm intensity matching the time of concentration for combined existing drainages EX1, EX3, EX5, EX7, EX8 (including off-Site run-on) with a duration of 23.5 minutes. (Refer to **Figure HWQ-6, Existing Drainage Conditions EX1**.) **Table HWQ-3, Baseline Condition Flow Summary from Rational Method,** summarizes the resulting 10- and 100-year baseline peak flow from each discharge point.

Table HWQ-3
Baseline Condition Flow Summary from Rational Method

Discharge Point	Drainage Areas	Total Acres	Time of Conc.[1]	Intensity in/hr[1]	10-year Peak	100-year Peak	10-year, 24-hr	100-year 24-hr
		acres	minutes	in/hr	cfs	cfs	cfs	cfs
EXD-A	EX-1, EX-3, EX-5, EX-7, EXRO-1	39.93	23.5	2.76	16.5	23.9	1.64	2.37
EXD-B	EX-4	6.73	14.1	3.58	6.1	8.5	0.44	0.64
EXD-C	EX-6	1.32	13.2	3.69	1.2	1.7	0.14	0.20
EXRO-A	EXRO-1	8.44	15.2	3.47	7.1	9.9	0.53	0.76

Notes: 1 – Used for peak flow only

Table HWQ-4, Project Condition Flow Summary from Rational Method, summarizes the resulting 10- and 100-year Project peak flow from each discharge point.[102]

The calculations demonstrate that the post-Project flow at the discharge points can be designed to be equal to or less than the pre-Project flow, thereby meeting the requirements to prepare a

[101] *Final Storm Water/Hydrology Study*. Pages 13 and 14. Begins with the first paragraph under 3.3.1 24-Hours Design.

[102] Ibid. Page 13 and shown as Tables 1 and 2 in the *Study*.

hydrology analysis that meets drainage design requirements. The final design will be provided at the permitting stage.

Table HWQ-4
Project Condition Flow Summary from Rational Method

Discharge Point	Drainage Areas	Total Acres	Time of Conc.[1]	Intensity in/hr[1]	10-year Peak	100-year Peak	10-year, 24 hr	100-year 24-hr
		acres	minutes	in/hr	cfs	cfs	cfs	cfs
EXD-A	All Areas and EXRO-1	32.61	14.4	3.55	63.3	79.7	3.13	3.52
EXD-B	None							
EXD-C	None							
EXRO-A	EXRO-1	8.44	15.2	3.47	7.1	9.9	0.53	0.76

Notes: 1 – Used for peak flow only

Project implementation would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off-site. Impacts are considered ***less than significant*** in this regard.

iii. *Create or contribute runoff water which would exceed the capacity of existing planned stormwater drainage systems or provide substantial additional sources of polluted runoff:*

Refer to previous impact discussions under X. a), X. c).i, and X. c).ii. Potential impacts would be ***less than significant***.

iv. *Impede or redirect flood flows:*

Refer to the impact discussion under X.c).ii. Potential impacts would be ***less than significant***.

d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

There are no levees near the proposed Project. The threat of a tsunami wave is not applicable to inland areas; there is no potential for the generation of a seiche.

The September 29, 2011, *Flood Insurance Rate Map* (*FIRM*) for *Tehama County, Panel 425 of 1775, Map Number 06103C0425H*, within which the Project site is located, was reviewed to determine potential flooding impacts. The Project site is not located within any flood hazard areas.[103]

According to the California Department of Water Resources Division of Dam Safety, there are five dams in Tehama County. Three dams outside the County have inundated areas that reach into Tehama County: Lake Macumber, Shasta, and Whiskeytown Dams. According to the California Office of Emergency Services, *Figure 4-50: Dam Inundation Tehama County*, the proposed Project site would not be subject to inundation.[104]

Potential impacts due to hazardous conditions associated with flooding, tsunamis, seiche zones, or inundation due to dam failures resulting in the release of pollutants are considered ***less than significant***.

[103] Federal Emergency Management Agency. September 29, 2011. Flood Insurance Rate Map Tehama County, California and Incorporated Areas. Panel 425 of 1775. Map Number 06103C0425H.

[104] *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Update* – Volume 1. Page 4-187.

e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The proposed Project is located within the Sacramento River Basin. The *Water Quality Control Plan for the California Regional Water Quality Control Board Central Valley Region (Fifth Edition)* was prepared for the Sacramento River Basin and the San Joaquin River Basin. The *Basin Plan* includes water quality objectives for the Sacramento River. Implementation of the plan is conducted through the NPDES permits and waste discharge requirements for pollution. Implementation of the proposed Project would not result in a conflict with the Sacramento River *Basin Plan*; therefore, there is ***no impact***.

As previously discussed under **Environmental Setting**, the Project site and surrounding area are located within the Sacramento River hydrologic region of northern California within the Bowman Subbasin of the Redding Groundwater Basin. It is important to note that the RGWB is not an adjudicated basin.[105] As the basin is not in overdraft, no legal pumping limit has been set; therefore, no overdraft mitigation efforts are currently underway. Although no safe yield has been established for the RGWB, groundwater modeling as part of the *Coordinated AB3030 Groundwater Management Plan* indicates that the RGWB is resilient to severe drought conditions and can recover within one year of normal rainfall (COR, 2015). In addition, the proposed Project is located within the Bowman Road subbasin that is monitored, reported, and managed by a Groundwater Sustainability Agency (GSA), which is the Tehama County Flood Control and Water Conservation District.

Given the current and foreseeable status of the RGWB as a non-adjudicated basin, the proposed Project's lack of groundwater impacts, and the continued management of both the RGWB and Bowman Road Subbasin, pursuant to the SGMA Act, Project implementation would not result in adverse impacts to groundwater resources. Impacts would be ***less than significant***.

MITIGATION MEASURES

The proposed Project is required to comply with all applicable federal, state, and local laws, regulations, and standards imposed as part of the initial and ongoing permitting and operational monitoring process; therefore, there is no need to implement mitigation measures.[106]

FINDINGS

Under *Section 402* of the *Clean Water Act*, the Regional Water Quality Control Board (RWQCB) issues *National Pollutant Discharge Elimination System* (*NPDES*) permits to regulate waste discharges to Waters of the U.S. Waters of the U.S. include rivers, lakes, tributary streams, and wetlands. Waste discharges include discharges of stormwater and construction project discharges. A construction project resulting in the disturbance of one or more acres requires an *NPDES* permit. A *Storm Water Pollution Prevention Plan* (*SWPPP*) will be required to be prepared prior to construction since the area of disturbance is greater than one acre.

Adherence to the *Best Management Practices* (*BMPs*) advanced as required in the *SWPPP*, and the permitting, operational, and reporting requirements imposed by the State and the County ensure that the Project will not violate water quality or discharge standards or otherwise substantially degrade water

[105] University of Santa Cruz. October 1, 2016. *An Evaluation of California's Adjudicated Groundwater Basins*.

[106] Also refer to the Tehama County Department of Public Works that issued *Preliminary Conditions of Approval* dated August 19, 2024, which includes but is not limited to complying with land development standards, traffic and transit-related conditions, grading, drainage, water quality requirements, and development impact fees.

quality. Potential flooding impacts are also ***less than significant*** due to the nature of the proposed Project and associated improvements and site alterations.

Based on the review and evaluation of the information provided the proposed Project will have a ***less than significant impact*** with respect to *Hydrology and Water Quality*.

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SECTION XI – LAND USE AND PLANNING

This section of the *Initial Study* describes the impacts on land use and planning that would result from the implementation of the proposed Project, including consistency with relevant local land use plans and compatibility with surrounding land uses.

ENVIRONMENTAL SETTING

The Project site is located in the County's "North I-5 Corridor Planning Area" in the north-central portion of the County along the I-5 corridor. The North I-5 Corridor Planning Area includes the City of Red Bluff, the Lake California planned community, and the unincorporated Bowman Area. This Area is expected to accommodate a significant portion of the growth projected for the County within the next 20 years.[107] (Refer to **Figure LU-1, North I-5 Corridor Planning Area**.)

The Project site is located at the northeast corner of I-5 and Hooker Creek Road, bounded by Auction Yard Road to the west, Hooker Creek Road to the south, and Snively Road to the east. Hooker Creek Road, Auction Yard, and Snively Road currently provide direct access to the Project site from the south, west, and east, respectively. Hooker Creek Road provides access to I-5 via north and southbound on-and-off ramps. The site can also be accessed from the I-5/Sunset Hills Drive Interchange to the north via Auction Yard Road, a distance of approximately 2.4 miles. (Refer to **Figure 2-2, Project Site Vicinity Aerial**.)

Approximately 4.16 acres of the 29.75-acre Project site have been developed/disturbed, including the residence, associated areas, and gravel roads. The southwest portion of the site is disturbed by regular illegal parking, motorcycles, transient activity, and garbage dumping.

The *Tehama County General Plan* divides the County into five planning areas:

- North I-5 Corridor
- Central I-5 Corridor
- South I-5 Corridor
- Eastern Planning Area
- Western Planning Area

As previously noted, the proposed Project is located in the County's "North I-5 Corridor Planning Area." "While much of the North I-5 Planning Area is planned to accommodate a large portion of the growth in the County within the next 20 years, the planning area provides for the maintenance of the 'status quo' in the community of Bend." Residential development in the community of Bend would be "limited to a combination of rural residential and large- and small-lot land uses." However, the Project site is not located within or in close proximity to the Bend area.

Due to the location of the Project site within the North I-5 Planning Area and being adjacent to I-5 and Hooker Creek Road, in addition to the existing commercial development in the immediate area, particularly to the north, the land use classification of the Project site is *GC – General Commercial*. (Refer to **Figure LU-2, General Plan Land Use Classifications**.)

There are several surrounding complementary trucking and transportation-related uses in the Project vicinity. For instance, the parcel immediately north of the Project site is operated by Ramirez Truck Repair, a general maintenance facility for semi-trucks. A 10-acre parcel (APN 007-080-052), approximately 0.5

[107] *Tehama County General Plan Update 2009-2029*. Page 2.0-5.

miles north along Auction Yard Road, is owned and operated by Pittman Trucking, a long-haul trucking company specializing in the transportation of equipment, machinery, and structures, as well as earth-moving equipment. MT Lassen Transportation, a truck repair facility, freight, lumber, and dry bulk commodities transport trucking company, is located at the intersection of Auction Yard Road and Valley Auction Road, approximately 0.9 miles north of the Project site. Lastly, across Hooker Creek Road to the southeast and bordering Snively Road is Western Hydro, which provides drilling supplies, well service equipment, water pumps and accessories, and water treatment and wastewater handling equipment.

Five residential parcels, ranging in size from 1.61 acres to 3.63 acres, are directly east of the Project site across Snively Road. All the parcels have single-family residences except the largest one, which is currently undeveloped.

Existing General Plan Land Use Classification

The *Tehama County General Plan* classifies the proposed Project site as *GC – General Commercial*. The following provides a description of the *GC – General Commercial* land use classification.[108]

> *Location Requirements*. General commercial uses are intended to be located along arterial streets or in conjunction with business parks.
>
> *Definition and Purpose*. The intent of this land use designation is to provide for a wide range of goods and services, as required by residents or businesses, that are inappropriate in community or neighborhood centers due to size or operating characteristics or are not economically feasible in such centers.
>
> *General Uses*. Examples of uses include the sale of construction and building materials, auto parts, construction equipment, trucks, and automobiles. Services include vehicular repair, plumbing, electrical, and fabrication of wood or metals.
>
> *Size and Scale*. Typical sizes vary based on the market area and include the following: 1) Up to 25,000 square feet of retail space on a site up to 2.5 acres in area for a population of between 4,000 and 7,500 persons within the local vicinity; 2) up to 50,000 square feet of retail space on a site up to 5 acres in area, for a population between 15,000 to 30,000 persons within the local vicinity. However, projects may vary in size from the "typical" size and scale standard stated above based on location attributes, characteristics of surrounding land uses, and unique or local circumstances.

Surrounding General Plan Land Use Classifications

General Plan Land Use Classifications of properties adjoining the Project site are identified in **Table LU-1, Existing Land Use and Zoning Designations,** and **Figure LU-2, General Plan Land Use Classifications**. In addition to the *General Commercial* designation for the Project site and the areas to the north and south, there are two additional *General Plan Land Use Classifications,* which are the *RL – Rural Small Lot* and the *SP/SR – Specific Plan Suburban* Land Use Classifications.[109]

The *RL – Rural Small Lot* Land Use Classification is intended to provide for living environments that receive only limited or no urban services and are located within rural service centers or clearly defined rural

[108]Ibid. Pages 2.0-19 and 20.

[109] Ibid. Page 2.0-18 and 2.0-22.

residential communities. General uses include single-family residences, guest cottages, crop and tree farming, nurseries and greenhouses, stables, parks, and open space, as well as limited neighborhood commercial uses, subject to approval of a Conditional Use Permit by the Planning Commission. The classification allows for the development of one single-family detached dwelling unit per 2-acre parcel or one dwelling unit per pre-existing legal parcel.

Table LU-1
Existing Land Use Classifications And Zoning Designations

Direction	Immediately Located Existing Land Uses	Existing General Plan Classification	Existing Zoning District Designation
West	Interstate 5 Vacant Parcel Sun City (Approved Nine-Mile Hill Development)	*SP/SR – Specific Plan Suburban*	*SCSP – Sun City Specific Plan*
North	One Truck Maintenance Facility Parcel A Rural Residential Single-Family and Mobile Home on One Parcel	*GR- General Commercial*	*PD – Planned Development*
East	Four Single Family Residential Parcels One Vacant Parcel	*RL – Rural Small Lot*	*R1-A-MH-B:86 (Low Density Residential)*
South	A Water Treatment and Wastewater Equipment and Supplies Wholesaler Two Vacant Parcels	*GR- General Commercial*	*PD – Planned Development*

Source: Tehama County Transportation Commission and Geographical Information Center California State University, Chico. *Tehama County Regional Viewer, Interactive Viewer*. *Tehama County General Plan Update 2009-2029*. *Zoning Code Title 17*; *Google Earth* 2024; and *ENPLAN Map Port*.

The *SP/SR – Specific Plan Suburban* Land Use Classification is a *Special Planning* Land Use Overlay Designation whose purpose is to provide for, and identify, areas in the County that require the development of detailed master planning efforts through adoption of a Specific Plan or Development Agreement. The North I-5 Corridor Planning Area was identified for application of the *SP – Special Planning* Land Use Overlay Designation due to factors that include: the area land ownership pattern; topographical opportunities and constraints; reduced natural resource and protected species concerns; the reduced potential for tree, row or field crop agricultural land conversion due to geology and soil types; and the lack of existing development within the area. These areas could be developed as large, planned communities, and/or areas proposed for development that are not currently served by roadways or community services that would benefit from detailed planning efforts. The *SP – Special Planning* Land Use Overlay Designation was applied to the Sun City or Nine-Mile Hill Development.

Existing Zoning District Designation

The proposed Project site is located in the *PD Planned Development District* as designated by *the Tehama County Municipal Code*.[110] (Refer to **Figure LU-3, Zoning District Designations**.) The following provides a description of the Project's existing Zoning District that is consistent with the *GC – General Commercial General Plan Land Use Classification*.

- *PD Planned Development District.* The *PD District* purpose is intended to be applied on parcels of land which, in the opinion of the planning commission, are suitable for and of sufficient acreage

[110] *Tehama County Municipal Code. Zoning Chapter 17.38 – PD Planned Development District*.

to contain a planned community or development. The specific regulations set out in *Zoning Code Chapter 17.38* and the general rules set forth in *Zoning Code Chapter 17.08* shall apply in all *PD* districts, except that where conflict occurs, the regulations specified in *Zoning Code Chapter 17.38* shall apply. Uses permitted in a *PD District* include all uses permitted in *Residential, Commercial, Industrial, and S Zoning Districts*, subject to use permit approval.

Surrounding Zoning District Designations

The surrounding *Zoning District Designations* identified in **Table LU-1, Existing Land Use and Zoning Designations**, and **LU-3, Zoning District Designations** are the *R1-A-MH-B:86* (Low Density Residential) and *SCSP – Sun City Specific Plan*.

- *R1-A-MH-B:86* (Low Density Residential). This is a combining district whereby the *R1* (*One-family Residential District*) is the principal district combined with the *A* (*Animal Raising Combining District*), *MH* (*Special Mobile Home Combining District*), and the *B:86* (*B Special Building Site Combining District* that requires a minimum building site area of 86,000 square feet or 1.975 acres) District.[111, 112]

- *SCSP – Sun City Specific Plan.* The *Sun City Tehama Specific Plan District*, adopted by Ordinance No. 1940, incorporates the Sun City Specific Plan, which will govern the uses of land within the area described therein. Uses permitted, permitted upon the securing of a use permit, and prohibited within the district are as set forth in the *Sun City Tehama Specific Plan*.[113]

REGULATORY SETTING

This section summarizes current State and local regulations relevant to the review of *Land Use and Planning* for the proposed Project. Ordinances, regulations, or standards that are applicable to the environmental review of potential impacts related to land use and planning include the following:

Tehama County General Plan 2009 – 2029 Update

The *Tehama County General Plan Update 2009-2029* (*General Plan*) is a statement of public policy reflecting the aspirations and values of Tehama County residents, which is adopted by their elected representatives – the Board of Supervisors. The *General Plan* serves to "provide a direction for the future growth of the County in the next twenty years. The *General Plan* is a comprehensive document that provides policies and guidelines for the future expansion and development of the community. The *General Plan* helps express how the citizens of Tehama County wish to see development in their community occur, and it serves as a planning guidebook to decision-makers, staff, and citizens. The *General Plan* serves as the foundation for various planning documents that help support and implement the *General Plan*, including the *Tehama County Zoning Ordinance*; the *Tehama County Land Development and Engineering Design Standards*; area plans; and other planning documents."[114]

As previously discussed, the *Tehama County General Plan Land Use Element* divides the County into five Planning Areas: North I-5 Planning Area, South I-5 Planning Area, Central I-5 Planning Area, East County

[111] A combining district is a designation applied to a property, or a portion of a property, indicating that special requirements apply in addition to the base zoning district requirements. If and when a combining district is applied to a property, it is shown on the zoning map with the combining district label attached to the base zoning district label.

[112] *Tehama County Municipal Code. Zoning Chapters 17.16, 17.48, 17.60, and 17.50.*

[113] *Ibid. Zoning Chapter 17.79 – Sun City Tehama Specific Plan District.*

[114] PMC. *Tehama County General Plan Update 2009 - 2029.* Page 1.0-5.

Planning Area, and West County Planning Area. As noted, "each Planning Area is unique and offers different patterns and levels of development." These Planning Areas advanced policies to be considered for implementing the Countywide goals, policies and implementation measures. All of the Planning Areas recognize various forms and types of existing and future development land uses; however, the North I-5 Corridor Planning Area, where the Project is located, specifically identifies inclusion of this Planning Area to "accommodate a significant portion of the growth projected for the County within the next 20 years."

As previously stated, the North I-5 Planning Area includes the City of Red Bluff, Lake California, the Bowman, Bend, and Dibble Creek areas, whereby the "development pattern for this area reflects its role in accommodating a significant portion of the growth projected for the County." **Refer to Figure LU**-1. Several large master-planned communities and developments exist and are proposed within the I-5 corridor, including the Nine-Mile Hill Development, Rolling Hills, and Sunset Hills Estates.[115]

Outside of the City of Red Bluff and the communities and developments identified, grazing and undeveloped open lands are the dominant land uses in this planning area, particularly in the northern half of the Planning Area east and west of I-5.

The other Planning Areas limit development to be accommodated in areas where development already exists such as the Los Molinos, Proberta, and Gerber areas (Central I-5 Planning Area), City of Corning and Vina and Richfield areas (South I-5 Planning Area), Manton, Mineral, Ponderosa Sky Ranch and Paynes Creek, and Flournoy, Paskenta, and Ranch Tehama, and Wildhorse Mesa development (West County Planning Area). Most existing and proposed land uses will continue to have agriculture and timber, where applicable, as the predominant land uses.

The *Tehama County General Plan Land Use Element* advances a series of policies that specifically address the location of the proposed Project site in the North I-5 Planning Area, which are as follows:

- *NI-5.1.* The development pattern within the North I-5 Planning Area shall recognize this planning area's major role in accommodating projected growth within the County.
- *NI-5.4.* The development pattern shall accommodate growth within the rural community of Bend and the rural service center of Bowman in a manner that preserves the agricultural values of lands surrounding these communities.
- *NI-5.5.* The development pattern shall recognize areas that have already experienced some development, such as the Antelope Valley area, Wilcox Road, Jelly's Ferry South, Bend District, and Surrey Village, and provide levels of service appropriate for their density and intensity.
- *NI-5.7.* Valley Floor Agriculture and Upland Agriculture land uses shall be recognized and future development shall, to the extent feasible, be only accommodated (initially) within the residential land use categories designated on the Land Use Diagram.

Tehama County Zoning Ordinance

The *Tehama County Zoning Code*, amended in 2019, serves as a tool to assist the County in implementing the *General Plan* and to guide the future growth of the County in accordance with the *Plan*. The *Zoning Code* outlines the regulations governing land uses within the various Zoning Districts of the County's unincorporated areas, which are also depicted on the *Zoning Map*. The purpose of the *Zoning Code* is to promote and protect the public health, safety, peace, morals, comfort, convenience, and general welfare;

[115] *Tehama County Municipal Code. Zoning Chapter 17.79 – Sun City Tehama Specific Plan District.*

to implement the *General Plan*; to facilitate and guide growth in accordance with the *General Plan*; and to protect the social and economic stability of residential, commercial, industrial, resource production, recreational and other areas within the County, and to assure the orderly and beneficial development of such areas.

Tehama County Land Development and Engineering Design Standards

The purpose of the *Tehama County Land Development and Engineering Design Standards* is to provide standards of design, construction methods, and the kind and use of materials in the implementation of facilities within and adjacent to certain types of development projects permitted by Tehama County and to determine operational procedures in the preparation and review of plans, affected permit applications, tentative maps, final maps, and parcel maps. Specifically for Use Permits, any improvements, infrastructure, or other work required as a condition of a Use Permit issued under *Chapter 17.70* of the *Tehama County Zoning Code* shall conform to the *Design Standards*. [116]

IMPACT ANALYSIS

California Government Code Section 6586021 requires zoning to be consistent with the general plan. Consistency with the general plan is possible only if the local government, in this case, Tehama County, has officially adopted a general plan. The land uses authorized in the *Tehama County Zoning Code* must be compatible with the objectives, policies, general land uses, and programs specified in the *Tehama County General Plan Update 2009-2029.* General plan consistency does not mean strict conformity of a project with each and every general plan objective and policy. Rather, a project is consistent if it is in agreement or harmony with the general plan considered as a whole. In other words, a project may not have to strictly or substantially conform to a particular general plan policy or policies.

The California Attorney General has opined that "the term 'consistent with' is used interchangeably with 'conformity with'" (*58 Ops. Cal. Atty. Gen. 21, 25* (1975)). A general rule for consistency determinations can be stated as follows: An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and will not inhibit or obstruct their attainment.[117]

For the impact analysis, relevant planning documents, particularly the *Tehama County General Plan Update 2009-2029* and the *Tehama County Municipal Code, Title 17 – Zoning,* were reviewed. The proposed Project was qualitatively assessed to determine whether it would conflict with any applicable land use plan, policy, or regulation. If the proposed Project was determined to conflict with a relevant plan, a determination was made as to whether the conflict or inconsistency would result in a significant physical environmental impact that would otherwise be mitigated or avoided without implementation of the proposed Project.

To approve the Use Permit, the Planning Commission will be required to determine if Project approval findings can be made pursuant to the *Tehama County Municipal Code Section 17.70.040*. The Planning Commission shall grant a use permit only if, from the facts presented with the application or at the public hearing or as determined by the investigation, the following conditions have been found:

[116] Tehama County Department of Public Works. November 2007. *Tehama County Land Development and Engineering Design Standards*.

[117] Governor's Office of Planning and Research. July 31, 2017. *General Plan Guidelines. Chapter 9, Implementation. Consistency in Implementation.* Page 255. Available at https://opr.ca.gov/docs/OPR_C9_final.pdf. Accessed September 23, 2024.

A. That the location, size, design and operating characteristics of the proposed use will be compatible with and will not adversely affect or be materially detrimental to adjacent uses, buildings or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use;

B. That the impacts, as described in subsection B of *Section 17.70.040*, and the location of the proposed use are consistent with the county general plan;

C. That the proposed use at its proposed location will provide a service or facility which will contribute to the general well-being of the surrounding neighborhood or community.

Chapter 17.08 – General Provisions and Exceptions. *Section 17.08.080 – Development Design Standards* state that "Any commercial or industrial building or complex that exceeds ten thousand square feet of impervious surface shall be required to meet the minimum design standards prior to plot plan approval for a building permit" for the following Items A through E. Development design standards shall apply to all commercial and industrial zones regardless of size for Items F through H. (Refer to **Appendix D, Zoning Code Section 17.08.080 Development Design Standards**.)[118]

A. Building design.
B. Color.
C. Building Materials.
D. Screening of roof equipment.
E. Screening of refuse, storage and equipment areas.
F. Landscaping
G. Signs
H. Off-Street Parking

The impact analysis evaluates the findings required for the Use Permit approval and compliance with the *Development Design Standards*. Analysis of environmental parameters related to *Land Use and Planning,* based on the *State CEQA Guidelines Appendix G,* was undertaken. The discussion not only addresses issues with potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

XI. LAND USE AND PLANNING: Would the Project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

[118] Note that each of the item's A through H is a topic heading, and additional criteria are identified in **Appendix D – Zoning Code Section 17.08.080 Development Design Standards**. Normally, the minimum design standards are addressed at the building permit stage. However, given the nature of the proposed Project, the Planning Department required that all the Items be addressed as part of the use permit application submission.

XI. LAND USE AND PLANNING: Would the Project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

a) *Physically divide an established community?*

The *Tehama County General Plan Update 2009-2029* identifies the various communities within the County. The proposed Project site is not located within or in close proximity to any of the communities identified in **Table LU-2, Community Types By County Communities**. The closest Communities are Bowman, Bend, and Lake California.

Table LU-2
Community Types By County Communities

COMMUNITY TYPE	APPLICABLE COMMUNITIES	INCORPORATION STATUS	SERVICES	EMPLOYMENT/ ECONOMIC FUNCTION
Urban Center	Red Bluff	Yes	All urban services	Major employment and retail trade center
	Corning	Yes		
Town Center	Tehama	Yes	Most urban services	Secondary employment and retail trade center
	Los Molinos	No		
	Lake California	No		
	Gerber	No		
Rural Community Center	Bowman	No	On-site wastewater treatment (Mineral has limited community collection); on-site or shared water systems	Minor employment with limited or no retail trade
	Bend	No		
	Manton	No		
	Mineral	No		
	Paynes Creek	No		
	Ponderosa Sky Ranch	No		
	Rancho Tehama	No		
Rural Service Center	Dairyville	No	Limited or no urban services	Minor employment, little or no retail trade, primarily agricultural and agricultural-related support
	Proberta	No		
	Vina	No		
	Richfield	No		
	Flournoy	No		
	Paskenta	No		
	Kirkwood	No		
	Capay	No		

The Project site is located in an area bounded by Hooker Creek Road to the south, Auction Yard Road and I-5 to the west, to the north, two *General Commercial* parcels abut the Project's northern boundary, and Snively Road to the east. There are three *General Commercial* land use designated parcels south of Hooker Creek Road and to the east of Snively Road. To the east, four residential parcels front or partially front Snively Road, classified as *Rural Small Lot* in the *General Plan*.

The proposed Project site is located within an approximate 680-acre swath of land between Auction Yard Road and Snively Road, classified as *General Commercial* in the *General Plan.* Snively Road serves as a physical boundary between the single-family rural small-lot residential subdivision to the northeast and

the Project area. **Figure LU-4, General Commercial & Rural Small Lot Land Use Classifications**, illustrates that the 680 acres of *General Commercial* land uses are geographically separated from the adjacent 250 acres of *Rural Small Lot* uses. It should be noted that the proposed Project does not include the creation of any road, ditch, wall, or other feature that would physically divide an established community.

Within the adjacent 250 acres of *Rural Small Lot* uses, approximately 72 acres have been subdivided, with parcels ranging between 0.84 and 4.58 acres (refer to **Figure LU-4, General Commercial & Rural Small Lot Land Use Classifications**). Access to this area is provided via Scenic Drive, off Snively Road. The average density of this area is one dwelling unit per 1.76 acres. While the 250-acre residential geographically is not specifically identified as a community in the General Plan, it could be considered a neighborhood.

A review of the *Tehama County 2008-2028 General Plan Draft Environmental Impact Report* identified that "While the 2008-2028 General Plan includes the re-designation of land uses in the County, it does not include changes that would re-designate land uses in an established community, nor does it introduce new roadways, railroad tracks or any other development that would physically divide an established community." The *General Plan EIR* concluded that, the implementation of the *2008-2028 General Plan's* goals, policies, and implementation measures would assist in protecting existing communities from physical division. The *General Plan EIR* found this impact to be ***less than significant***. [119]

Based on the geographic location and setting of the proposed Project in relation to the adjacent *Rural Small Lot* land uses, and supported by the determination presented in the *General Plan EIR*, implementation of the proposed Project would not result in a physical division of an established community, or residential neighborhood. The potential impact is considered ***less than significant***.

b) *Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

As discussed in the **IMPACT ANALYSIS** and evaluation of relevant impact issues in this *Initial Study*, the proposed Project is consistent with the *Tehama County General Plan Update 2009-2029* land use classification of *General Commercial* and applicable policies. The Project area is located within an approximately 650-acre area zoned *Planned Development*.

To consider approval or denial of the Use Permit to allow the development of the Cottonwood Travel Center, the Planning Commission will be required to make findings that the proposed Project is consistent with the *Tehama County General Plan Update 2009-2029* land use classification of *General Commercial* and applicable policies.

The *Tehama County General Plan* classifies the proposed Project site as *GC – General Commercial*. The proposed Project is consistent with the description of the *GC* land use classification with regard to location, purpose, general uses, size, and scale. The descriptions are provided in the *Existing General Plan Land Use Classification* under **ENVIRONMENTAL SETTING**, on page XI-2 in this **SECTION XI. LAND USE AND PLANNING**.

"The Planning Commission shall grant a use permit only if, from the facts presented with the application or at the public hearing or as determined by the investigation," three conditions have been found. The ensuing discussion evaluates the three condition findings that must be made pursuant to the *Tehama*

[119] PMC. September 2008. *Tehama County 2008-2028 General Plan Draft Environmental Impact Report, Section 4.9 Land Use and Planning Impact, Sub-section 4.9.1 Physically Divide an Established Community*. Pages 4.9-5 and 4.9-6.

County Municipal Code Section 17.70.040. The approval conditions are also identified under **IMPACT ANALYSIS** beginning on page XI-7 in this **SECTION XI. LAND USE AND PLANNING**.

Condition Approval A

> *That the location, size, design and operating characteristics of the proposed use will be compatible with and will not adversely affect or be materially detrimental to adjacent uses, buildings or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use.*

Condition A refers to several components that other Sections in this *Initial Study* address. Each component is addressed, and where additional information is provided under a different Section, it is referenced. For example, traffic generation and street capacity are discussed in **Section XVIII. TRANSPORTATION**.

Certain aspects of this condition that deal with aesthetics and the visual environment were addressed in **SECTION I – AESTHETICS**. However, topics regarding location, size, design, and operating characteristics involving land use compatibility (coverage, harmony, neighborhood character) are land use and planning issues and best addressed in this **SECTION XI. LAND USE AND PLANNING**. Furthermore, addressing land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect is also relevant to this **SECTION XI**.

The Use Permit application must adhere to *Chapter 17.08 – General Provisions and Exceptions*. *Section 17.08.080 – Development Design Standards,* where "Any commercial or industrial building or complex that exceeds ten thousand square feet of impervious surface shall be required to meet the minimum design standards prior to plot plan approval for a building permit" for the following Items A through E. Since the proposed Project contains a 15,000-square-foot commercial building within an area exceeding 10,000 square feet, the Development Design Standards identified below are addressed in the applicable Project Plan Sheets submitted with the Use Permit Application.[120]

Each design standard is identified, and the relevant proposed Project Plan Sheets where the information is graphically provided are identified. **Figure LU-5, Overall Site Plan,** illustrates the relationship between all Project-related elements and improvements.[121] **Table 2-1, Cottonwood Travel Center Services, Features & Amenities,** identifies the elements and improvements, including applicable square footage, acreage, number of parking stalls, electric charging stations, gasoline and diesel fueling stations, etc., as shown in **Figure LU-5**.

> Building Design. There are eight Architectural Plan Sheets that illustrate the building elevations, including the Convenience Store, Drive-Through Fast Food Restaurants, Truck Maintenance Building, Restroom, Trash Enclosure, Well House, Parking Stall Canopies, Fueling Canopies, and the location of Solar Panels on the various canopies and Water Tanks. (Refer to **Figures, LU-6 through LU-13**).
>
> The Plan Sheets identify building and water tank heights, as well as the materials for building, fueling, and parking stall canopies, and trash enclosures. They also specify the materials for storefront glazing (windows), light fixtures, and the location of mechanical equipment. The Water

[120] Refer to Appendix E, *Zoning Code Section 17.08.080 Development Design Standards*.

[121] Figure LU-5, Overall Site Plan is the same as Figure 2-3, Overall Site Plan in CHAPTER 2.0 – PROJECT DESCRIPTION.

Tank Architectural Elevations provide a rendering showing water tank heights and diameters, as well as the relationship of the water tanks to other structures, such as an 8-foot-high Concrete Noise Barrier Wall, the Restroom Building, and full-growth landscaping.

The *Development Design Standards* for *Building Design* only address limiting building and structure heights to *M-1 Light Industrial District* buildings and not commercial buildings, similar to those proposed by the Project. However, since the Project is a *Planned Development* subject to *Use Permit* approval, height restrictions are subject to review for compatibility with other existing buildings in close proximity that could be impacted.

The tallest portion of a building in the proposed Project is the C-Store with a height of 37 feet – 10 inches (**Figure LU-6, C-Store and Travel Services – South & North Elevations** and **Figure LU-7, C-Store and Travel Services – East & West Elevations**). The closest residence to the C-Store is approximately 1,050 feet to the northeast at 20545 Oxford Road. Due to a topographical difference of about 40 feet and the existing tree coverage on the 3.3-acre residential parcel, the C-Store building height will not impact views from the residential home. Single-family residences are limited to 35 feet; however, the additional two feet, 10 inches that the C-Store exceeds the residential height maximum does not result in compatibility issues with the existing residence.

The *Development Design Standards* note that "bland walls along streets and highways shall be avoided." **Figure LU-13, Water Tank Elevations**, shows a grey-colored 8-foot-high Concrete Noise Barrier Wall along Snively Road and the eastern portion of Hooker Creek Road. The currently proposed Noise Barrier Wall along Snively Road, for a distance of about 750 feet, and a portion along Hooker Creek Road of approximately 140 feet from the easternmost driveway, is "bland" in appearance.

Noise ***Mitigation Measure N-2*** requires an eight-foot-high noise barrier wall to be constructed of masonry, stone, brick, block, precast concrete systems, earthen berms, or a combination of these materials. Optional pilaster inserts, wall caps, or other features to enhance the aesthetics of these walls are to be utilized.

The Noise Barrier Wall along the northern property line does not have to be similar in design since it is located within *General Commercial* classified parcels. The primary function of this wall is to serve as a noise and fire barrier. The color of all the walls is to be a natural earth tone, complementing the colors of the Project's buildings. The design is to be reviewed by an acoustic consultant to confirm its noise reduction properties and approved by the Planning Director before any construction-related permits are issued.

The *Development Design Standards* state that "Pedestrian amenities should be incorporated into the site design." **Figure LU-5, Overall Site Plan,** illustrates a meandering sidewalk along Snively Road and sidewalks along Hooker Creek and Auction Yard Roads and pedestrian circulation within the Project area, particularly in the location of the C-Store and Restaurant, Drive Through Fast Food Restaurants, Restroom Building, and the Vehicle and Diesel Fuel Pumps. **Figure LU-14, Roadway Cross-Sections,** shows the cross-sections of the sidewalks, all of which are located within landscaped buffer strips.[122]

[122] This is *Sheet C1.5, Civil Site Plan Details*, of the *Civil Sheets C1.0* through *C1.5* on file with the Planning Department.

Color. All eight Architectural Plan Sheets display representative colors, including Black for the awnings, Sage Green for the roofing, Sierra Tan and Buckskin for the siding, and Sierra Tan for the Water Tanks. (Refer to **Figures LU-6 through LU-13**). The building colors are natural earth tones and do not compete for attention, and therefore are not considered "signing" for the Project. Accent colors of Sage Green for the roofing and canopies, Black for the window frames, and River Rock Veneer for the wainscoting all complement the base colors of the buildings, which are Sierra Tan and Buckskin. These two base colors are a variation of their hues, with Buckskin being the stronger of the two. The Water Tanks are Sierra Tan with Sage Green roofs. The design and colors of the buildings complement their respective facades and roofs and "tie into" each other.

Building Materials. The Architectural Plan Sheets (refer to **Figures LU-6 through LU-13**) identify the primary building materials, which are "Architectural or Pre-finished Metal as called for in the Building Material Standards. These include Metal Awnings, Standing Seam Metal Roofing, Metal Siding, River Rock Veneer Wainscoting on various buildings, Glazing (window) and Storefront Frames, and Metal Water Tanks and Roofing. The passenger vehicle, RV, and truck fueling canopies match the C-Store's metal panels, whereas the passenger vehicle and truck parking solar canopies are Standing Seam Metal Roofing.

Roof Equipment Screening. The *Development Design Standards* state that "All roof equipment shall be completely screened from a horizontal line of sight. Mechanical equipment should be located below the highest vertical element of the building." There are screened mechanical equipment platforms with venting via architectural louvers within the C-Store (**Figure LU-6, C-Store and Travel Services – South & North Elevations** and **Figure LU-7, C-Store and Travel Services – East & West Elevations**) and screened mechanical equipment platforms opened above for venting the equipment for the Drive Through Fast Food Restaurants (**Figure LU-8, Drive-Through Fast Food Restaurant 01 Elevations** and **Figure LU-9, Drive-Through Fast Food Restaurant 02 Elevations**). Mechanical equipment for the Truck Maintenance and Restroom Buildings will be ground-mounted and screened with metal panels that match the building's color (**Figure LU-10, Truck Maintenance and Restroom Building Elevations**).

Refuse, Storage, and Equipment Areas Screening. **Figure LU-12, Typical Trash Enclosure, Well House, and Solar Canopies Elevations** show that the Refuse or Trash Storage Areas are solid concrete masonry unit (CMU) walls, also known as concrete block, with solid metal gates at the front. **Figure LU-6, C-Store and Travel Services – South & North Elevations** illustrates that the Trash Storage Area located in the northeast corner of the C-Store site is not visible from the second story of the C-Store and there are no other adjacent buildings that could have a view of the Trash Storage Area. Except for the C-Store, all the other Project buildings are one-story.

Landscaping. Landscaping *Development Design Standards* apply to the proposed Project, as it is commercial. There are five *Development Design Standards* criteria (in italics) that are individually addressed. References will be made to the respective Landscape Plan Sheets, and a narrative will be provided where necessary.

1. *"Landscaping should be used to help define the outdoor spaces, soften a structure's appearance, and screen parking, loading, storage, and equipment areas."*

   Figure LU-15, Overall Landscape, illustrates all the landscape areas and the types and locations of proposed landscaping, including trees, shrubs, low-growth and riparian native

groundcover seeded areas, rock cobble landscape mulch, all-weather (gravel) areas, and decomposed granite areas. Approximately 4.3 acres, or 14.9 percent of the Project site, is irrigated landscape, whereas 5.19 acres, or 18.0 percent, is non-irrigated landscape referred to as "hardscape." The total is 9.49 acres, which constitutes 32.9 percent of the Project site. Review of **Figure LU-15: The Overall Landscape** defines the outdoor areas and serves to soften the appearance of the various buildings, providing a transition from parking areas to the buildings.

2. *"Parking areas shall be landscaped to a depth of ten feet measure from the abutting street right of way line, with openings for walkway and/or driveway purposes in accordance with county standards."*

   Review of **Figure LU-15, Overall Landscape** identifies the various landscape depths ranging between 30 and 50 feet from the abutting street right-of-way lines, with openings for the three driveways along Hooker Creek Road and the three driveways along Auction Yard Road. **Figure LU-14, Roadway Cross-Sections,** illustrates the cross-sections of the sidewalks, all of which are located within landscaped buffer strips.[123] Along Auction Yard Road, landscape strips are 4'-6" wide between the sidewalk and roadway. Along Hooker Creek Road, the strips are 5'-0" wide; however, along Snively Road, the edge of the 5'-0" wide meandering sidewalk varies between about 20 and 35 feet to the roadway. Therefore, landscaping from the inside edge of the sidewalks to parking areas varies between 50 and 85 feet.

3. *All Landscaping shall be maintained with an in-ground permanent irrigation system.*

   All Project landscaping will be maintained with an in-ground permanent irrigation system. A review of the following Plan Sheets shows the various improvements related to the irrigation system: *Irrigation Plan Sheets IR1.0* through *IR1.6* and *Irrigation Notes & Details Sheets IR2.1* and *IR2.2*, *Utility Plan Sheets C4.0* through *C4.3,* and *Landscape Sheet L2.2*, *Landscape Notes.*[124]

   The following information is provided in *Landscape Sheet L2.2*, *Landscape Notes,* further demonstrating compliance with the applicable *Development Design Standards*.[125] An automatic irrigation system shall be installed and operational by the time of final inspection. A qualified irrigation contractor shall install the entire irrigation system. The irrigation system will have appropriate backflow prevention devices installed to prevent contamination of the water source, where applicable. All non-turf/seed-planted areas will be drip irrigated. Turf sod/seed shall receive pop-up spray irrigation for head-to-head coverage. All plants sharing similar hydrozone characteristics shall be placed on a valve that provides the necessary water requirements specific to that hydrozone.[126] The

[123] This is Sheet *C1.5, Civil Site Plan Details*, of the *Civil Sheets C1.0* through *C1.5* on file with the Tehama County Planning Department.

[124] The referenced Plan Sheets are on file with the Planning Department.

[125] Ibid.

[126] "Hydrozoning is the practice of clustering together plants with similar water requirements in an effort to conserve water. Through the practice of hydrozoning, it is possible to customize irrigation schedules for each area's needs, improving efficiency and avoiding overwatering and underwatering certain plants and grasses". Wikipedia, The Free Encyclopedia. *Hydrozoning.* Available at *https://en.wikipedia.org/wiki/Hydrozoning*. Accessed September 27, 2024.

irrigation system shall be designed and installed, to the maximum extent possible, to conserve water by utilizing the following devices and systems: matched precipitation rate technology on rotors and spray heads (wherever possible), rain sensors, and smart, multi-program, computerized irrigation controllers featuring sensory input capabilities. The irrigation design will comply with all *Model Water Efficient Landscape Ordinance* (*MWELO*)[127] and *Water Use Classification of Landscape Species* (*WUCOLS*)[128] requirements.

4. *Large parking areas shall landscape a minimum of five percent of the gross lot area used for off-street parking and access thereto, exclusive of any landscape strip abutting the street right-of-way or area used for walkways and/or driveways. This required landscaping shall include one tree of a species suited to the area climate zone, for every eight parking spaces.*

   The Project provides 421 parking spaces. **Figure LU-16, Plant Schedule & Images**, identifies that 122 trees are proposed.[129] Per the Standard, 53 trees would be required; however, the number of trees exceeds the required minimum by 69 trees. It should be noted that of the 122 trees proposed to be initially planted, 36 are 36" box trees, 20 are 24" box trees, 29 are 6 feet high, and the remaining are 15-gallon trees. Most development projects normally plant a minimum of 15-gallon-sized trees; however, the landscape designers provided the larger-sized trees to attain an initial, more aesthetically pleasing landscape "look."

   Five percent of the "gross lot area" of the 28.97-acre Project site is 1.45 acres. As previously noted, approximately 4.3 acres, or 14.9 percent of the Project site, is irrigated landscape, whereas 5.19 acres, or 18.0 percent of "hardscape," is not. Therefore, a total of 9.49 acres, or 32.9 percent of the Project site, is landscaped. The total exceeds the 1.45-acre or five percent requirement.

5. *Exterior lighting shall be properly shielded to eliminate light and glare from impacting adjacent properties and passing vehicles or pedestrians.*

   The discussion for Impact d) in **Section I. Aesthetics** addresses whether the proposed Project would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. A proposed lighting plan was submitted[130] that complies with the guidelines provided by the *International Dark-Sky Association Model Lighting Ordinance*, which includes guidelines stating that night lighting shall be limited to that necessary for security, safety, and identification. Direct night lighting from the proposed Project shall be screened from adjacent residential and commercial areas and

[127] New development is governed by the *Model Water Efficient Landscape Ordinance* (*MWELO*). The *MWELO* is also referenced by *Title 24, Part 11, Chapters 4* and *5* of the *CalGreen Building Code*. All local agencies must adopt, implement, and enforce the *MWELO* or a local *Water Efficient Landscape Ordinance* (*WELO*) that is at least as effective as the *MWELO*. Available at https://water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Model-Water-Efficient-Landscape-Ordinance. Accessed September 27, 2024.

[128] WUCOLS IV: *Water Use Classification of Landscape Species* is a database that provides a guide to estimating irrigation water needs of landscape plantings in each of 6 distinct California climate regions. California Center for Urban Horticulture, University of California, Davis. Available at http://ucanr.edu/sites/wucols. Accessed September 27, 2024.

[129] This is Sheet *L2.0, Plant Schedule & Images of* the *Landscape Plan Sheets L1.0* through *C1.3 and L2.0* through *L2.2* on file with the Tehama County Planning Department.

[130] Refer to *Photometric Plan Sheets PP1.0* through *PP1.4* on file with the Tehama County Planning Department.

not be directed upward or beyond the boundaries of the Project site where residences or buildings are located. By adhering to the Project's proposed lighting plan, the potential for increased light and glare to adversely affect daytime or nighttime views is decreased, and the impacts associated with light and glare would be reduced to a ***less than significant level***.

Signs. The *Development Design Standards* state that "all signs shall advertise the primary permitted uses conducted or services offered on the site of such primary use or service. The sign(s) shall not exceed an aggregate area of two square feet for each lineal foot of site frontage on a street or road and, further, shall not exceed a maximum of four hundred square feet and six feet in height. Signs shall not have any moving, rotating, flashing, or animated light," which the Project does not propose. "Signs may be illuminated from an internal or external light source."

There are approximately 3,165 lineal feet of right-of-way frontage along Auction Yard, Hooker Creek, and Snively Roads. This would permit 6,330 square feet of signage; however, per the *Development Design Standards*, a maximum of 400 square feet is permitted.

Five additional monument signs are proposed: three along Hooker Creek Road and two along Auction Yard Road at the driveways along each road. No monument sign is proposed along the northernmost driveway along Auction Yard Road since this driveway is strictly for egress only from the Project site.

Along Hooker Creek Road, located at the western driveway, an approximately 6-foot-high monument sign on a raised 10-foot-wide base identifies the Cottonwood Travel Center. This sign is identified as Sign Concept Type 1 in **Figure LU-17** and **Figure LU-18**. Each side of the sign measures approximately 52.5 square feet, totaling 105 square feet. This sign provides access to the passenger vehicle fuel pumps, RV fuel pumps, the C-Store, and the Sit-Down Restaurant. The four remaining signs, located two along Hooker Creek Road and two along Auction Yard Road, are depicted as Sign Concept 2 in **Figures LU-17** and **LU-18**. These signs have a maximum height of 6 feet and sit on a raised bed about 6'-6" wide, and each side of the sign has about 20 square feet or 40 square feet per sign, of which there are four totaling 160 square feet. The five monument signs total 265 square feet, 135 square feet less than the maximum allowable 400 square feet.

Along Hooker Creek Road, the first driveway where Sign Concept Type 2 is located provides access to the parking areas for the C-Store, Sit-Down Restaurant, and Drive Through Fast Food Restaurant Pad 02. The next driveway provides access to Drive Through Fast Food Restaurant Pad 01, the Restroom Building, and semi-truck parking areas with electrical charging parking stalls. The first driveway north along Auction Yard Road provides access to the passenger vehicle fuel pumps and truck diesel pumps in addition to the C-Store. The next driveway provides primary access to the Truck Maintenance Building, the Electric Charging Stations, as well as semi-truck and tractor-truck parking, and electric charging parking stalls. As previously noted, no monument sign is proposed along the northernmost driveway along Auction Yard Road

Pole signs are permitted to identify the primary permitted use or services offered on the site. The sign(s) shall not exceed an aggregate area of two square feet for each lineal foot of site frontage on a street or road and, further, shall not exceed a maximum of four hundred square feet.

The Project proposes a single pole sign located at the intersection of Auction Yard Road and Hooker Creek Road. The overall height from the ground to the top of the sign is 100 feet. The

body of the sign, which measures approximately 395 square feet, identifies the Cottonwood Travel Center and displays fuel pricing. Refer to **Figure LU-17 Sign Location Plan**, which identifies the location of the sign in relation to the vehicle fuel pumps and the C-Store Building. **Figure LU-18 Conceptual Signage** provides the conceptual design of the pole sign, including its dimensions.

Off-Street Parking. According to the *Development Design Standards*, parking for 77-passenger vehicles is required; however, 188 spaces are proposed.

The discussion for *Condition Approval A* provides an evaluation of the impacts of various Project characteristics with respect to building design, color, building materials, roof equipment screening, refuse, storage, equipment areas screening, landscaping, signs, and off-street parking. The proposed Project satisfactorily meets or exceeds the thresholds established.

Condition Approval B

> *That the impacts, as described in subsection B of Section 17.70.040, and the location of the proposed use are consistent with the county general plan;*

A review of the applicable policies dealing with the location of the proposed Project site located in the North I-5 Planning Area is provided under **REGULATORY SETTING** on page XI-5 in this **SECTION XI. LAND USE AND PLANNING** finds that the location is consistent with the policies, therefore meeting *Condition B Approval B.*

Condition Approval C

> *That the proposed use at its proposed location will provide a service or facility which will contribute to the general well-being of the surrounding neighborhood or community.*

The proposed Project meets *Condition Approval C* since this *Initial Study* identifies potentially significant impacts associated not only with the general well-being of the surrounding neighborhood but also with Tehama County as a whole. Potential impacts are considered ***less than significant.***

The proposed Project is consistent with the *Tehama County General Plan Update 2009-2029* land use classification of *General Commercial* and applicable policies. The necessary findings required to consider approval or denial of the Use Permit to allow the development of the Cottonwood Travel Center can also be made. Furthermore, the proposed Project complies with the *Zoning Code Section 17.08.080 Development Design Standards*, as applicable. Potential impacts are, therefore, considered to be ***less than significant***.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed Project will not conflict with any applicable habitat conservation or natural community conservation plans, as no such plans have been adopted that affect the Project Site or the general area. There is ***no impact***.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Based on the review and evaluation of the information presented, the proposed Project will have a ***less than significant impact*** on *Land Use and Planning*.

DOCUMENTATION AND REFERENCES

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XII. MINERAL RESOURCES

A mineral resource is land on which known deposits of commercially viable minerals or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology to be a resource of regional significance. It is intended to help maintain any quarrying operations and protect them from encroachment by incompatible uses.

ENVIRONMENTAL SETTING

The majority of Tehama County's mineral wealth is derived from the extraction of non¬metallic sand, gravel, and volcanic cinder, which are used primarily by local paving and construction industries. Other mineral resources found in the County include aragonite, borax, chalcopyrite, chromite, copper, cristobalite, galena, garnet, opal, pectolite, penninite, sassolite, and Wallstonite.

There are no known mineral resources within the project boundaries or in the site vicinity. Historic mining has not occurred at the site, nor do there appear to be significant quantities of mineral resources that could be exploited in the future. Historic mining within Tehama County has occurred in mountainous areas west and east of the Sacramento Valley, but not within the valley itself. The proposed Project site is not considered significant in terms of mineral resource potential.

REGULATORY SETTING

Surface Mining and Reclamation Act of 1975

The State-mandated Surface Mining and Reclamation Act of 1975 (SMARA) requires the identification and classification of mineral resources in areas within the State subject to urban development or other irreversible land uses that could otherwise prevent the extraction of mineral resources. The State Geologist classifies land as Mineral Resource Zones (MRZs) of varying significance.

Tehama County General Plan Update 2009-2029

The *Tehama County 2009-2029 General Plan Update Open Space and Conservation Element* addresses various issues, including mineral production. The following policies apply to help meet *GOAL OS-8:* "to encourage commercial resource development of Tehama County's natural resources in locations where environmental, aesthetic, and adjacent land use compatibility impacts can be adequately mitigated."

- *OS-8.1*. The County shall require that development of natural gas and mineral resources be designed and conducted in a manner that minimizes incompatibility with nearby and adjacent land uses and minimizes impacts to local residents roadways, services, and facilities.
- *OS*-8.3. The County shall explore the need for the creation of special mining zones.

IMPACT ANALYSIS

The California Department of Conservation's (DOC) Division of Mine Reclamation (DMR) compiles data on the status of mines and the commodities produced. The California Geological Survey (CGS) produces Mineral Land Classification (MLC) studies that identify areas with potentially important mineral resources

that should be considered in local and regional planning. Based on mineral resources mapping prepared by the DOC, this area of Tehama County does not contain Mineral Resources Zones.[131]

The following analysis examines environmental parameters related to *Mineral Resources* based on the State *CEQA Guidelines Appendix G*.

XII. MINERAL RESOURCES: Would the Project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

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.

The proposed Project would not 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. No known mineral resources of regional value are located on or near the Project site. There is ***no impact***.

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.

The proposed Project would not result in the loss of availability of a locally important mineral resource recovery site discussed or delineated in the *Tehama County General Plan Update 2009-2029*, specifically the *Open Space and Conservation Element* discussion regarding *Natural Gas and Mineral Resources*. There is no specific plan or other land use plan referring to the proposed Project site as a site containing a locally important mineral resource. There is ***no impact*** on mineral resources.

MITIGATION MEASURES

There is no loss of known mineral resources located on or near the proposed Project site. Therefore, no impacts would result, and ***no mitigation*** measures are necessary.

FINDINGS

Based on the review of the information above, the implementation of the proposed Project will have ***no impact*** on *Mineral Resources*.

DOCUMENTATION AND REFERENCES

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XIII. NOISE

This section evaluates the impacts of on-site noise sources and surrounding land uses resulting from the proposed development of the Project. The majority of the following evaluation is based on the *Environmental Noise & Vibration Assessment Cottonwood Travel Center, Tehama County, California*, prepared by Bollard Acoustical Consultants (BAC), dated October 25, 2024. Refer to **Attachment J**.

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Refer to **Appendix E, Acoustical Terminology**. **Figure N-1, Common Noise Levels**, shows common noise levels associated with various sources.

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

ENVIRONMENTAL SETTING

Overall Ambient Noise Environment

The existing ambient noise environment in the immediate Project vicinity is defined primarily by traffic on I-5. To generally quantify the existing ambient noise environment in the Project area, long-term (four-day) noise level measurements were taken at four locations from December 15 - 18, 2022, shown in **Figure N-2, Project Area, Noise Survey Sites & Nearest Residences**. The results of the long-term ambient noise survey are summarized in **Table N-1, Ambient Noise Measurement Results**.

As indicated in **Table N-1, Ambient Noise Measurement Results**, computed day-night average sound level (DNL) values ranged from 53 to 65 dB. Maximum noise levels (Lmax) ranged from 58 to 72 dB, and average noise levels (Leq) ranged from 46 to 61 dB. Nighttime ambient noise conditions were slightly lower than daytime levels ranging from a reduction of 1 to 4 dB. The noise survey results were used to establish baseline ambient conditions at the six nearest sensitive noise receptors, residences surrounding the Project site (refer to **Figure N-1, Project Area, Noise Survey Sites & Nearest Residences**).

As noted in **Table N-1**, the baseline ambient noise levels measured during the ambient noise period were fairly low, with L_{dn} values ranging from 49 to 58 dBA at the measurement sites.

Table N-1
Ambient Noise Measurement Results

Site[1]	Date	Daytime [dB] Leq	Daytime [dB] Lmax	Nighttime [dB] Leq	Nighttime [dB] Lmax	DNL [dB]
1	Thursday, December 15, 2022	61	70	58	69	65
	Friday, December 16, 2022	60	69	57	69	64
	Saturday, December 17, 2022	60	69	56	66	63
	Sunday, December 18, 2022	59	68	55	67	62
	Average	**60**	**69**	**57**	**68**	**64**
2	Thursday, December 15, 2022	52	66	50	61	57
	Friday, December 16, 2022	51	64	49	63	56
	Saturday, December 17, 2022	50	65	48	61	55
	Sunday, December 18, 2022	48	63	46	61	53
	Average	**50**	**65**	**48**	**62**	**55**
3	Thursday, December 15, 2022	52	63	50	59	57
	Friday, December 16, 2022	51	62	49	60	56
	Saturday, December 17, 2022	49	62	49	59	55
	Sunday, December 18, 2022	48	62	46	58	53
	Average	**50**	**62**	**49**	**59**	**55**
4	Thursday, December 15, 2022	57	71	55	67	62
	Friday, December 16, 2022	56	70	54	67	61
	Saturday, December 17, 2022	56	72	55	69	61
	Sunday, December 18, 2022	55	69	52	67	59
	Average	**56**	**71**	**54**	**68**	**61**

1. Noise measurement locations are shown on Figure N-2.
Source: Bollard Acoustical Consultants, Inc (2022)

Baseline Traffic Noise Environment

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to develop existing noise contours expressed in terms of DNL for major roadways within the Project study area. Traffic data in the form of AM and PM peak hour movements for existing conditions were obtained from the Project transportation engineers (GHD) and published Caltrans traffic counts and truck classification surveys. Average daily traffic volumes were conservatively estimated from peak hour data by applying a factor of 105 to the average of AM and PM peak hour conditions. Using these data and the FHWA model, existing traffic noise levels from the nearest roadways were calculated at the six existing noise-sensitive receptors. The predicted total existing traffic noise levels at each residential area are summarized in **Table N-2, Existing Traffic Noise Levels at Residences**. In many cases, the actual distances to noise level contours may vary from the distances predicted by the FHWA model. Factors such as roadway curvature, roadway grade, shielding from local topography or structures, elevated roadways, or elevated receivers may affect actual sound propagation.

Baseline Vibration Environment

During various visits to the Project area, BAC staff noted that vibration levels were below the threshold of perception within the residential areas nearest the Project site, and no appreciable sources of vibration were identified during those visits. Therefore, the baseline vibration environment in the residential areas to the west and south of the Project area is considered to be negligible.

Table N-2
Existing Traffic Noise Levels at Residences

Receptor[1]	Source Roadway	Roadway Segment Description	DNL at Receiver [dBA][2]	Total DNL at Receiver [dBA][3]
1	Interstate 5 NB	North of Hooker Creek Road	64	64
	Auction Yard Rd	North of Hooker Creek Road	37	
2	Interstate 5 NB	North of Hooker Creek Road	56	57
	Snively Rd	North of Hooker Creek Road	48	
3	Interstate 5 NB	North of Hooker Creek Road	56	57
	Snively Rd	North of Hooker Creek Road	49	
4	Interstate 5 NB	North of Hooker Creek Road	57	57
	Snively Rd	North of Hooker Creek Road	43	
5	Interstate 5 NB	South of Hooker Creek Road	57	
	Snively Rd	South of Hooker Creek Road	39	57
	Hooker Creek	East of Auction Yard Road	39	
6	Interstate 5 NB	South of Hooker Creek Road	62	
	Snively Rd	South of Hooker Creek Road	30	62
	Hooker Creek	East of Auction Yard Road	38	

1. Receptor locations are shown on Figure N-2.
2. This column represents the baseline traffic noise level generated by each individual roadway segment affecting the residential receptor.
3. This column represents the sum of the baseline traffic noise levels generated by each individual roadway segment affecting the residential receptor.

Source: FHWA-RD-77-108 with inputs from Caltrans, GHD, and BAC.

REGULATORY SETTING

This section summarizes current State and local regulations relevant to the review of *Noise* for the proposed Project, as well as ordinances, regulations, or standards applicable to the environmental review of potential noise-related impacts. Standards for acceptable noise exposure in Tehama County are contained within the *General Plan*. However, the *General Plan* does not currently contain policies for assessing vibration impacts or noise impacts related to changes/increases in noise levels due to a Project. As a result, federal criteria and recommendations were applied to the Project, in addition to the locally adopted Tehama County noise criteria.

Federal Interagency Commission on Noise (FICON)

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for assessing Project-related noise level increases. FICON developed the criteria shown in **Table N-3, Significance of Changes in Cumulative Noise Exposure**, as a means of developing thresholds for impact identification for Project-related noise level increases.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a Project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB to be significant, depending on local factors. Therefore, using the FICON standards, which set the threshold for finding significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for the proposed Project.

Table N-3
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project (DNL)	Change in Ambient Noise Level Due to Project Resulting in Significant Impact
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more[1]

Notes

1. It should be noted that FICONs Federal Agency Review of Selected Airport Noise Analysis Issues (1992) report does not identify a 1.5 dBA increase as a threshold of significance, but rather, an increase that warrants further analysis. However, for purposes of this analysis, a 1.5 threshold is utilized to assess the significance of Project-related noise increases at sensitive locations currently exposed to ambient noise environments exceeding 65 dB DNL.

Source: Federal Interagency Committee on Noise (FICON) research

Federal Transit Administration (FTA)

Tehama County has not yet adopted local standards for analyzing groundborne vibration. As a result, the Federal Transit Administration (FTA) developed vibration impact criteria that were applied to the proposed Project. The FTA criteria applicable to damage and annoyance from vibration typically associated with construction activities are presented in **Table N-4, FTA Criteria for Assessing Vibration Damage to Structures,** and **Table N-5, Vibration Impact Criteria for General Assessment**.

Table N-4
FTA Criteria for Assessing Vibration Damage to Structures

Building Category	Impact Level at which the Onset of Damage May Occur, VdB[1]
I. Reinforced-concrete, steel or timber (no plaster)	102
II. Engineered concrete and masonry (no plaster)	98
III. Non-engineered timber and masonry buildings	94
IV. Buildings extremely susceptible to vibration damage	90

Notes

1. RMS velocity in decibels (VdB) re 1 micro-inch/second

Source: Federal Transit Administration (FTA) Noise and Vibration Manual, Table 12-3

Table N-5
Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels at which the onset of Annoyance May Occur, (VdB)		
	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior ops.	65[d]	65[d]	65[d]
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Vibration levels are measured in or near the vibration-sensitive use.

a. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
d. This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

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

- *N-2.4.* The County shall restrict construction activities to the hours as determined in the Countywide Noise Control Ordinance if such an Ordinance is adopted.
- *N-3.1.* The interior and exterior noise level standards for noise-sensitive areas of new uses affected by traffic or railroad noise sources in Tehama County are depicted in Table 9-6 (**Table N-6, Noise Standards for New Uses Affected by Traffic And Railroad Noise** in this *Initial Study*).
- *N-3.2.* The County shall prohibit new noise-sensitive land uses in noise-impacted areas unless effective mitigation measures are incorporated into the Project design. Where the noise levels standards in Table 9-6 (**Table N-6** in this *Initial Study*) are predicted to be exceeded by new uses proposed within Tehama County, appropriate noise mitigation measures shall be included in the Project design to reduce Projected noise levels to comply with Table 9-7 (**Table N-7 Noise Standards for New Uses Affected by Non-Transportation Noise** in this *Initial Study*) standards.
- *N-4.1.* The County shall require review for discretionary industrial, commercial, or other noise-generating land uses for compatibility with adjacent and nearby noise-sensitive land uses.
- *N-4.2.* The interior and exterior noise level standards for noise-sensitive areas of new uses affected by non-transportation noise sources within Tehama County are depicted in Table 9-7 (**Table N-7** in this *Initial Study*).

Table N-6
Noise Standards For New Uses Affected By Traffic And Railroad Noise

New Land Use	Outdoor Activity Area LDN [dBA]	Interior LDN / Peak Hour Leq[1] [dBA]	Notes
All Residential	60-65	45	2, 3, 4
Transient Lodging	65	45	5
Hospitals & Nursing Homes	60	45	6
Theaters & Auditoriums	--	35	
Churches, Meeting Halls, Schools, Libraries, etc.	60	40	
Office Buildings	65	45	7
Commercial Buildings	65	50	7
Playgrounds, Parks, etc.	70	--	
Industry	65	50	7

Notes

1. For traffic noise within Tehama County, Ldn and peak-hour Leq values are estimated to be approximately similar. Interior noise level standards are applied within noise-sensitive areas of the various land uses, with windows and doors in the closed positions.
2. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.
3. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas, or tennis court.
4. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
5. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas.
6. Hospitals are often noise generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
7. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.

Source: Tehama County General Plan, March 2009

Table N-7
Noise Standards for New Uses Affected by Non-Transportation Noise

New Land Use	Outdoor Activity Area, Leq [dBA] Daytime (7am – 10pm)	Night time (10pm – 7am)	Interior, Leq [dBA] Day & Night	Notes
All Residential	50	45	35	1, 2, 7
Transient Lodging	55	--	40	3
Hospitals & Nursing Homes	50	45	35	4
Theaters & Auditoriums	--	--	35	
Churches, Meeting Halls, Schools, Libraries, etc.	55	--	40	
Office Buildings	55	--	45	5, 6
Commercial Buildings	55	--	45	5, 6
Playgrounds, Parks, etc.	65	--	--	6
Industry	65	65	50	5

Notes:

1. Outdoor activity areas for single-family residential uses are defined as back yards. For large parcels or residences with no clearly defined outdoor activity area, the standard shall be applicable within a 100-foot radius of the residence.
2. For multi-family residential uses, the exterior noise level standard shall be applied at the common outdoor recreation area, such as at pools, play areas or tennis courts. Where such areas are not provided, the standards shall be applied at individual patios and balconies of the development.
3. Outdoor activity areas of transient lodging facilities include swimming pool and picnic areas, and are not commonly used during nighttime hours.
4. Hospitals are often noise generating uses. The exterior noise level standards for hospitals are applicable only at clearly identified areas designated for outdoor relaxation by either hospital staff or patients.
5. Only the exterior spaces of these uses designated for employee or customer relaxation have any degree of sensitivity to noise.
6. The outdoor activity areas of office, commercial and park uses are not typically utilized during nighttime hours.
7. It may not be possible to achieve compliance with this standard at residential uses located immediately adjacent to loading dock areas of commercial uses while trucks are unloading. The daytime and nighttime noise level standards applicable to loading docks shall be 55 and 50 dB Leq, respectively.

General: The Table 9-7 standards shall be reduced by 5 dB for sounds consisting primarily of speech or music, and for recurring impulsive sounds.

If the existing ambient noise level exceeds the standards of Table 9-7, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.

Source: Tehama County General Plan, March 2009

Tehama County Noise Ordinance

The *Tehama County Noise Ordinance* (*Chapter 17.77*), which is consistent with the *General Plan Noise Element* policies, identifies in *Section 17,77.040* the following activities that are exempt from the provisions of the Chapter:

> B. Any mechanical device, apparatus, or equipment related to or connected with emergency activities or emergency work at any time.
>
> C. Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property or public works Project located within one thousand (1,000) feet of residential uses, provided said activities do not take place between the following hours:
>
> 1. Sunset to sunrise on weekdays and non-holidays;
> 2. Friday commencing at 6:00 p.m. through and including 8:00 a.m. on Saturday, as well as not before 8:00 a.m. on holidays;
> 3. Saturday commencing at 6:00 p.m. through and including 9:00 a.m. on Sunday; and,

4. Sunday after the hour of 6:00 p.m.

A construction stipulation is provided noting that when an unforeseen or unavoidable condition occurs during a construction Project approved by the Tehama County Public Works Department, and the nature of the Project necessitates that work in progress be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work into the hours delineated above and to operate machinery and equipment necessary to complete the specific work in progress until that specific work can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner.

IMPACT ANALYSIS

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound because of its potential to disrupt sleep, interfere with speech communication, and damage hearing. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Noise can mask important sounds and disrupt communication between individuals in various settings. Depending on the circumstance, this process can cause anything from a slight irritation to a serious safety hazard. Noise can disrupt face-to-face communication, telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between, for example, teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate despite the noise.

Ground-Borne Vibrations

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak or vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response. Typically, ground-borne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are, therefore, usually confined to short distances (i.e., 500 feet or less) from the source.

Both the construction and operation of development projects can generate ground-borne vibration. In general, the demolition of structures preceding construction generates the highest vibrations.

Construction equipment such as vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible vibration during construction activities. Heavy trucks can also generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions.

Criteria for Determining Significance of Project-Related Noise Increases

CEQA Guidelines require an assessment of a project's noise impacts relative to both established local noise standards and existing noise conditions present without the project. The local noise standards of Tehama County were described in the previous section. This section pertains to criteria for assessing the significance of Project-related increases in existing ambient noise conditions.

While *CEQA* requires that noise impacts be assessed relative to ambient noise levels that are present without the project, *CEQA* does not provide guidance as to numeric thresholds that should be employed to evaluate impacts. *Tehama County General Plan Noise Element Policies N-1.1*, *N-3.1*, *N-3.2*, and *N-3.4* identify thresholds for findings of significant noise increases related to roadway and non-transportation projects. That said, the Tehama County thresholds for a finding of significant noise increases are consistent with recommendations made by the Federal Interagency Commission on Noise (FICON), previously discussed in the Regulatory Setting for FICON which again is briefly described below.

FICON was developed as a means of establishing thresholds for identifying project-related noise level impact increases in a graduated scale (refer to **Table N-3, Significance of Changes in Cumulative Noise Exposure).** The rationale for the graduated scale is that the test subject's reactions to increases in noise levels varied depending on the starting ambient noise level before introducing the increase. Specifically, with lower ambient noise environments, such as those below 60 dB L_{dn}, a larger increase in noise levels was determined to be required to achieve a negative reaction than was necessary for more elevated noise environments.

Based on the FICON research, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB L_{dn}. Where pre-project ambient conditions are between 60 and 65 dB L_{dn}, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels – specifically pre-project noise levels in excess of 65 dB L_{dn} – a 1.5 dB increase is considered by FICON as the threshold of significance. These thresholds are referenced in *General Plan Noise Element Policies N-1.1*, *N-3.1*, *N-3.2*, and *N-3.4* for addressing noise impacts related to traffic and non-transportation projects. As a result, **Table N-3, Significance of Changes in Cumulative Noise Exposure** criteria, is applied to the proposed Project to evaluate increases in noise levels resulting from the Project.

Noise Thresholds of Significance

The following thresholds of significance are based on the *Tehama County General Plan* policies and appropriate Federal criteria and recommendations detailed above. The following specific thresholds were applied when analyzing potential Project impacts:

- *Project-Generated Traffic Noise*: A significant noise impact is identified if Project-generated traffic would expose persons to or generate noise levels that would exceed applicable noise standards presented in **Table N-6, Noise Standards for New Uses Affected by Traffic And Railroad Noise**; specifically, noise levels in excess of the exterior 60 dB LDN and interior 45 dB LDN standard at existing residences in the immediate Project vicinity.

- *Project-Generated Non-Transportation Noise*: A significant noise impact is identified if the Project would expose persons to or generate non-transportation noise levels that would exceed applicable noise standards presented in **Table N-7, Noise Standards for New Uses Affected by Non-Transportation Noise,** following adjustment of those standards as appropriate to account for elevated ambient conditions.

- *Sensitive Receptors*: A significant impact would be identified if off-site traffic or on-site activities generated by the Project substantially increased noise levels at existing sensitive receptors, which are single-family residences located in the immediate vicinity or roadways that would be substantially utilized by Project traffic. A substantial increase would be identified relative to the FICON recommendations provided in **Table N-3, Significance of Changes in Cumulative Noise Exposure**.

- *Project Construction Activities*: A significant impact would be identified if Project construction activities exposed persons to excessive vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to Project construction activities would exceed **Table N-4, FTA Criteria for Assessing Vibration Damage to Structures** criteria for damage to structures or if ongoing operations would cause vibration levels in excess of the annoyance criteria identified in **Table N-5, Vibration Impact Criteria for General Assessment** at existing residences in the Project vicinity.

Because the Project site is not within two miles of a public or private use airport, no analysis of potential noise impacts relative to aircraft noise was warranted for this *Initial Study*.

For this analysis, it is assumed that a Project-related noise impact would occur if noise level increases from onsite Project-related activities exceed the *Tehama County Noise Criteria* presented in and/or if Project-generated noise levels cause noise level increases in excess of the FICON thresholds shown in **Table N-3, Significance of Changes in Cumulative Noise Exposure**.

The following provides an analysis of environmental parameters related to *Noise, based on State CEQA Guidelines Appendix G. This section discusses the noise source impacts on onsite and surrounding land uses resulting from* Project implementation. This includes evaluating both short-term construction impacts and long-term Project operational impacts.

The discussion not only includes areas with potential environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

XIII. NOISE: Would the project result in:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	

XIII. NOISE: Would the project result in:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or 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?				X

a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Noise Impacts from Project-Generated Increases in Off-Site Traffic Noise Levels

Project development will result in increased traffic volume on the local roadway network. Those increases in Average Daily Traffic (ADT) volumes will result in a corresponding increase in traffic noise levels at existing sensitive uses, which are single-family residences located along those roadways.

The *FHWA Traffic Noise Model* (*FHWA-RD-77-108*) was used to quantify increases in traffic noise levels at the existing sensitive land uses nearest to the Project area roadway network. The *FHWA Model* predicts hourly Leq values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from Leq values. Because Project-generated traffic will primarily ingress and egress the Project site via 1-5 through Hooker Creek and Auction Yard Roads, the analysis focused on changes in traffic noise levels at existing residences in the immediate Project vicinity that could potentially be affected by increased Project-related traffic on those roadways.

The traffic noise environments at the nearest residences to the Project site are affected by more than one roadway. For example, Receptor 1, which is located north of the Project site (refer to **Figure N-2, Project Area, Noise Survey Sites & Nearest Residences**), is affected by traffic noise from both Auction Yard Road and I-5. Because this receptor is more significantly affected by 1-5 traffic noise, a substantial increase in traffic noise on Auction Yard Road resulting from the Project would not necessarily result in a substantial increase in overall traffic noise exposure at this receptor. For this reason, the noise analysis computes the traffic noise exposure at each receptor from all roadway segments affecting that receptor to quantify the true increase in traffic noise exposure that would result from the Project.

Existing and Existing-Plus-Project traffic noise levels are quantified and analyzed. In addition, future (cumulative) traffic noise levels are quantified using two different scenarios. The first Cumulative Scenario (*Option A*) considers Background Growth projections through the year 2045 with and without the Project. The second Cumulative Scenario (*Option B*) considers Background Growth projections plus the Nine-Mile Hill Development through the year 2045, with and without the Project.

As previously discussed, the Nine-Mile Hill Development within the North 1-5 Corridor Planning Area was approved as part of the 2006 Sun City Tehama Specific Plan. The development proposed a residential and commercial project with associated amenities, phased over a 10-year period. Although the Nine-Mile Hill Development received entitlements from Tehama County in 2006 and was expected to break ground shortly thereafter, to date, no related construction has commenced, and no publicly available information currently exists to suggest when, or if, the Nine-Mile Hill Development will begin construction.

CEQA Guidelines Section 15130 et. seq. requires an analysis of the cumulative impacts of a proposed project in conjunction with other closely related past, present, and reasonably foreseeable probable future projects that affect or could affect the proposed Project area. Although currently available public information suggests that the Nine-Mile Hill Development appears speculative at this point in time, it is nonetheless analyzed and included as *Option B* in the noise-related Cumulative Conditions analysis as a worst-case scenario (i.e., the greatest possible future buildout). However, given Nine-Mile Hill's apparent non-active status and the lack of information to support a reasonable expectation that the development will move forward, it is believed that *Option A* represents the most likely future projected buildout upon which to base the *CEQA* cumulative analysis.

Impact N-1

Increases in Existing/Baseline Traffic Noise Levels due to the Project: Increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing noise-sensitive land uses located along local roadways utilized by the Project. The FHWA Model used traffic data provided by the Project's transportation consultant (GHD) to predict Project traffic noise level increases relative to existing conditions without the Project.

The Existing and Existing-Plus-Project traffic noise levels at the nearest sensitive receptors, which are the six single-family residences to the Project area, are summarized in **Table N-8, Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Existing Plus Project Conditions**. **Table N-8** also shows the thresholds for determining a significant increase in traffic noise, whether the roadway segment contains sensitive uses, and whether or not significant noise impacts are identified for each segment. Appendix E in **Attachment J** contains the FWHA model inputs for existing and existing-plus-Project conditions.

Table N-8
Predicted Traffic Noise Level Increases at Existing Sensitive Receptors
Existing vs. Existing Plus Project Conditions

	Predicted DNL dBA						
Receptor[1]	Existing	Project	Existing + Project	Increase	Significance Threshold[2]	Threshold Exceeded?	Significant Impact Identified?[3]
1	64.4	60.0	65.7	1.3	3.0	No	No
2	56.8	50.7	57.8	1.0	5.0	No	No
3	57.1	51.6	58.2	1.1	5.0	No	No
4	57.1	47.2	57.5	0.4	5.0	No	No
5	57.5	55.5	59.6	2.1	5.0	No	No
6	62.4	55.6	63.2	0.8	3.0	No	No

Notes:

1. Sensitive receptors were considered to be residences of all densities, schools, & transient lodging facilities. They are shown on Figure N-2.
2. Significance threshold derived from Table N-3.
3. A significant impact is identified only along segments where the Project-related traffic noise level increase would exceed the significance threshold.

Source: FHWA-RD-77-108 with inputs from Caltrans, Project traffic study, and BAC. Appendix B contains FHWA Model inputs.

As indicated in **Table N-8**, the proposed Project will not result in substantial increases in traffic noise levels relative to existing conditions at existing noise-sensitive land uses. Therefore, this potential impact is considered ***less than significant***.

Impact N-2

Increases in Cumulative Scenario A Traffic Noise Levels Resulting from the Project: As previously identified, Cumulative Scenario A considers Background Growth Projections through the year 2045 resulting from the Project. The FHWA Traffic Noise Model was used to quantify increases in future (cumulative) traffic noise levels at the nearest existing sensitive receptors to the Project area roadway network. This analysis first assesses whether a cumulative roadway noise impact will occur as a result of the Project by comparing the Cumulative Conditions with the Project conditions to the Existing Conditions. Then, if the cumulative roadway noise exceeds the applicable threshold and a noise impact is identified, it is further evaluated to assess whether the proposed Project would make a cumulatively considerable contribution to the identified cumulative impact. This process is determined by comparing the roadway noise associated with the Cumulative-Plus-Project scenario against the Cumulative No-Project scenario.

Appendix E in **Attachment J** contains the *FHWA Noise Model* inputs for cumulative conditions. **Table N-9, Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Cumulative A Plus Project**, presents cumulative traffic noise exposure at the nearest residential receptors and indicates whether the increase in traffic noise levels with the Project relative to baseline (existing) conditions would result in a significant cumulative traffic noise impact. **Table N-10, Traffic Noise Level Increases at Existing Sensitive Receptors - Cumulative "A" Without Project vs. Cumulative A Plus Project,** evaluates whether the Project's contribution to the cumulative noise environment would be considerable by comparing it to the cumulative noise environment without the Project.

Table N-9
Traffic Noise Level Increases at Existing Sensitive Receptors
Existing vs. Cumulative A Plus Project

	Predicted DNL dBA					
Receptor[1]	Existing	Cumulative A + Project	Increase	Significance Threshold[2]	Threshold Exceeded?	Significant Impact Identified?[3]
1	64.4	65.7	1.3	3.0	No	No
2	56.8	57.9	1.1	5.0	No	No
3	57.1	58.3	1.2	5.0	No	No
4	57.1	57.6	0.5	5.0	No	No
5	57.5	59.6	2.1	5.0	No	No
6	62.4	63.2	0.8	3.0	No	No

Notes:

1. Sensitive receptors were considered to be residences of all densities, schools, & transient lodging facilities. They are shown on Figure N-2.
2. Significance threshold derived from Table N-3.
3. A significant impact is identified only along segments where the Project-related traffic noise level increase would exceed the significance threshold.

Source: FHWA-RD-77-108 with inputs from Caltrans, Project traffic study, and BAC. Appendix B contains FHWA Model inputs.

As shown in **Table N-9**, impacts related to cumulative increases in traffic noise levels are identified as being below the significance thresholds at existing noise-sensitive receptors in the immediate Project vicinity. In addition, **Table N-10** identifies that the Project's contribution to the cumulative traffic noise environment is not considerable. As a result, traffic noise impacts relative to Cumulative Scenario A are considered ***less than significant***.

Table N-10
Traffic Noise Level Increases at Existing Sensitive Receptors
Cumulative A Without Project vs. Cumulative A Plus Project

Receptor[1]	Predicted DNL dBA			Significance Threshold[2]	Threshold Exceeded?	Significant Impact Identified?[3]
	Existing	Cumulative B + Project	Increase			
1	64.4	65.7	1.3	3.0	No	No
2	56.8	57.8	1.0	5.0	No	No
3	57.1	58.2	1.1	5.0	No	No
4	57.1	57.5	0.4	5.0	No	No
5	57.5	59.6	2.1	5.0	No	No
6	62.4	63.2	0.8	3.0	No	No

Notes:

1. Sensitive receptors were considered to be residences of all densities, schools, & transient lodging facilities. They are shown on Figure N-2.
2. Significance threshold derived from Table N-3.
3. A significant impact is identified only along segments where the Project-related traffic noise level increase would exceed the significance threshold.

Source: FHWA-RD-77-108 with inputs from Caltrans, Project traffic study, and BAC. Appendix B contains FHWA Model inputs.

Impact N-3

Cumulative Scenario B considers Background Growth Projections plus the Nine-Mile Hill Development through the year 2045, resulting from the Project. The *FHWA Traffic Noise Model* was used to quantify increases in future (cumulative) traffic noise levels at the nearest existing sensitive receptors to the Project area roadway network. The analysis first assesses whether a cumulative roadway noise impact will occur as a result of the Project by comparing the Cumulative Conditions with the Project conditions to the Existing Conditions. Then, if the cumulative roadway noise exceeds the applicable threshold and a noise impact is identified, it is further evaluated to assess whether the proposed Project would make a cumulatively considerable contribution to the identified impact. This process involves comparing the roadway noise associated with the Cumulative Plus Project scenario to the Cumulative No Project scenario.

Appendix E in **Attachment J** contains the *FHWA Noise Model* inputs for cumulative conditions. **Table N-11, Traffic Noise Level Increases at Existing Sensitive Receptors – Existing vs. Cumulative "B" Plus Project** presents cumulative traffic noise exposure at the nearest residential receptors and indicate whether the increase in traffic noise levels with the Project relative to baseline (existing) conditions would result in a significant cumulative traffic noise impact. **Table N-12, Traffic Noise Level Increases at Existing Sensitive Receptors – Cumulative B Without Project vs. Cumulative "B" Plus Project** evaluates whether the Project's contribution to the cumulative noise environment would be considerable by comparing it to the cumulative noise environment without the Project.

As indicated in **Table N-11**, impacts related to cumulative increases in traffic noise levels are identified as being below the significance thresholds at existing noise-sensitive receptors in the immediate Project vicinity. Furthermore, **Table N-12** indicates that the Project's contribution to the cumulative traffic noise environment is not considerable. As a result, traffic noise impacts relative to Cumulative Scenario "B" are considered to be ***less than significant***.

Table N-11
Traffic Noise Level Increases at Existing Sensitive Receptors
Existing vs. Cumulative "B" Plus Project

Receptor[1]	Predicted DNL dBA			Significance Threshold[2]	Threshold Exceeded?	Significant Impact Identified?[3]
	Existing	Cumulative B + Project	Increase			
1	64.4	65.7	1.3	3.0	No	No
2	56.8	57.8	1.0	5.0	No	No
3	57.1	58.2	1.1	5.0	No	No
4	57.1	57.5	0.4	5.0	No	No
5	57.5	59.6	2.1	5.0	No	No
6	62.4	63.2	0.8	3.0	No	No

Notes:

1. Sensitive receptors were considered to be residences of all densities, schools, & transient lodging facilities. They are shown on Figure N-2.
2. Significance threshold derived from Table N-3.
3. A significant impact is identified only along segments where the Project-related traffic noise level increase would exceed the significance threshold.

Source: FHWA-RD-77-108 with inputs from Caltrans, Project traffic study, and BAC. Appendix B contains FHWA Model inputs.

Noise Impacts Associated with Proposed Ongoing On-Site Operations

Noise sources associated with ongoing operations within the Project site would consist primarily of automobile and heavy truck vehicle movements, noise generated by trailer-mounted refrigeration units, heavy truck idling, tire changing operations, and other truck repair work within the Truck Maintenance Building. Noise associated with the proposed C-Store, Sit-Down Restaurant, and Drive Through Fast-Food Restaurants, including drive-through lane operations, is not expected to be appreciable relative to these noise sources and relative to the baseline background noise environment. Noise impacts related to on-site circulation, refrigeration unit operations, truck idling, and truck maintenance operations were evaluated.

Table N-12
Traffic Noise Level Increases at Existing Sensitive Receptors
Existing vs. Cumulative "B" Plus Project

Receptor[1]	Predicted DNL dBA			Significance Threshold[2]	Threshold Exceeded?	Significant Impact Identified?[3]
	Cumulative B Without Project	Cumulative B + Project	Increase			
1	64.4	65.7	1.3	3.0	No	No
2	57.0	57.9	0.9	5.0	No	No
3	57.3	58.3	1.0	5.0	No	No
4	57.2	57.6	0.4	5.0	No	No
5	57.5	59.6	2.1	5.0	No	No
6	62.4	63.2	0.8	3.0	No	No

Notes:

1. Sensitive receptors were considered to be residences of all densities, schools, & transient lodging facilities. They are shown on Figure N-2.
2. Significance threshold derived from Table N-3.
3. A significant impact is identified only along segments where the Project-related traffic noise level increase would exceed the significance threshold.

Source: FHWA-RD-77-108 with inputs from Caltrans, Project traffic study, and BAC. Appendix B contains FHWA Model inputs.

Impact N-4

On-Site Circulation Noise Affecting Existing Sensitive Receptors: **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**, illustrates that the northern portion of the Project site would be used primarily for heavy-duty truck and trailer parking. The automobile and RV parking, C-Store, sit-down restaurant, and Drive-Through Fast-Food Restaurants will be located in the southern portion of the site. BAC file data collected at truck stops and parking lots were utilized to establish reference average and maximum sound levels for the on-site circulation of heavy trucks and automobiles, including engine starting and stopping, vehicle acceleration, backup warning devices, doors opening and closing, etc. The reference sound levels were projected from the effective noise source areas of the Project site to the nearest residences assuming a 4.5 dB decrease for each doubling of distance for the calculations of average noise attenuation (consistent with a moving point source), and a 6 dB decrease for each doubling of distance for the calculations of maximum noise attenuation. For the average noise calculations, the effective center of the noise source areas was used for the scaling of distances between the noise sources and receivers. For the maximum noise calculations, the closest point on the Project site where the noise source(s) would occur was used for the scaling of distances between the noise sources and receivers. **Table N-13, On-Site Circulation Noise Levels at Nearest Sensitive Receptors, Leq, dBA** shows the average noise levels predicted to be generated by on-site circulation at the nearest residences to the Project site.

Impact N-5

On-Site Truck Maintenance Building Operational Noise Affecting Existing Sensitive Receptors: The Project proposes a Truck Maintenance Building to provide primarily trucks with some RV and automobile service and repair facilities.

Table N-13
On-Site Circulation Noise Levels at Nearest Sensitive Receptors, Leq, dBA

Receptor[1]	Autos[2]	Heavy Trucks	Combined
1	36	52	52
2	36	51	51
3	37	52	52
4	38	51	51
5	38	49	49
6	37	49	49

1. Receptor Locations are identified on Figure N-2
2. Average automobile noise levels are based on a reference sound exposure level of 70 SEL at a distance of 50 feet and 175 automobile parking lot movements during a peak hour of operations.
3. Average heavy truck noise levels are based on a reference sound exposure level of 83 SEL at a distance of 50 feet and 175 heavy truck parking lot movements during a peak hour of operations.

Source: Bollard Acoustical Consultants

The Truck Maintenance Building located in the western-central area of the Project site is shown on **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**. To quantify noise levels associated with tire repair/change operations, as well as other typical maintenance activities within this facility, BAC utilized file data collected at various similar facilities in recent years. Specific noise sources associated with tire repair/changing operations include an air compressor,

impact wrenches, and hydraulic lifts. Oil pumps would be utilized for oil change operations, and should bodywork be conducted at the maintenance facility, periodic use of an air hammer may be required. The reference noise levels for these sources are provided in **Table N-14, Reference Noise Levels for Auto/Truck Maintenance Facilities**.

Table N-14
Reference Noise Levels for Auto/Truck Maintenance Facilities

Equipment	Measurement Distance (ft)	L_{eq} While in Use (dB)	Minutes Per Hour Used (est.)[1]	Computed Hourly L_{eq} (dB)	Measured L_{max} (dB)
Compressor	30	73	15	67	75
Impact wrench	30	75	10	67	82
Hydraulic lift	30	81	10	73	84
Oil pump	30	65	10	59	68
Air Hammer	30	92	5	81	95

[1] The number of minutes in any given hour each noise source would be in operation was estimated from previous BAC observations at automobile maintenance facilities, as noise-producing equipment is not in constant use.

Source: Bollard Acoustical Consultants, Inc.

Based on the reference noise measurements for the equipment presented in **Table N-14**, the combined average hourly noise level at a location 30 feet from the component of the Truck Maintenance Building would be approximately 75 dBA, not including air hammer usage. The combined hourly average noise level, including periodic air hammer usage, would be approximately 82 dBA Leq. The nearest residence to the tire repair area within the Truck Maintenance Building is Receptor #1 to the north, located approximately 700 feet from the Truck Maintenance facility. At that distance, average noise levels from the tire repair area would be approximately 47 dBA Leq without air hammer usage and 54 dBA Leq with air hammer usage. The required noise barrier, incorporated into the Project Site Plan along the northern and eastern Project property lines, would further reduce truck maintenance facility noise generation by approximately 5-10 dBA. This results in average noise levels for the Truck Maintenance Building of approximately 40-47 dBA Leq or less at the nearest noise-sensitive receptors to the Project site. The predicted noise levels are well below the adjusted daytime and nighttime noise level standards of Tehama County. As a result, this impact is considered ***less than significant***.

Impact N-6

On-Site Transport Refrigeration Unit (TRU) Noise Affecting Existing Sensitive Receptors: Trailer-mounted Transport Refrigeration Units (TRUs, also commonly referred to as "reefers") regulate the temperature environment of sensitive freight transported in semi-trailers. TRU-equipped trailers can store a wide range of products, including food, plants, medicines, chemicals, artwork, and more. According to the California Air Resources Board (*Draft Technology Assessment: Non-Truck Transport Refrigeration Units* (*TRU*) *Workshop* — May 2022), approximately 42,000 trailer-mounted TRUs operate in California on a given day. Based on California Energy Commission data, trailer-mounted TRUs may account for approximately 16% of trucks on California highways.

Accordingly, it was assumed that approximately 16% of trucks utilizing the Project facilities would be equipped with operating TRUs for this noise analysis.[132]

TRUs are typically powered by diesel engines, although TRUs may also be powered by electricity (i.e., shore power). Electrically powered TRUs are referred to as eTRUs. With an eTRU, the compressor part of the refrigeration system is powered by an electric motor at least part of the time, resulting in lower noise emissions compared to diesel-powered TRUs. In some cases, an electric motor is used exclusively. If an electrical power source is disconnected, the system can be run on diesel and switched back to electricity when an outlet becomes available. It is not known at this time what percentage of TRUs operating at the Project site would be eTRUs, but given the greater energy efficiency of eTRUs, it is probable that their use will become increasingly widespread.[133]

BAC noise level measurement data indicate that diesel and eTRUs generate average noise levels of approximately 63 and 56 dBA Leq, respectively, at a reference distance of 100 feet with a direct view of the TRU. TRU positions located behind the trailer are shielded by the truck trailer itself and are, therefore, exposed to lower noise levels. Similarly, trailers parked adjacent to each other will provide sideline shielding, which also results in lower noise exposure at shielded receptor locations.

The Project proposes 211 heavy and medium-duty truck parking spaces. Assuming approximately 16% of the trucks parked at the Project site have trailer-mounted TRUs, approximately 26 TRUs could theoretically be operating at the Project site concurrently. BAC utilized these assumptions with the reference sound pressure levels for diesel and electric TRUs cited above to predict the noise generation of the TRUs at the six nearest noise-sensitive receptors identified in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**. The results of that analysis are presented in **Table N-15, TRU Noise Levels at Nearest Sensitive Receptors, Leq, dB**.

Table N-15
TRU Noise Levels at Nearest Sensitive Receptors, Leq, dB

Receptor[1]	Diesel	Electric	Combined
1	56	49	57
2	56	49	57
3	57	50	58
4	52	45	53
5	48	41	49
6	46	39	47

1. Receptor Locations are identified on Figure N-2
Source: Bollard Acoustical Consultants

Table N-15 data indicates that eTRU units would not generate noise levels exceeding the applicable Tehama County noise standards or result in a substantial increase in ambient noise levels at the nearest residences to the Project site during either daytime or nighttime hours, regardless of where on the Project site the eTRU units were operating. However, **Table N-15** data indicates that diesel TRU operations could result in exceedance of the Tehama County nighttime

[132] Figure 4 in the *Environmental Noise & Vibration Assessment* (Attachment J) shows a typical trailer-mounted TRU.
[133] Ibid. Figure 5 shows a photograph of an eTRU.

noise standards and result in substantial increases in ambient noise levels at the nearest residences to the north and east of the Project site (receptors 2-4 on **Figure N-2, Project Area, Noise Survey Sites & Nearest Residences**). As a result, this impact is considered ***potentially significant,*** thereby ***requiring mitigation***.

Impact N-7

On-Site Idling Truck Noise Affecting Existing Sensitive Receptors: The idling of heavy truck engines to allow the operation of cab heaters or air-conditioners while the vehicle is parked for state-mandated rest periods is a common practice. BAC utilized noise level data collected at various locations in Northern California to quantify the noise emissions of idling heavy trucks. Those measurements indicate that the noise generated during truck idling is affected by the age of the truck (newer technology trucks are quieter) and the engine rpm during idle. Noise measurements of multiple trucks of various ages idling concurrently at the 49'er Travel Plaza in Sacramento, California, conducted by BAC for the noise assessment, indicate that an average noise level of 61 dBA Leq can be expected at a reference distance of 100 feet from the idling trucks. The 49'er Travel Plaza was selected for assessment as it is considered reasonably representative of operations at the proposed Project due to its size.[134]

For a conservative assessment of potential Project noise impacts resulting from heavy truck idling, it was assumed that widespread idling of parked heavy trucks would occur at the Project site. This assumption was used, along with the typical reference sound pressure level cited for idling heavy trucks, to predict noise levels at the six nearest noise-sensitive receptors identified in **Figure N-2**. The results of that analysis are presented in **Table N-16, Idling Truck Noise Levels at Nearest Sensitive Receptors, Leq, dBA**.

Table N-16
Idling Truck Noise Levels at Nearest Sensitive Receptors, Leq, dBA

Receptor[1]	Idling Truck Noise Level
1	49
2	50
3	50
4	47
5	39
6	37

1. Receptor Locations are identified on Figure N-2
Source: Bollard Acoustical Consultants

Table N-16, Idling Truck Noise Levels at Nearest Sensitive Receptors, Leq, dBA data indicates that trucks idling in the northernmost and easternmost parking areas could generate noise levels exceeding the applicable Tehama County noise standards and could result in a substantial increase in ambient noise levels at the nearest residences to the Project site during nighttime hours. As a result, this impact is considered ***potentially significant*** and ***requires mitigation.***

[134] Figure 6 in the *Environmental Noise & Vibration Assessment* (**Attachment J**) shows an aerial image of the 49'er Travel Plaza.

Impact N-8

On-Site Diesel Generator Noise Affecting Existing Sensitive Receptors: The Project proposes a Cummins KTA50-G8 or similar diesel generator, which would be utilized during power outages only as a power source of last resort in an emergency after battery power is depleted. The manufacturer's data sheet indicates that the noise emission of the generator is approximately 92 dBA at a distance of 25 feet without a sound enclosure. The proposed 8-foot-tall noise wall along the northern and eastern property lines would provide some noise shielding from the generator. A -5 dB offset was applied to account for noise attenuation from the proposed noise barrier, for a conservative assessment.

BAC scaled the reference noise levels to the nearest noise-sensitive receptors shown in **Figure N-2, Project Area, Noise Survey Sites & Nearest Residences**. The results of that analysis are presented in **Table N-17, Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA**.

Table N-17 data indicates that the on-site diesel generator is predicted to generate noise levels in excess of the applicable Tehama County noise standards at the nearest residences to the Project site. As a result, this impact is ***considered significant*** and therefore ***requires mitigation***.

Table N-17
Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA

	Diesel Generator Noise Level at Nearest Residences	
Receptor[1]	No Enclosure	With Level 3 Enclosure
1	77	53
2	70	46
3	68	44

1. Receptor Locations are identified on Figure N-2

Source: Bollard Acoustical Consultants

Impact N-9

Combined Project Noise Generation Affecting Sensitive Receptors: The noise impact analysis evaluated the noise impacts of the various noise-generating components of the Project in isolation. The combined noise generation of the Project noise sources (i.e., vehicle & truck circulation, TRU (reefer) operations, truck idling, maintenance operations, diesel generator, etc.), would result in higher noise exposure at the nearest sensitive receptors than the individual noise sources alone. However, the noise mitigation measures developed for each individual noise source included safety factors to account for the combined noise exposure of each source operating concurrently. As a result, following implementation of the required noise mitigation measures proposed, the combined Project noise exposure is predicted to be acceptable relative to the applicable Tehama County noise standards and would not result in substantial increases in ambient noise exposure at the nearest residences to the Project site. As a result, no significant adverse noise impacts are identified for the combined Project operations. Nonetheless, because the evaluation contains assumptions and modeling of potential noise impacts, it is possible that actual Project noise generation could vary from that predicted within the noise impact analysis. As a result, noise impacts related to combined Project operations are considered ***potentially significant,*** thereby ***necessitating mitigation***.

b) *Generation of excessive ground-borne vibration or ground-borne noise levels?*

During various visits to the Project area, BAC staff noted that existing vibration levels were below the threshold of perception within the residential areas nearest the Project site, and no appreciable sources of vibration were identified during those visits. Therefore, the baseline vibration environment in the residential areas to the west and south of the Project area is considered to be negligible. However, during Project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of those activities and potentially impact existing sensitive receptors (single-family residences) in the Project vicinity. The nearest identified residences are approximately 100 feet or more from where substantial construction activities would occur within the Project area.

As previously noted, a significant impact would result if Project construction activities exposed persons to excessive vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to Project construction activities would exceed **Table N-4, FTA Criteria for Assessing Vibration Damage to Structures** criteria for damage to structures or if ongoing operations would cause vibration levels in excess of the annoyance criteria identified in **Table N-5, Vibration Impact Criteria for General Assessment** at existing residences in the Project vicinity.

Table N-18, Vibration Source Levels for Construction Equipment and Predicted Levels at 100 Feet, includes the range of vibration levels for equipment commonly used in general construction Projects at a distance of 25 feet. **Table N-18** data also includes predicted equipment vibration levels at a distance of 100 feet from proposed construction activities. Not all of the construction equipment shown may be utilized during Project construction.

As shown in **Table N-18,** vibration levels generated from on-site construction activities are predicted to be well below thresholds for damage to engineered residential structures (98 VdB threshold – refer to **Table N-4, FTA Criteria for Assessing Vibration Damage to Structures**) at a distance of 100 feet from those activities, and below levels considered to be annoying (75 VdB – refer to **Table N-5, Vibration Impact Criteria for General Assessment**) at the nearest residences. This potential impact is considered ***less than significant*** because existing residences in the immediate Project vicinity are approximately 100 or more feet from the Project site.

Table N-18
Vibration Source Levels for Construction Equipment and Predicted Levels at 100 Feet

Equipment	Maximum Vibration Level at 25 feet [VdB (rms)]	Predicted Maximum Vibration Level at 100 feet [VdB (rms)]
Vibratory Roller	94	74
Hoe Ram	87	64
Large bulldozer	87	64
Loaded trucks	86	63
Jackhammer	79	59
Small bulldozer	58	<58

Source: 2018 FTA Transit Noise and Vibration Impact Assessment Manual and BAC calculations

c) *For a project located within the vicinity of a private airstrip or 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?*

The proposed Project is not located within an airport land-use plan or within two miles of a public airport or public-use airport. The nearest airport to the Project site is Lake California Airport about 9.7 miles northeast of the Project site. The Red Bluff Airport is located approximately 11.6 miles to the southwest. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels. ***No impacts*** would occur in this regard.

MITIGATION MEASURES

Based on the review and evaluation of the information presented and the implementation of ***Mitigation Measures***, the proposed Project will have ***less than significant impacts*** from *Noise and Vibrations.*

Mitigation Measure N-1

The following measures shall be incorporated into the Project improvement plans and applicable building permit plans to reduce temporary on-site construction operation impacts in ambient noise levels in excess of *Tehama County General Plan* and *Noise Ordinance* standards:

- Noise-generating construction activities within the Project area shall occur pursuant to the hours and days outlined in the *Tehama County General Plan* to the maximum extent feasible.
- All noise-producing Project equipment and vehicles using internal combustion engines shall be equipped with manufacturers'- recommended mufflers and maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the Project site that is regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of Project activity.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- In the event that unusual circumstances or emergencies prevent certain Project construction activities from complying with the *Tehama County General Plan*, then a noise control plan shall be developed to ensure that sufficient mitigation is implemented during Project construction to ensure adverse noise impacts are avoided.

Mitigation Measure N-2

The following measures shall be incorporated into the Project improvement plans and applicable building permit plans to reduce on-site circulation noise impacts affecting existing residences.

- A noise barrier measuring 8 feet in height shall be constructed prior to issuance of an occupancy permit at the locations indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements,** to provide shielding of on-site vehicle movements at the nearest residences located in those directions.
- The barrier can be constructed of masonry, stone, brick, block, precast concrete systems, earthen berms, or a combination of these materials. Optional pilaster inserts, wall caps, or other features to enhance the aesthetics of these walls are to be utilized. Other

materials may be acceptable, provided they are reviewed by a qualified acoustical consultant prior to installation.

This mitigation measure was incorporated into **Figure 2-3 Overall Site Plan** and is a component of Project design. Also refer to **Figure T-3, Site Plan Street Intersection Enlargement Sheet C1.4**.

Mitigation Measure N-3

The following measures shall be incorporated into the Project prior to issuance of an occupancy permit to reduce the noise impact of on-site Transport Refrigeration Units (TRUs) on existing residences.

- Operation of diesel trailer-mounted Transport Refrigeration Units (TRUs) shall be limited to the locations indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**. Signage or pavement markings shall be installed to delineate in which parking areas the use of diesel TRUs and eTRUs would be permitted.
- TRUs shall not be operated along the northernmost and easternmost trailer parking areas unless they are electrically powered (eTRUs).

Mitigation Measure N-4

The following measures shall be incorporated into the Project to reduce on-site idling truck noise impacts affecting existing residences.

- The idling of heavy truck engines shall not be permitted within the northernmost or easternmost parking areas. The specific locations where heavy truck idling shall not be permitted are indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**. Signage or pavement markings shall be installed prior to issuance of an occupancy permit to delineate in which parking areas idling will be permitted.
- To provide maintenance of comfortable interior temperatures within the cabs of trucks parked in the northernmost and easternmost parking areas, Truck Stop Electrification (TSE), which provides electrically powered heating and air-conditioning, shall be required and shown on building permit plans. **Figure N-4, Truck Stop Electrification (TSE) System** provides an example of a TSE system providing air-conditioning to heavy truck cabs.

Mitigation Measure N-5

The following measures shall be incorporated into the Project prior to issuance of an occupancy permit to reduce on-site emergency backup diesel generator noise impacts affecting existing residences.

According to the manufacturer's data, a Level 3 enclosure will reduce the generator's sound output to approximately 68 dBA at the 25-foot reference distance, representing a noise level decrease of 24 dBA.[135] **Table N-19, Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA,** shows the predicted levels at the nearest residences with the Level 3 enclosure.

[135] There are three levels of sound-attenuated enclosures. Level 1 operates at 70 to 89 dBA, and Level 3 operates at 63 to 78 dBA.

If a Level 3 enclosure is unavailable for the proposed or similar particular generator model, a custom enclosure providing 24 dBA of noise attenuation similar to the Level 3 enclosure shall be required. Given this level of sound attenuation, generator noise levels will be satisfactory relative to Tehama County noise standards and *CEQA* requirements. As a result, the following measures are required for the proposed Project:

- The proposed diesel generator shall include a Level 3 acoustic enclosure which would reduce generator noise levels to approximately 68 dBA at a distance of 25 feet.
- If a Level 3 enclosure is unavailable for the proposed or similar particular generator model, a custom enclosure providing 24 dBA of noise attenuation similar to the Level 3 enclosure will be required.

Table N-19
Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA

	Diesel Generator Noise Level at Nearest Residences	
Receptor[1]	No Enclosure	With Level 3 Enclosure
1	77	53
2	70	46
3	68	44

1. Receptor Locations are identified on Figure N-2
Source: Bollard Acoustical Consultants

Mitigation Measure N-6

Following completion of construction and commencement of Project operations, annual noise monitoring by a qualified acoustical consultant shall be conducted at the nearest residences, or as close as practical to those residences, to verify Project noise generation is in full compliance with the applicable Tehama County noise standards. After three consecutive years of such monitoring indicating the Project is in full compliance with the applicable County noise standards, the duration between noise compliance monitoring shall be decreased from annual monitoring to monitoring every five years. In the event that the compliance monitoring reveals that aspects of the Project are generating noise levels in excess of the applicable Tehama County noise standards at any of the nearest residences to the Project site, additional noise mitigation measures shall be determined and implemented for the source(s) responsible for the identified exceedance. Such measures could include, but not be limited to, the following:

- Establishment of increased setbacks between certain noise sources and sensitive receptors (i.e., further restrictions on the locations of idling engines and TRU usage).
- Implementation of additional TSE components that would reduce or eliminate the noise generation of the Project sources responsible for any exceedance of noise standards.
- Installation of localized noise control measures (i.e., barriers, sound absorptive materials, etc.).

Mitigation Measure N-6 reduces the combined Project noise generation impacts affecting sensitive receptors to a ***less than significant level***. However, it should be recognized that over the ensuing years, more and more EV vehicles and trucks will be placed into service. The Project is designed to allow the conversion of currently proposed standard parking stalls to EV charging

stations as demand continues to grow. The additional EV vehicles, trucks, and associated charging facilities will result in the Project in and of itself reducing the noise effects experienced by traditional vehicles and trucks. Therefore, vehicular noise impacts in the Project vicinity are anticipated to decline over time, commensurate with passenger car and truck fleet turnover.

DOCUMENTATION AND REFERENCES

Bollard Acoustical Consultants, Inc. October 25, 2024. *Environmental Noise & Vibration Assessment Cottonwood Travel Center Tehama County, California*. *Environmental Noise & Vibration*

ClimeCo Carbonfund.org. *https://carbonfund.org/project/truck-stop-electrification/*. Accessed November 1, 2024

PMC. *Tehama County General Plan Update 2009-2029, Open Space and Conservation Element*. March 2009.

XIV – POPULATION AND HOUSING

This section examines the potential impacts of the Project on the population, housing, and employment at the Project site, providing an overview of current population estimates and population growth trends.

ENVIRONMENTAL SETTING

Tehama County's population in January 2024 was 64,308.[136] Between January 2023 and January 2024, the County's population declined from 64,710 to 64,308.[137] This represents a decrease of approximately 0.6%. Tehama County's population was 65,829 in 2020. Since 2020, the population has decreased by 1,521 persons.

According to the Tehama County 2025 *Regional Transportation Plan* (*RTP*), the County's projected year 2045 population is estimated at 68,717.[138] The increase is approximately 5.4% over a 20-year period, which reflects an average growth rate of 0.26% per year, which is very minimal. Tehama County, including the incorporated cities of Corning, Red Bluff, and Tehama, had an estimated 27,601 housing units, with a vacancy rate of 8.9% and an average of 2.52 persons per household.[139] The median household income for the County in 2022 was $59,029.[140]

REGULATORY SETTING

This section summarizes current federal, state, and local regulations relevant to the review of *Population and Housing* for this Project. Ordinances, regulations, or standards that are applicable to the environmental review of potential impacts related to *Population and Housing* include the following:

State of California Housing Element Law

State law requires each city and county to adopt a general plan for future growth. This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the California Department of Housing and Community Development (HCD) estimates the relative shares of California's projected population growth that could occur in each county in the state based on Department of Finance (DOF) population projections and economic projections.

Tehama County Housing Element 2024-2029

The *Tehama County Housing Element 2024-2029 Public Review Draft July 2024 includ*es policies and programs to address the County's housing needs through 2029 and provides a comprehensive analysis of the County's demographic, economic, and housing characteristics as required by State law. The

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136 California Department of Finance. *Table E-1: State/County Population Estimates with Annual Percent Change January 1, 2023 and 2024*. Available at https://dof.ca.gov/Forecasting/Demographics/estimates-e1/. Accessed October 14, 2024.

137 Ibid.

138 Green Dot Transportation Solutions. December 2024. *2025 Tehama County Regional Transportation Plan*. Page 13. Available at https://tehamartpa.org/wp-content/uploads/2025/02/Tehama-County-RTP-February-2025-Amendment.pdf. Accessed September 11. 2025.

139 California Department of Finance. *Table E-5: City/County Population and Housing Estimates, 1/1/2024*. https://dof.ca.gov/Forecasting/Demographics/Estimates/estimates-e5-2010-2021/ Accessed October 14, 2024.

140 Green Dot Transportation Solutions. December 2024. *2025 Tehama County Regional Transportation Plan*. Page 16. Available at https://tehamartpa.org/wp-content/uploads/2025/02/Tehama-County-RTP-February-2025-Amendment.pdf. Accessed September 11. 2025.

Housing Element also contains an evaluation of the County's progress in implementing its last *Housing Element*. Based on the County's housing needs, available resources, constraints, and opportunities for housing production and preservation, as well as its past performance, the current Housing Element establishes a strategy of goals, measurable objectives, and related policies and programs to address the County's present and future housing needs.

IMPACT ANALYSIS

The following includes an analysis of environmental parameters related to *Population and Housing* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

XIV. POPULATION AND HOUSING: Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Induce substantial unplanned 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)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) *Induce substantial unplanned 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)?*

It is estimated that over an 18-month construction period, approximately 150 construction jobs will be created.[141] Currently, there are major general contractors and subcontractors' construction companies in the Tehama and Shasta County areas that are large enough and have the bonding capacity to readily construct the Project utilizing the existing employed and unemployed labor market. It does not appear that there will be a need to solicit construction companies from outside the region.

The Project Applicant estimates that 80 to 110 operation-related jobs will be created. Given the current unemployment rates in Tehama and Shasta Counties, there also appears to be a labor market available to fill these jobs. The current unemployment rate in Tehama County, as of August 2024, is 6.6 percent of the civilian labor force of 26,830, which equates to 1,780 unemployed persons.[142] In Shasta County, the unemployment rate is 5.7%, corresponding to 4,350 unemployed persons out of a labor force of 76,222.

Given that there are about 2,456 housing units available due to the current 8.9% vacancy rate, there is a sufficient number of housing units to accommodate workers from outside the region, even though these workers are not expected for the proposed Project.

Given the scale of construction, the relatively short 18-month construction period, the qualified local general contractors and subcontractors, and the currently available labor market, there does not appear

[141] Peter Dreyfuss, Cottonwood Investment Group, LLC, personal communication, July 28, 2024.

[142] California Employment Development Department Labor Market Information Division. September 20, 2024. Available at https://labormarketinfo.edd.ca.gov/file/lfmonth/tehampds.pdf

to be a need to relocate construction or operation employees from outside the region. This, in turn, does not create a need to construct additional housing to accommodate either new construction or operational workers. The Project will not induce unplanned or substantial growth in the area. There are ***no impacts*** in this regard.

Furthermore, since the proposed Project would not induce unplanned population growth and does not propose the extension of any new roads or utilities not anticipated by the *General Plan*, ***no impact*** would occur in this regard.

b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

There is an existing single-family rental residence located in the northeastern portion of the Project site, accessible via Snively Road, that will be demolished to develop the Project. The residence is currently occupied by a short-term tenant who is well aware of the proposed Project. However, removing one residence does not result in displacing a "substantial number" of existing people or housing. Replacement housing will not be required elsewhere. ***No impact*** would occur in this regard.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

In the course of the evaluation of this section, there are no significant impacts associated with *Population and Housing* due to the inability of the proposed Project to create such impacts or the absence of Project characteristics producing effects of this type.

DOCUMENTATION AND REFERENCES

California Department of Finance. *Report E-1 City/County Population Estimates with Annual Percentage Change, January 1, 2023 and 2024.* https://dof.ca.gov/Forecasting/Demographics/ estimates-e1/. Accessed October 14, 2024.

California Department of Finance. *Table E-5: City/County Population and Housing Estimates, 1/1/2024*. *https://dof.ca.gov/Forecasting/Demographics/Estimates/estimates-e5-2010-2021/* Accessed October 14, 2024.

Green Dot Transportation Solutions. December 2024. *Initial Study / Proposed Negative Declaration for the 2025 Tehama County Regional Transportation Plan*.

Green Dot Transportation Solutions. December 2024. *2025 Tehama County Regional Transportation Plan*.

Tehama County. July 12, 2024. *Tehama County Housing Element 2024-2029 Public Review Draft July 2024*.

United States Census Bureau. 2020 Decennial Census. *American Community Survey 5-Year Estimates- Table S0701 Geographic Mobility by Selected Characteristics in The United States*. https://data.census.gov/all?q=Tehama%20County,%20California. Accessed October 14, 2024.

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XV – PUBLIC SERVICES

This section describes the affected environment for public services that serve the Project area. It also describes the impacts on existing public services that would result from implementing the proposed Project, as well as mitigation measures, if necessary, to reduce these impacts.

ENVIRONMENTAL SETTING

Fire Protection

The Tehama County Fire Department is administered under a Cooperative Fire Protection Agreement with the California Department of Forestry and Fire Protection (CAL FIRE). These two agencies are integrated departments that mutually support each agency's fire suppression and emergency response efforts, including providing fire protection, emergency dispatching, specialized training, equipment repair and maintenance, fire prevention, fire safety education, and emergency medical responses to the unincorporated areas of Tehama County.

The proposed Project is within the area served by several CAL FIRE Stations and Volunteer Fire Stations. The two primary fire stations are the CAL FIRE Bowman Station/Company 3 and the CAL FIRE Red Bluff Station/Company 1.

The CAL FIRE Bowman Station No. 3, with a volunteer and fully staffed year-round Type III engine company, is located at 18355 Bowman Road in Cottonwood and is approximately 9.7 miles (12 minutes) northwest of the Project site, accessed primarily via I-5. Station 3 houses Engine 103, Squad 403, Engine 2573, and Water Tender 803.[143] The Tehama County Fire Station No. 2 in Lake California houses Engine 102 and 602 and is located about 10.4 miles (15 minutes) to the northeast via I-5 and Lake California Drive.

CAL FIRE Red Bluff Headquarters and Station/Company 1/ (604 Antelope Boulevard), located approximately 9.8 miles to the southeast (12 minutes), also accessed primarily via I-5, is both a county volunteer station and CAL FIRE station. The Red Bluff Station houses state resources, including two Type III engines, E2582 and E2562, one Type II Dozer, TD2542, one Type 6 Fire Engine, E601, and an Incident/breathing air support, S1. Red Bluff Station shares a compound with Tehama Glenn Unit/Tehama County Fire Department Headquarters, Service Center, and Automotive Shop. Red Bluff Station and Company 1 are collocated and house a Tactical Water Tender, WT901, and a rescue squad, SQ401. During fire season, the station has both CAL FIRE Type III engines staffed with a minimum of three personnel consisting of Fire Captains, Fire Apparatus Engineers, and Firefighters. During the winter months, the station is staffed with a Type III engine, consisting of a minimum of two personnel, including Fire Captains, Fire Apparatus Engineers, and Firefighters.

Other fire stations that could serve the Project site include the Tehama County Fire Station No. 14 in Dibble Creek, about 9.8 miles (11.8 minutes) to the southwest via I-5 and CA-36. Station No. 14 houses houses a Type II Engine, E114, a Type VI Engine, E614, and a Tactical Water Tender, WT914. Via a California Master Mutual Aid Agreement (MMA), the Red Bluff Fire Department, located about 9.5 miles (11 minutes) to the southwest, could also provide firefighting personnel and equipment. In addition to the MMA, there is also an automatic aid agreement with the Red Bluff Fire Department to provide a Ladder Truck for commercial structure fires. This supersedes the MMA Agreement.

[143] The Sunset Hills Estates Residential Development Project required that this water tender be provided as a condition of approval.

CAL FIRE/Tehama County Fire Department has designated the site and surrounding areas as a *High Fire Hazard Severity Zone* in a *State Responsibility Area* (*SRA*).[144] Property owners within this designated area are subject to the requirements of *California Public Resources Code* (*PRC*) *Sections 4125, 4142,* and *4291*. The proposed Project will maintain onsite fire suppression apparatus (i.e., water tanks and fire hydrants) to assist in a fire-related response should an incident occur on-site. In addition, a Tactical Water Tender will be required to be provided by the proposed Project. [145]

All Project-related operations will comply with the standards of the *California Occupational Safety and Health Act* (*CAL-OSHA*). The Tehama County Fire Department has also imposed preliminary conditions of approval regarding fire protection. Refer to **Appendix B** – **Tehama County Fire Department Use Permit #23-01 Conditions** for the Tehama County Fire Department, Protection and Bureau, September 11, 2024, letter identifying the then Project-related conditions of approval. Many of these conditions were addressed in the revised Project Application resubmission on July 29, 2024. These requirements would be imposed for the proposed Project Use Permit to reduce the potential for fires to occur onsite. Potential Impacts would be considered ***less than significant***.

Sheriff Protection

The Tehama County Sheriff's Office, located at 502 Oak Street in Red Bluff, provides law enforcement in the unincorporated areas of Tehama County and the City of Tehama. The Department also oversees the Tehama County Jail, located at 502 Oak Street at the corner of Oak and Madison in Red Bluff.

The Sheriff is the chief law enforcement officer of the County, with jurisdiction throughout the unincorporated County, the incorporated cities, and State-owned property. The Sheriff's Office provides patrol services, operates community resources and service centers, conducts special tactical operations, investigates crimes, manages emergency operations, and maintains specialized patrol units. Additional functions include prisoner transportation, narcotics enforcement, search and rescue, court security, and boating enforcement. In Tehama County, the Sheriff's Office and the Office of Emergency Services are combined. The Cities of Red Bluff and Corning operate police departments with jurisdiction throughout their respective incorporated areas. The California Highway Patrol also enforces traffic laws throughout the County.

Schools

Tehama County is served by several school districts. Tehama County public schools include 21 elementary schools, four middle schools, and five high schools. Additionally, there are three private elementary schools and one private Catholic high school in the County. There are also two charter schools in operation. The Shasta College satellite campus in Red Bluff offers post-high school education opportunities for residents of Tehama County. Additionally, the Red Bluff Community Center offers adult education classes and a social recreation program.

[144] CAL FIRE *Hazard Severity Zone Viewer*. April 1, 2024. Available at .https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed: September 3, 2024.

[145] Tehama County Fire Department Protection and Planning Bureau. March 16, 2023. *Use Permit #23-01 Cottonwood Investment Conditions.* Condition No. 9 states. "In order to meet the Tehama County Standards previously mentioned, a Type 1 Tactical Water Tender shall be required, similar to the County Tactical Water Tender specification currently in place. This equipment will be added to one of three volunteer companies with initial response to the area."

Parks

The Tehama County Parks system is operated and maintained by the Tehama County Parks and Recreation Department. The Parks system consists of nine parks and two public access areas. Additionally, Federal land is abundant within the County and in the region that can be utilized for recreational purposes.

Other Public Facilities

Tehama County provides library services throughout the County via three branches. The City of Red Bluff Library Branch, located at 545 Diamond Avenue, was established in 1916 as the Tehama County Free Library and merged with the Herbert Kraft Free Library in 1962. The City of Corning Branch Library opened in 1915 as the Carnegie Public Library, joined the Tehama County Free Library in 1955, and became the Corning Branch Library (located at 740 3rd Street). The Los Molinos Branch Library was established in 1912 (located at 7881 State Highway 99E).

IMPACT ANALYSIS

Tehama County Chapter 9.15 requires the payment of *Development Impact Fees* for commercial developments to be paid upon the issuance of building permits. "The purpose of the *Development Impact Fees* is to finance development-related public facilities which help mitigate the impacts of new development in the county, thereby preventing the deterioration of public facilities that would result from additional development if impact fee revenues were not available to fund such improvements." [146]

Section 9.15.030 identifies the fees per square foot for General Government, Sheriff, Corrections, Fire Protection, and Transportation-related impacts. Based on the current square footage for the proposed Project-related buildings and the fee structure currently in effect, the total impact fees are approximately $18,750.[147] **Table 2-1, Cottonwood Travel Center Services, Facilities & Amenities,** identifies the various Building Structures for the proposed Project.

The following includes an analysis of environmental parameters related to *Public Services* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

XV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
Fire Protection?			X	
Sheriff Protection?		X		
Schools?				X
Parks?				X
Other public facilities?				X

[146] *Tehama County Charter and Code – 1984. Title 9 – Health and Safety, Chapter 9.15 – DEVELOPMENT IMPACT FEES*
[147] Ibid. *Section 9.15.030 – Imposition and amount of development impact fees*.

Fire Protection

CAL FIRE/Tehama County Fire Department has designated the site and surrounding areas as a *High Fire Hazard Severity Zone* in a *State Responsibility Area* (SRA).[148] Property owners within this designated area are subject to the requirements of *California Public Resources Code* (*PRC*) *Sections 4125, 4142*, and *4291*. The proposed Project will maintain onsite fire suppression apparatus (i.e., water tanks and fire hydrants) to assist in a fire-related response should an incident occur on-site. In addition, a Tactical Water Tender will be required to be provided by the proposed Project. [149]

All Project-related operations will be conducted in compliance with the standards of the *California Occupational Safety and Health Act* (*CAL-OSHA*). The Tehama County Fire Department also has imposed preliminary conditions of approval with respect to fire protection. Refer to **Appendix B** – **Tehama County Fire Department Use Permit #23-01 Conditions** for the Tehama County Fire Department Protection and Planning Bureau, September 11, 2024, letter identifying the then Project-related conditions of approval, including but not limited to the following.

- As previously noted, a Tactical Water Tender shall be required to meet the County Tactical Water Tender specifications currently in place. The Tehama County Fire Department shall encumber the funds from the Project developer to purchase this apparatus prior to issuing the grading permits.
- As depicted on **Figure 2-3, Overall Site Plan**, along the northern Project boundary, a 20-foot-wide all-weather emergency access road with 14-foot-wide entrance gates (with a "Knox" padlock rapid entry system) within a 30-foot-wide easement will provide unobstructed access for only emergency vehicles and civilian evacuation concurrently between Snively and Auction Yard Roads. In addition, three driveways along Auction Yard Road and three along Hooker Creek Road will provide public access to the Project.[150]
- Water for emergency "fire flow" use shall be provided at a minimum rate for a duration of 2 hours in accordance with *Appendix B, Table B105.1(1)* of the current edition of the *California Fire Code*.
- An automatic sprinkler system that meets or exceeds the current National Fire Protection Association (NFPA) 13 Standard, *Standard for the Installation of Sprinkler Systems*, shall be installed in all currently proposed buildings except for the 1,500 square foot restroom building.
- A detailed fire flow and sprinkler calculation sheet shall be provided to determine the storage capacity of the two water tanks, one of which is dedicated to the fire hydrant system and the other to the sprinkler system.

[148] CAL FIRE *Hazard Severity Zone Viewer.* April 1, 2024. Available at https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed September 3, 2024.

[149] Tehama County Fire Department Protection and Planning Bureau. September 11, 2024. *Use Permit #23-01 Cottonwood Investment Conditions.* Condition No. 12 states. "In order to meet the Tehama County Standards previously mentioned, a Tactical Water Tender shall be required to meet the County Tactical Water Tender specification currently in place. This equipment will be added to one of three volunteer companies with initial response to the area."

[150] Refer to Galloway & Company, Inc. Project Plans *Site Plan Sheet, C1.0, C1.1* and *C1.2* on file with the Tehama County Planning Department.

- The ten fire hydrants to be installed shall be marked and flow tested as required by the NFPA 291, *Recommended Practice for Fire Flow Testing and Marking of Hydrants*.

The revised Project Application submitted on July 29, 2024, addressed many of these conditions. These requirements would be imposed for the proposed Project Use Permit to reduce the potential for fires to occur onsite. Potential Impacts would be considered ***less than significant***.

Sheriff Protection

The Tehama County Sheriff's Office currently provides law enforcement protection services to the Project area. The proposed Project is not expected to significantly increase response times to the Project site, increase demand for sheriff's protection services, or require additional law enforcement facilities. The proposed Project does not involve housing or any other infrastructure that would increase the local population and, therefore, is not considered significant enough to warrant any additional sworn or non-sworn peace officers.

The County requires developers to pay a *Development Impact Fee* that would be used to meet the demand for public facilities, including law enforcement facilities, created by development. In addition, as part of the Use Permit entitlement and *CEQA* review process, the Sheriff's Office would review the Project and provide comments and/or conditions of approval. The Project Applicant would be required to comply with any specific conditions related to safety and security.

The Project Applicant has committed to implementing safety and security measures associated with the operation of the proposed Project. These include, but are not limited to, the following measures.[151]

Adequate Lighting. One of the primary safety measures is providing adequate lighting throughout the Project area. Well-lit areas contribute to a heightened sense of security by deterring potential criminal activity and promoting visibility. Illuminated parking areas, walkways, and fueling areas create a safer environment, allowing drivers to navigate and locate their vehicles easily. However, as discussed in **Section I. Aesthetics**, lighting can produce glare, which reduces the visibility of the sky both at the point of light production and in its surrounding areas. Therefore, all lighting, particularly security lighting, must be carefully designed to not adversely impact existing single-family residences to the north and east of the Project site.

As part of the proposed Project's Use Permit application, a *Lighting Plan* was submitted that complies with the *International Dark-Sky Association Model Lighting Ordinance*.[152] Direct night lighting shall be screened from adjacent residential areas and not directed upward or beyond the boundaries of the Project site, thereby minimizing its impact on residences. By following the Project's proposed *Lighting Plan*, the potential for security-related light to adversely affect adjacent land uses is decreased, minimizing potential related impacts. Implementing ***Mitigation Measure PS-1*** would ensure that a certified lighting consultant provides a security lighting plan.

Video Surveillance. Advanced video surveillance systems to monitor the premises will help to deter potential criminal activity. Strategically placed cameras continuously monitor parking and fueling areas, driveway entrances, building access and egress points, and other critical locations, such as under the solar canopies and the backup diesel generator and battery storage areas. Video

[151] 4Road Service. July 23, 2024. *Safety Measures at Truck Stops: Ensuring a Secure Environment for Drivers*. Available at https://blog.4roadservice.com/safety-measures-at-truck-stops/ Accessed October 15, 2024.

[152] Refer to *Photometric Plan Sheets PP1.0* through *PP1.4* on file with the Tehama County Planning Department.

surveillance serves as a deterrent to potential criminals and aids in identifying and resolving security incidents. The presence of surveillance systems fosters a sense of safety and provides valuable evidence in the event of any untoward incidents.

Security Personnel. Dedicated security personnel will be contracted to provide 24-hour security to patrol the premises, ensuring the safety of employees, drivers, and their vehicles. These professionals are trained to identify and address security concerns promptly. Security personnel provide a visible presence that deters criminal activities and assists drivers in need. Not only will security personnel patrol within the Project site, but also along the perimeter of the site, including Auction Yard, Hooker Creek, and Snively Roads, as well as the northern boundary driveway between Auction Yard Road and Snively Road.

Mitigation Measure PS-2 addresses the provision of licensed security personnel to ensure that this service is implemented as part of the proposed Project.

Secure Parking Areas. The proposed Project offers designated parking areas specifically designed to accommodate various types of vehicles and trucks. Project-related areas, such as the Maintenance Yard, where the three water tanks and the Wastewater System Control area are located, the Wastewater Dispersal area, Energy Equipment area, where the electrical transformers, battery energy storage system, diesel generator, switchgear, and propane tank(s) are located, and the Detention Pond area, will all be enclosed with secure fencing. These areas, along with the six driveways that control entry and egress points, will be monitored via video and patrolled by security personnel. In addition, along the northern property line of the Project, between Snively and Auction Yard Road, a 30-foot-wide emergency access with a 20-foot-wide all-weather road will be gated and fenced, providing access only to fire, law enforcement, and medical personnel. A solid 8-foot-high noise barrier will help restrict unauthorized access. By restricting access to the various areas within the travel center to authorized individuals only, the risk of unauthorized entry and potential theft is reduced. Security features provide all users of the travel center with peace of mind, allowing them to rest and sleep without worrying about the safety of their vehicles, personal belongings, and truck-associated cargo.

Emergency Services and Communication. The Travel Center will prioritize emergency preparedness by providing access to emergency services and communication facilities. Devoted emergency call boxes will be strategically located throughout the Project site. These call boxes will enable the public to quickly summon assistance in the event of emergencies or incidents that require immediate attention.

The proposed Project would not require new or physically altered Sheriff facilities to maintain acceptable service ratios, response times, or other performance objectives. Potential impacts would be considered ***less than significant***.

Schools

The Project will not result in an increase in housing or population in the County, which would require additional educational facilities. Therefore, the proposed Project would have ***no impact***.

Parks

As previously discussed, no significant increase in housing or population would necessitate the addition of parks or recreational facilities. ***No impacts*** would result.

Other Public Facilities

The proposed Project would include fueling facilities, travel amenities, restaurants, and parking facilities for passing motorists and commercial truck operators. As discussed in **Section XIV, POPULATION AND HOUSING**, the Project would not result in direct population growth or significant indirect population growth, resulting in the need for new or physically altered public facilities to adequately serve the community. Therefore, ***no impacts*** on public facilities would occur.

MITIGATION MEASURES

Based on the review and evaluation of the information presented and the implementation of the following ***Mitigation Measures***, the proposed Project will have a ***less than significant impact*** on *Public Services*, particularly with respect to security measures to assist in augmenting the Sheriff's Office services.

Mitigation Measure PS-1

A security lighting plan shall be prepared by a certified lighting designer and submitted with the improvement and/or building permit plans. "Unlike other professions, lighting designers do not require state licensure. To encourage and promote expertise, the lighting industry has developed a series of certifications that demonstrate proficiency while providing confidence." Certifications include but are not limited to: a *Lighting Certified* designation managed by the National Council for the Qualification of the Lighting Professions; *Certified Lighting Management Consultant* (*CLMC*) maintained by the International Association of Lighting Management Companies that maintains the *CLMC*, the oldest lighting certification; *Certified Lighting Efficiency Professional* (*CLEP*), the Association of Energy Engineers *CLEP* designation to demonstrate proficiency in delivering energy-efficient nonresidential lighting systems; and the *Advanced Lighting Controls Training Program*.[153] In 2010, a consortium of organizations launched the *California Advanced Lighting Controls Training Program* (*CALCTP*) to train licensed electrical contractors and state-certified electricians on how to install, test, commission, and maintain nonresidential lighting controls. In 2012, the California program expanded to train and certify *Acceptance Test Technicians* (*CALCTP-AT*), required by the state in projects complying with the latest iteration of its energy code. Since 2014, building projects must employ an *Acceptance Test Technician* to certify that all lighting controls are properly installed and functional prior to issuance of an occupancy permit.[154]

Mitigation Measure PS-2

Dedicated security personnel will be contracted to provide 24-hour security within the Project site and along the Project perimeter. The Project Operator shall coordinate with the Tehama County Sheriff's Office and a certified and bonded security company to determine operational parameters. At a minimum, security personnel must be licensed by the State of California Bureau of Security & Investigative Services (BSIS). The BSIS licenses and regulates private security

[153] Electrical Contractor. February 15, 2017. Certifiably Skilled: A Guide to Lighting Certifications. Available at https://www.ecmag.com/magazine/articles/article-detail/lighting-certifiably-skilled-guide-lighting-certifications. Accessed October 15, 2024.

[154] California Advanced Lighting Controls Training Program (CALCTP). Available at https://calctp.org/. Accessed October 15, 2024.

services, thereby providing oversight and ensuring accountability. A contract with a licensed security company must be in place before an occupancy permit is issued.

FINDINGS

As described in this *Initial Study*, the proposed Project would not extend existing infrastructure into areas not currently served and would not result in the direct or indirect growth of the County's population and housing. As such, the demand for increased public services, particularly with respect to Sheriff protection, fire protection, schools, parks, and other public facilities, would not increase as a result of implementing the proposed Project. This is a ***less than significant*** impact on fire protection and a ***less than significant*** impact on the Sheriff's Office due to ***mitigation measures*** proposed to assist with Project-related security.

DOCUMENTATION AND REFERENCES

California Advanced Lighting Controls Training Program (CALCTP). https://calctp.org/. Accessed October 15, 2024.

CAL FIRE *Hazard Severity Zone Viewer*. April 1, 2024. https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/ Accessed: September 3, 2024.

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Green Dot Transportation Solutions. January 2019. *Initial Study / Proposed Negative Declaration for the 2019 Tehama County Regional Transportation Plan*.

Green Dot Transportation Solutions. December 2024. *Initial Study / Proposed Negative Declaration for the 2025 Tehama County Regional Transportation Plan*.

PMC. *Tehama County General Plan Update 2009-2029*. March 2009.

State of California Bureau of Security & Investigative Services. https://www.bsis.ca.gov/. Accessed October 15, 2024.

Tehama County. *Tehama County Charter and Code – 1984. Title 9 – Health and Safety, Chapter 9.15 – DEVELOPMENT IMPACT FEES, Section 9.15.030 – Imposition and amount of development impact fees.*

XVI – RECREATION

This section describes the recreational resources within the Project area and discusses any increased demand for various recreational facilities and any potential need for new recreational facilities generated by the proposed Project.

ENVIRONMENTAL SETTING

As discussed previously, the Tehama County Parks and Recreation Department operates and maintains the Tehama County Parks system. The system comprises nine parks and two public access areas, all of which are maintained by the County Parks and Recreation staff. Additionally, there is an abundance of Federal land within the County and in the region that can be utilized for recreational purposes.

REGULATORY SETTING

This section summarizes current state and local ordinances, regulations, or standards that are applicable to the relevant environmental review of potential *Recreation* impacts for the proposed Project.

Quimby Act

The Quimby Act provides for a maximum of three acres of park dedication/fee per 1,000 persons unless the amount of existing neighborhood and community parkland exceeds that limit. If the limit is exceeded, the jurisdiction may adopt the higher standard of five acres per 1,000 persons. Since the proposed Project is not a residential subdivision, it is exempt from the requirements of the Quimby Act.

County of Tehama General Plan Update 2009-2029

The *Tehama County General Plan Update* addresses recreation needs as part of the *Public Services Element*. While urban residents have established park agencies that work to provide a variety of developed recreation opportunities, residents in rural areas often lack the facilities that offer a place to gather and play. There are various policies in the *Public Services Element* to ensure that proposed projects do not adversely affect parks and recreational facilities. However, this proposed Project, due to its nature as a Travel Center, is not subject to recreation-specific *Public Services Policies PS-1.1, PS-1.3, PS-2.1*, and *PS-2.2*.

IMPACT ANALYSIS

The following evaluates environmental parameters related to *Recreation* based *State CEQA Guidelines Appendix G*. Addressed are areas for which there is potential for environmental impacts to justify conclusions of no impacts, less than significant impacts, or less than significant impacts with mitigation.

XVI. <u>RECREATION</u>: Would the project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
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?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

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?*

As described under the impact discussion **Section XIV, POPULATION AND HOUSING**, the proposed Project does not result in a significant increase in housing or population in the County, resulting in an increased use of neighborhood or regional parks. ***No impact*** would result in this regard.

b) *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The proposed Project does not include recreational facilities, nor would it require the construction or expansion of recreational facilities, which might have an adverse effect on the environment. School facilities are typically used for sports and recreation. The City of Red Bluff, located southwest of the Project, also has several recreational facilities. In addition, there are tens of thousands of acres of rivers, lakes, forests, and other public lands available for recreation in Lassen National Park, the Shasta and Whiskeytown National Recreation Areas, and federal National Forests. Implementing the proposed Project would not result in substantially increased use of any area recreational facilities and would, therefore, not require new construction or expansion of any other existing recreational facilities. ***No impact*** would occur in this regard.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Based on the above evaluation, impacts associated with *Recreation* were found to result in a ***no impact*** determination because a Project of this type and its characteristics do not produce effects of this type.

DOCUMENTATION AND REFERENCES

PMC. *Tehama County General Plan Update 2009-2029*. March 2009

PMC. September 2008. *Tehama County 2008-2028 General Plan Draft Environmental Impact Report SCH No. 2007072062.*

XVII – TRANSPORTATION

The purpose of the evaluation is to assess the traffic and transportation impacts of the proposed Project on surrounding streets and intersections, as well as to provide an evaluation of *Vehicle Miles of Travel* (*VMT*). This section also discusses the proposed Project in the context of roadway, bicycle, and pedestrian safety; emergency access; and potential hazards resulting from the geometric design features of the proposed Project. The majority of the information is from the May 30, 2024, GHD, Inc. *Traffic Impact Analysis Memorandum*, the June 17, 2024, *Vehicle Miles Traveled Estimate for Consideration of Air Quality Impacts from Mobile Sources Memorandum*, and the Green Dot Transportation Solutions *2025 Tehama County Regional Transportation Plan*.

ENVIRONMENTAL SETTING

Local Access

Within the Project area, four main roadways provide proposed Project access: Interstate 5 (I-5), Hooker Creek Road, Auction Yard Road, and Snively Road.

- Tehama County contains an interregional and regional significant corridor, Interstate 5 (I-5), which is the backbone of the region's transportation network, carrying upwards of 47,500 trips per day. Stretching 1,382 miles from the Canadian border to the Mexican border, I-5 acts as a major international trade gateway and freight corridor for California and the United States. It is designated by the FHWA as a Major Freight Corridor and a Corridor of the Future. I-5 bisects Tehama County, connecting the cities of Corning and Red Bluff. Residents rely on the goods movement system to bring consumer goods to the region.[155]

  The majority of truck traffic in Tehama County occurs on I-5. In 2022, truck traffic relative to all traffic was 24.3% on I-5. The proportion of truck traffic has stayed relatively steady on I-5 and most of the County's State Highways from 2018 to 2022. In 2013, an AADT of 6,198 was reported for trucks using I-5 at the Hooker Creek Road location. The AADT increased by 2,015 in 2023 to 8,213, reflecting an increase of 21.1%.[156]

- Hooker Creek Road is a 2-lane road designated as a Collector. These roads generally accommodate traffic between arterials and/or activity centers. Access is limited where feasible. Collector Roads are classified under three categories based on the anticipated average daily trips (ADT) of ADT 2000 to 6000, ADT 6000 to 12000, and ADT greater than 12,000. Speed limits in the immediate area of the Project site are 45 MPH. The existing right-of-way is 120-foot-wide with a 22-foot-wide paved travel way. There are no concrete curbs, gutters, sidewalks, or bike paths along the segment abutting the Project site. Natural surface drainage swales are located along the paved road section.

- Auction Yard Road and Snively Road are designated as Local Roads classified under two categories based on anticipated ADT of less than 400 and ADTs of 400 to 6000. Auction Yard Road has a 26-foot-wide pavement width within a 100-foot-wide right-of-way. The right-of-way width for Snively Road is 60 feet, within which two 11-foot-wide paved travel lanes are located. The speed limit for

[155] Green Dot Transportation Solutions. December 2024. *2025 Tehama County Regional Transportation Plan*. Page 29.

[156] Caltrans. *Traffic Census Program*. *Table for Truck Traffic: Annual Average Daily Truck Traffic for truck traffic on California State Highways*. Available at https://dot.ca.gov/programs/traffic-operations/census. Accessed September 11, 2025.

Auction Yard Road is 45 MPH, and 35 MPH for Snively Road. There are no concrete curbs, gutters, sidewalks or bike paths for both roads abutting the Project site. Natural surface drainage swales are located along the paved road section of Snively Road, whereas Auction Yard Road has asphalt concrete dikes along the roadway edges.

Bicycle Facilities

Currently, bicycles are allowed on most existing roadways but are prohibited on I-5 throughout Tehama County, except for one segment between Wilcox Golf Road in Red Bluff and Bowman Road in Cottonwood.[157] There are no existing bike routes anywhere in close proximity to the proposed Project site.

A review of Tehama County's programmed active transportation projects, sorted by jurisdiction, identifies that there are no bikeways proposed anywhere near the Project site. The closest proposed bikeway project is the *Bowman Road Bikeway* between Evergreen School and I-5.

Transit Service

Transit service provided by the Tehama Rural Area Express (TRAX) is not currently available near the Project area or along roadways anticipated to carry the majority of additional Project trips, nor is service proposed in the future. TRAX does provide a Red Bluff to Anderson Regional Express transit route between the Red Bluff Airport and the Walmart Supercenter in Anderson.[158] In addition, bus routes for Red Bluff Union High School District transportation in the region were reviewed, and there is morning and evening bus service in the Project area at or along Hooker Creek Road, Auction Yard Road, Snively Road, and Scenic Drive.[159]

Accidents

Within the vicinity of the Project site, accident data was collected, of which eight were either on I-5 lanes or offramps, and one was an accident on Hickman Lane off Hooker Creek Road. The accident data was collected from *About My.Accident.org* between February 22, 2021, and November 29, 2023.[160] In total, nine accidents were identified, of which seven were collisions. None of the accidents occurred at the I-5 on- and off-ramp intersections with Hooker Creek Road or at the Hooker Creek and Auction Yard Road and Snively Road intersections. None of the collisions appear to have resulted in a severe injury or fatality.

REGULATORY SETTING

This section summarizes current State and local regulations relevant to the review of *Transportation* for this proposed Project. Ordinances, regulations, or standards that are applicable to the environmental review of potential impacts related to transportation include the following:

California Department of Transportation

The California Department of Transportation (Caltrans) policies are applicable to I-5 and are summarized in the *Guide for the Preparation of Traffic Impact Studies* (December 2002). These guidelines identify when a traffic impact study is required, what should be included in the study, analysis scenarios, and guidance on acceptable analysis methodologies. Caltrans endeavors to maintain a target service level

[157] *2019 Tehama County Active Transportation Plan*. Page 29.

[158] Tehama Rural Area eXpress. Available at https://taketrax.com/maps-schedules/shasta-tehama-connection. Accessed October 22, 2024.

[159] Red Bluff Joint Union High School District. *Trip Summary by Trip*. Available at https://www.rbhsd.org/documents/Departments/Transportation/Bus-Routes-2.pdf. Accessed October 22, 2024.

[160] About My.Accident.org. *Tehama County Sheriff's Office Crash Reports.* Available at https://myaccident.org/california-accident-reports/police-agency/tehama-county-sheriffs-office. Accessed October 22, 2024.

between *LOS* C and *LOS* D on State highway facilities; however, this may not always be feasible, and a lower service level may be acceptable.

Caltrans polices are also summarized in the *Local Development Review* (LDR) *Safety Review Practitioner's Guidance* (February 2024)[161] and the *Transportation Analysis* under *CEQA*, *Second Edition* (September 2024). These guidelines clarify that, with the implementation of *Senate Bill 743*, Caltrans has shifted away from using LOS as a metric of analysis under CEQA.

Tehama County General Plan Update 2009-2029

The *Tehama County General Plan Update 2009-2029 Transportation and Circulation Element* sets forth future plans for the transportation systems in the County and represents the County's overall transportation plan to accommodate the movement of people and goods within and through the County. It establishes goals and policies to achieve a balanced transportation system that serves to reduce adverse impacts of growth and development on the existing and planned roadway network. The *Transportation and Circulation Element* consists not only of the physical transportation and circulation system itself, such as streets, highways, bicycle routes, and trails, but also the various modes of transportation, such as cars, rail, buses, trucks (goods movement), bicycles, and walking. The following *General Plan Policies* related to transportation and circulation apply to the proposed Project:

- *CIR-1-1.* The County shall work to ensure that Levels of Service (LOS) and safety standards on County roadways and at intersections are maintained or enhanced when considering new development.
- *CIR-1.2.* The County shall utilize the development review process to ensure that non level-of-service impacts, such as roadway safety impacts, are identified and addressed in conjunction with new development proposals.
- *CIR-1.5.* The County shall utilize contemporary design standards and apply appropriate functional classifications in the construction of new roadways and for the reconstruction of existing roadways within the County.
- *CIR-1.9.* The County shall continue to work with the California Department of Transportation to adopt practical and fair policies for access management and right-of-way acquisition for the improvement of highways, including Interstate 5, Highway 99, and Highway 36, and incorporate and evaluate options to further implement such policies with development standards within the County's Land Development and Engineering Design Ordinance and other development codes.
- *CIR-2.1*. All commercial and industrial uses shall be served by paved roads designed to in accordance with the Tehama County Land Department Standards to effectively serve the long-term circulation needs of non-residential uses.
- *CIR-4.1.* The County should work towards developing a comprehensive and safe system of bicycle and pedestrian facilities that will serve both commuter and recreational cyclists and walkers through the development of a regional network of paths, trails, and routes, especially for access to neighborhoods, commercial centers, schools, parks, and other key activity centers.
- *CIR-4.3.* The County shall encourage the use of pedestrian pathways and sidewalks where feasible as a component of the County's circulation system.

[161] Caltrans Division of Safety Programs. February 2024. *Local Development Review* (LDR) *Safety Review Practitioner's Guidance*. Page 1.

- *CIR-4.4.* The County shall strive to improve and ensure access for the physically disabled throughout the County.
- *CIR-5.2.* The County shall expand the number of public transit stops and locations throughout the County.
- *CIR-6.1.* The County shall coordinate with local, state, and federal agencies to encourage and support efficient inter-regional goods movement along the Interstate-5 corridor.

2025 Tehama County Regional Transportation Plan, 2024 Regional Transportation Improvement Program, and 2019 Tehama County Active Transportation Plan

The Tehama County Transportation Commission (TCTC) serves as the state-designated Regional Transportation Planning Agency (RTPA) for Tehama County. Their role involves reviewing transportation needs and identifying transportation, transit operations, and infrastructure improvements.

The *2025 Tehama County Regional Transportation Plan* (*RTP*) covers a 20-year planning horizon. The *RTP* for Tehama County must be updated every four years. The *2025* Tehama County Regional Transportation Plan was adopted in December 2024. The purpose of the *RTP* is to "encourage and promote the safe and efficient management, operations, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people." The *RTP* is implemented through short-term transportation improvement and work programs. It guides transportation investments involving local, state, and federal funding throughout the entire county.

The *2024 Regional Transportation Improvement Program* (*RTIP*) outlines specific projects aimed at enhancing safety, improving operations, and facilitating the movement of goods and people in the region. The *RTIP* is a program of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the STIP. The program of projects in the RTIP is a subset of projects in the *2025 Tehama County Regional Transportation Plan*.

The June *2019 Tehama County Active Transportation Plan (TCTP)* is a comprehensive planning effort aimed at enhancing walking, biking, and multimodal mobility throughout Tehama County. The *TCTC* aims to improve the health and quality of life in Tehama County by making walking and biking a key component of daily life. This progressive approach to countywide bicycle and pedestrian planning will identify project needs, program recommendations, and priority infrastructure improvements. The Plan will build on previous planning efforts while ensuring that all future active transportation projects are compliant with state and federal goals.

Senate Bill 743

Passed in 2013, *SB 743* shifted the focus of transportation impact analysis under the California Environmental Quality Act (CEQA) from measuring impacts on drivers to assessing the impact of driving. The change has been made by replacing *Level of Service* (*LOS*) with *VMT*. This shift in transportation impact focus is intended to better align transportation impact analysis and mitigation outcomes with the State's goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation. Level of service or other delay metrics may still be used to evaluate the impact of projects, but are not used to determine a significant impact under *CEQA*.

"In 2013, *Senate Bill* (*SB*) *743* was signed into law by California Governor Jerry Brown with a goal of reducing greenhouse gas (GHG) emissions, which promotes urban infill projects supporting diverse land

uses and multimodal transportation networks. One significant outcome resulting from this statute is the removal of automobile delay and congestion, commonly known as level of service (LOS), as a basis for determining significant transportation impacts under the California Environmental Quality Act (CEQA). The Governor's Office of Planning and Research (OPR) selected Vehicle Miles Traveled (VMT) as the principal measure to replace LOS for determining significant transportation impacts. VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips."[162]

According to the 2025 *Tehama County Regional Transportation Plan Initial Study/Mitigated Negative Declaration*, "Caltrans reports VMT by County on an annual basis. The daily vehicle miles traveled on County roads decreased by 663 miles between 2019 and 2022, or an average of a 0.3% decrease every year. Federally maintained US Forest Service roads decreased from 354 daily VMT in 2019 to 101 daily VMT in 2022. Additionally, State Highways decreased an average of 0.4% daily VMT."[163]

IMPACT ANALYSIS

With the introduction of the *California Governor's Office of Planning and Research Technical Advisory*, *VMT* has become an important indicator for determining if a new development will result in a "significant transportation impact" under *CEQA*. Passed in 2013, *SB 743* changed the focus of transportation impact analysis in *CEQA* from measuring impacts on drivers to measuring the impact of driving. The change has been made by replacing *LOS* with *VMT*. This shift in transportation impact focus is intended to better align transportation impact analysis and mitigation outcomes with the State's goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through increased active transportation. *LOS* or other delay metrics may still be used to evaluate the impact of projects, but are not used to determine a significant impact under *CEQA*.

A *Traffic Impact Analysis Memorandum* (*TIAM*) was prepared for the proposed Project by GHD. (**Attachment K**). Project site trip generation has been estimated based on the total number of proposed vehicle fueling positions (VFP). The fueling positions are the combined total for trucks, RVs, and passenger vehicles for the Project. Entering and exiting Project trips are counted separately. Thus, a vehicle that enters the Project and subsequently exits is counted as two trips for transportation analysis purposes. The Institute of Transportation Engineers (ITE) recommends using local data where available. For the *TIAM*, GHD compared national ITE trip generation rates to local (i.e., California) trip generation rates for similar facilities before selecting rates used in the *TIAM*.

The rate per fueling position data considered in the *TIAM* is based on a comparable analysis performed by GHD for the combined trip generation for the Flying J Travel Center and Love's Travel Shop (Flying J/Loves Travel Centers) located off of I-5, at State Highway 12, in San Joaquin County, west of the City of Lodi. The Flying J/Loves Travel Centers each have 52 fueling positions (the proposed Project has 43), and a total square footage of additional land uses similar to the proposed Project, which was scaled down in the TIAM to derive the proposed Project's trip generation. Specifically, the Flying J/Loves Travel Centers have the following approximate combined land uses:

- 28,200 sf travel center (with quick-serve restaurants)

[162] Santa Cruz Planning Department. *Analyzing Vehicle Miles Traveled for CEQA Compliance SB 743 Implementation Guidelines*, Implemented July 2020, Updated May 2021. Available at https://cdi.santacruzcountyca.gov/ Portals/2/ County/ Planning/policy/Transportation/SantaCruzCounty_VMTGuidelines_051121.pdf. Accessed October 23, 2024

[163] Green Dot Transportation Solutions. December 2024. *Initial Study / Proposed Negative Declaration for the 2025 Tehama County Regional Transportation Plan*.

- 3,500 sf fast food drive-through restaurant
- 14,200 sf truck repair/service
- 3-bay truck wash
- 270 passenger vehicle parking spaces
- 21 RV or pickup/trailer parking spaces
- 255 truck/trailer parking spaces
- 1 CAT commercial scale
- 52 fueling positions (21 for truck/trailers and 31 for passenger vehicles)

GHD collected 24-hour traffic counts at the Flying J/Loves Travel Centers to determine peak hour volumes to estimate the trip generation for the proposed Project. Additionally, the Project's directional trip distribution and truck percentages were derived from GHD's analysis of the Flying J/Loves Travel Centers and GHD's knowledge of the proposed Project and the existing roadway network in the Project's vicinity.

In addition to the Flying J/Love's Travel Center in San Joaquin County, GHD collected and analyzed data from six (6) Love's Travel Centers along major freeways from Southern to Central California.[164]

The proposed Project will provide truck parking stalls for both short-term and 24-hour parking. Similar 24-hour parking is provided at all travel centers used to derive trip generation rates. Therefore, the unique traffic patterns, time-of-day trips, and overall trip volumes associated with 24-hour parking are included and accounted for in the rates used in the *TIAM*.

Cumulative Options

Due to the potential development of the approved Nine-Mile Hill Development, this *Transportation Section* addresses cumulative traffic-related issues with and without the Nine-Mile Hill Development. As part of the *TIAM*, two cumulative scenarios were considered as part of the Mobility Assessment (Non-CEQA Assessment) to assess roadway capacity:

- *Cumulative Conditions – Option A*
    - Cumulative Conditions with Background Growth for level of service (*LOS*) and Vehicular Queues (No Project)
    - Cumulative Conditions with Background Growth for *LOS* and Vehicular Queues (Plus Project)
- *Cumulative Conditions – Option B*
    - Cumulative Conditions with Nine-Mile Hill Development and Background Growth for *LOS* and Vehicular Queues (No Project)
    - Cumulative Conditions with Nine-Mile Development and Background Growth for *LOS* and Vehicular Queues (Plus Project)

As discussed in the *TIAM*, "Although the Nine-Mile Hill Development received entitlements from Tehama County in 2006 and was expected to break ground shortly thereafter, to date no construction has

[164] Refer to Table 3.2 Love's Travel Center Trip Generation in the *TIAM*. Page 4.

commenced on the site and no publicly available information currently exists to suggest when, and if, the Nine-Mile Hill Development will indeed move forward."[165]

CEQA Guidelines Section 15130 et al. requires an analysis of the cumulative impacts of a proposed project in conjunction with other closely related past, present, and reasonably foreseeable probable future projects that affect or could affect the Project area. Although publicly available information suggests that, at this point in time, the Nine-Mile Hill Development appears speculative, it was nonetheless analyzed and included as *Option B* in this Cumulative Conditions transportation analysis as a worst-case scenario (i.e., greatest possible future buildout). However, given Nine-Mile Hill's apparent non-active status and the lack of information to support a reasonable expectation that the development will move forward, GHD believes *Option A* represents the most likely future projected buildout upon which to base the *CEQA* cumulative analysis."[166]

The cumulative scenarios in the traffic analysis under *Option A* do not include the additional traffic generated by the Nine-Mile Project, while the traffic analysis under *Option B* includes the additional vehicle trips associated with the Nine-Mile Project. Therefore, the traffic analysis evaluated the impacts associated with the *Option B* additional vehicle trips of the Nine-Mile Project.

A discussion in the *TIAM* regarding proposed Project impacts compared to the Nine-Mile Hill Development in the *TIAM* states that "At the time of the 2006 approval of the Nine-Mile Hill Development, there were several other identified and likely reasonable future development projects included in Nine-Mile Hill's cumulative traffic analysis. These additional projects contributed to the analyzed traffic volumes that ultimately resulted in Nine-Mile Hill's suite of identified transportation impacts and transportation facility improvement requirements. However, since 2006, only small amounts of development have actually occurred in the Hooker Creek and Sunset Hills Interchange areas. Given the difference between projected and actual future growth since 2006, the Nine-Mile Hill Development's supporting traffic studies identify interchange improvements that exceed both cumulative conditions analysis presented in this *TIAM*."[167]

The following includes an analysis of environmental parameters related to *Transportation* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

XVII. TRANSPORTATION: Would the Project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?		X		
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X

[165] GHD. May 30, 2024. *Traffic Impact Analysis Memorandum*. Page 23.
[166] IBID.
[167] GHD. May 30, 2024. *Traffic Impact Analysis Memorandum*. Page 42

XVII. TRANSPORTATION: Would the Project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?		X		

a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

Intersection *LOS* Methodologies evaluate AM and PM peak hour conditions, taking into account intersection geometry, traffic volumes, and queuing constraints when calculating delay. *LOS* "A" conditions find that vehicular turning movements are easily made, and nearly all drivers find freedom of operation. *LOS* "F" results in jammed conditions. Vehicular back-ups from other locations restrict or prevent movement. Traffic volumes may vary widely, depending principally on the downstream vehicle backup conditions.

Freeway *LOS* methodologies for multilane freeways and ramp junctions consider the number of lanes, lane width, speed along the segment, right-side clearance, divergence/merge vehicle demand, segment vehicle demand, peak hour factor, and truck percentage when calculating the corresponding *LOS*.

Tehama County *LOS* standards identify minimum *LOS* and roadway safety standards to plan for roadway improvements as new development occurs. *LOS* "A" through "D" is acceptable for County roads during the peak hours. Caltrans's *Transportation Impact Study Guidelines* (*TISG*) identify that Caltrans endeavors to maintain a target *LOS* at the transition between *LOS* "C" and *LOS* "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible.

As previously noted, with the implementation of *Senate Bill 743*, Caltrans has shifted away from using *LOS* as a metric of analysis under CEQA; thus, *LOS* is not used as an acceptance criterion on Caltrans facilities for CEQA purposes.

For the purpose of providing LOS information only, consistent with Caltrans District 2 practice and Tehama County policy, the *TIAM* considered *LOS* "D" as the acceptable threshold for all intersections and I-5 facilities. *LOS* "A" – "D" will be considered as meeting the *LOS* guidelines, and LOS "E" and "F" will be considered not to meet the *LOS* guidelines.

Vehicular queues for the study intersections for Weekday AM and PM peak hours were estimated and compared to the available vehicular storage. The queues are estimated using methods based on a combination of traffic volumes, traffic type (e.g., heavy vs. light), roadway geometry, and traffic controls. Since queue lengths fluctuate throughout the analysis periods, for analysis purposes, the 95th percentile queue is considered acceptable if it does not extend back (i.e., spill-back) into an adjacent intersection.

Under conditions where queue spill-back is estimated to occur, the queuing is considered a potentially significant impact because the queuing may substantially increase hazards and/or result in inadequate emergency access. When this queuing condition is estimated to occur, conditions of approval or mitigation measures are included to mitigate to a ***less than significant*** Project impact.

The proposed Project is anticipated to generate an estimated 512 new net vehicle trips during the AM peak hour, 547 new net vehicle trips during the PM peak hour, and 9,340 daily trips. The trips are the total of the entering and exiting driveway trips. A vehicle that enters the development and then exists is counted as two trips.

Intersection and I-5 on-and-off ramp locations that could potentially be affected by the Project are identified in the following **Table T-1, Study Locations**.

Table T-1
Study Locations

Intersection	Location – No Project Conditions
1	I-5 Southbound (SB) Ramps & Sunset Hills Drive (Dr)
2	I-5 Northbound (NB) Off Ramp & Sunset Hills Drive Dr
3	I-5 NB On Ramp/Auction Yard Road (Rd) & Sunset Hills Dr
4	I-5 SB Ramps & Hooker Creek Rd
5	I-5 NB Ramps & Hooker Creek Rd
6	I-5 NB Off Ramp/Auction Yard Rd & Hooker Creek Rd
7	Snively Rd & Hooker Creek Rd
Intersection	**Location – With Project Conditions**
8	Auction Yard Rd & Northerly Exit Project (PRJ) Driveway (DWY)
9	Auction Yard Rd & Main Truck Access PRJ DWY
10	Auction Yard Rd & Southerly PRJ DWY
11	Hooker Creek Rd & Westerly PRJ DWY
12	Hooker Creek Rd & Middle PRJ DWY
13	Hooker Creek Rd & Easterly PRJ DWY

Existing (No Project) Conditions

Existing conditions for weekday AM and PM peak hour intersection operations, for the No Project conditions, were quantified using the existing traffic volumes, intersection lane geometrics, traffic controls, and estimated Project traffic volumes.

All study intersections are currently operating at *LOS* "A" guidelines for the Existing (No Project) conditions as identified in *TIAM* Table 5.4. As presented in Table 5.5 in the *TIAM*, 95th percentile queues are accommodated in existing available storage for the Existing (No Project) conditions. Table 5.6, in the *TIAM*, shows that all study freeway and ramp locations are currently operating at *LOS* "B" guidelines for Existing (No Project) conditions. One ramp, Sunset Hills NB On Ramp is at *LOS* "C."

Existing Plus Project Conditions

Existing (Plus Project) conditions were estimated by superimposing traffic generated by the Project onto existing intersection traffic volumes.

Table 5.7 in the *TIAM* presents a summary of the intersection operations for the weekday AM and PM peak hour scenarios for the Existing (Plus Project) conditions. All intersections are projected to operate at *LOS* guidelines for the Existing (Plus Project) conditions. Five intersections operate at *LOS* "A," seven are *LOS* "B," and the I-5 SB Ramps & Hooker Creek Road are *LOS* "C" and "B" for AM and PM peak hours, respectively.

As presented in *TIAM* Table 5.8, 95th percentile vehicular queues are accommodated in existing available storage for the Existing Intersection Vehicular Queues (Plus Project) conditions, except at the following two locations where queues exceed available storage:

- Intersection 3: I-5 NB On Ramp/Auction Yard Road (Rd) & Sunset Hills Dr
- Intersection 6: I-5 NB Off Ramp/Auction Yard Rd & Hooker Creek Rd

Recommended improvements to address the queues (traffic back-up) impacts are identified in the **CONDITIONS OF APPROVAL** subheading.

Option A – Cumulative (Year 2045) Conditions

Cumulative conditions refer to the analysis scenarios that reflect future conditions represented by local and regional growth in approximately 20 years, which is Year 2045. The *TIAM* addresses two separate growth conditions, *Option A* and *Option B*. The first cumulative condition analyzed in the *TIAM* is *Option A - Cumulative Conditions* (Background Growth through 2045 With and Without Project).

Option A - Cumulative with Background Growth Only Intersection LOS (No Project)

As presented in Table 5.10 in the *TIAM*, all intersections are projected to operate within *LOS* guidelines for the Cumulative *Option A* (No Project) conditions. *TIAM* Table 5.11, 95th percentile vehicular queues are accommodated in existing available storage for the Cumulative *Option A* (No Project) conditions.

Option A - Cumulative Freeway and Ramp with Background Growth Only LOS (No Project)

Table 5.12 in the *TIAM* shows that all study freeway and ramp locations are projected to operate within *LOS* guidelines for the Cumulative Option A (No Project) conditions.

Option A - Cumulative with Background Growth Only Intersection LOS (Plus Project)

As shown in Table 5.13 in the *TIAM*, all intersections are projected to operate within *LOS* guidelines for the Cumulative Option A (Plus Project) conditions.

Option A - Cumulative with Background Only Intersection Vehicular Queues (Plus Project)

Table 5.14 in the *TIAM* shows that the 95th percentile vehicular queues are accommodated in existing available storage for the Cumulative Option A (Plus Project) conditions, except at the following locations:

- Intersection 3: I-5 NB On Ramp/Auction Yard Road (Rd) & Sunset Hills Dr
- Intersection 5: I-5 NB On Ramp & Hooker Creek Rd (AM Peak Hour Only)
- Intersection 6: I-5 NB Off Ramp/Auction Yard Rd & Hooker Creek Rd

Improvements recommended to address the queues (traffic back-up) impacts are identified in the **CONDITIONS OF APPROVAL** subheading.

Option A - Cumulative with Background Only Freeway and Ramp LOS (Plus Project)

As identified in the *TIAM* Table 5.15, all study freeway and ramp locations are projected to operate within *LOS* guidelines for the Cumulative Option A (Plus Project) conditions.

Option B – Cumulative (Year 2045) Conditions

As previously stated, cumulative conditions refer to the analysis scenarios which reflect two local and regional future growth conditions Options A and B in approximately 20 years, which is Year 2045. The second cumulative conditions scenario analyzed in the *TIAM* is Option B – Cumulative Conditions (Background Growth and Nine-Mile Hill through 2045) (With and Without Project).

Option B - Cumulative with Nine-Mile Hill Development Intersection LOS (No Project)

Table 5.16 in the *TIAM* presents a summary of the intersection operations for the weekday AM and PM peak hour scenarios for the Cumulative Option B (No Project) conditions. All intersections are projected to operate within *LOS* guidelines.

Option B - Cumulative with Nine-Mile Hill Development Intersection Vehicular Queues (No Project)

As presented in *TIAM* Table 5.17, 95th percentile queues are accommodated in the existing available storage for the *Cumulative Option B* (No Project) conditions, except at the following locations:

- Intersection 2: I-5 NB Off Ramp & Sunset Hills Dr (PM Peak Hour Only)
- Intersection 3: I-5 NB On Ramp/Auction Yard Rd & Sunset Hills Dr

It should be noted that this potential impact would be created by the Nine-Mile Hill Development and not the proposed Project. Therefore, even though *TIAM* proposes recommended improvements, they are not applicable to the proposed Project and are provided for information purposes only.

Option B - Cumulative with Nine-Mile Hill Development Freeway and Ramp LOS (No Project)

Table 5.18 in the *TIAM* identifies that all study freeway and ramp segments are projected to operate within *LOS* guidelines for the *Cumulative Option B* (No Project) conditions, except at the following locations during PM Peak Hours:

- Location 4: Between Hooker Creek Road and Sunset Hills Drive (NB)
- Location 6: Sunset Hills On Ramp (NB)
- Location 7: North of Sunset Hills Drive (NB)
- Location 8: North of Sunset Hills Drive (SB)

Similar to *Option B* - Cumulative with Nine-Mile Hill Development Intersection Vehicular Queues (No Project), this potential freeway and ramp *LOS* impact would be created by the Nine-Mile Hill Development and not the proposed Project. Therefore, even though *TIAM* proposes recommended improvements, they do not apply to the proposed Project and are provided for information purposes only.

Option B - Cumulative with Nine-Mile Hill Development Intersection LOS (Plus Project)

As presented in *TIAM* Table 5.19, all intersections are projected to operate within *LOS* guidelines for the *Cumulative Option B* (Plus Project) conditions.

Option B - Cumulative with Nine-Mile Hill Development Intersection Vehicular Queues (Plus Project)

Table 5.20 in the *TIAM* presents 95th percentile queues that accommodate the existing available storage for the *Cumulative Option B* (Plus Project) conditions, except at the following locations:

- Intersection 2: I-5 NB Off Ramp & Sunset Hills Dr
- Intersection 3: I-5 NB On Ramp/Auction Yard Rd & Sunset Hills Dr
- Intersection 5: I-5 NB Ramp & Hooker Creek Rd
- Intersection 6: I-5 NB Off Ramp/Auction Yard Rd & Hooker Creek Rd

Recommended improvements to address the queues (traffic back-up) impacts are identified in the **CONDITIONS OF APPROVAL** subheading.

Option B - Cumulative with Nine-Mile Hill Development Freeway and Ramp LOS (Plus Project)

As presented in Table 5.21 in the *TIAM*, all study freeway and ramp locations are projected to operate at an acceptable *LOS* for the *Cumulative Option A* (Plus Project) conditions, except at the following locations for the PM Peak Hour:

- Location 4: Between Hooker Creek Road and Sunset Hills Drive (NB)
- Location 6: Sunset Hills On Ramp (NB)
- Location 7: North of Sunset Hills Drive (NB)
- Location 8: North of Sunset Hills Drive (SB)

The **CONDITIONS OF APPROVAL** subheading identifies the necessary improvements to address queuing (traffic spill-back) impacts.

As previously identified, the proposed Project is anticipated to generate an estimated 512 new net vehicle trips during the AM peak hour, 547 new net vehicle trips during the PM peak hour, and 9,340 daily trips. As a result, queue lengths will exceed available storage for various Project conditions identified, resulting in potentially significant Project-related impacts. However, ***Conditions of Approval*** are proposed to reduce the potential impacts to a ***less than significant level***. As a result, the implementation of the proposed Project would not conflict with the implementation of the County's *Tehama County General Plan Update 2009-2029,* the *2025 Tehama County Regional Transportation Plan*, the *2019 Tehama County Active Transportation Plan*, or *Tehama County Chapter 2 – Road Policies and Drainage Design Standards*.

In addition, implementation of the proposed Project would not affect Tehama Rural Area eXpress operations or existing transit facilities. Given the location and nature of the proposed Project, it is not anticipated that there will be sufficient demand to warrant transit network expansion to accommodate Project employees over a 24-hour period per day who would commute from areas throughout Tehama County and possibly southern Shasta County.

Implementation of the proposed Project will not conflict with a program plan, or ordinance, or policy addressing the circulation systems, including transit, roadway, bicycle, and pedestrian facilities. Therefore, potential impacts would be ***less than significant***.

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?*

SB 743 was signed into law in 2013, with the intent to better align *CEQA* practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and greenhouse gas reductions. The provisions of *SB 743* became effective statewide on July 1, 2020. Under *SB 743*, impacts

will be determined by changes to *VMT*. *VMT* measures how much actual vehicular travel (additional miles driven) a proposed Project would create on the roadway and highway facilities. For instance, if the Project adds excessive vehicular travel, the Project may cause a significant transportation impact under *CEQA*.

A *VMT*-focused transportation analysis encourages a reduction in *VMT*, as opposed to the former approach of evaluating transportation impacts based on *LOS* impacts, which often leads to the implementation of roadway improvements that increase roadway capacity and, consequently, can induce more *VMT*, traffic, and Greenhouse Gas (GHG) emissions. *VMT* is a useful indicator of overall land use and transportation efficiency, where the most efficient system is one that minimizes *VMT* by encouraging shorter vehicle trip lengths, more walking and biking, or increased carpooling and transit.

The California Governor's Office of Planning and Research (OPR) developed its *Technical Advisory on Evaluating Transportation Impacts in CEQA*, published in December 2018 (*OPR Technical Advisory*),"[168] as a guidance document to assist agencies in developing *VMT* significance thresholds and screening criteria. The publication includes recommended significance thresholds for certain land development projects and transportation projects. Thresholds of significance can be established for general use within a local agency through an ordinance, resolution, rule, or regulation. Local agencies may also use thresholds on a case-by-case basis as provided in *CEQA Guidelines Section 15064(b)(2)* or consider thresholds previously adopted or recommended by other public agencies, or recommended by experts, as stated in *CEQA Guidelines Section 15064.7(c)*. Like many small or rural local agencies, Tehama County has not yet established its own local thresholds of significance for *CEQA VMT* analyses.

Evaluating *VMT* as part of a *CEQA* assessment involves several steps. First, the project description is reviewed to determine whether the project qualifies for *VMT* screening, which means that the project can be presumed to have a less than significant *VMT* impact without undergoing a full *VMT* analysis. For projects that do not screen, the project's *VMT* must be calculated to determine whether it would fall below significant thresholds. Projects exceeding thresholds are required to mitigate *VMT* impacts to the extent feasible. If mitigations reduce impacts below thresholds, the project is considered to have a less than significant impact. If impacts cannot be fully mitigated, a significant and unavoidable *VMT* impact could result.

The *OPR Technical Advisory* provides guidance that can be applied to the proposed Project. The *OPR Technical Advisory* identifies that in rural areas, fewer options may be available for reducing VMT, and significance thresholds may be best determined on a case-by-case basis, as previously stated. The *Advisory* recommends that, because new retail development typically redistributes shopping trips from other retail destinations rather than creates new trips, lead agencies should generally analyze a retail project's transportation impacts by assessing the total change in *VMT*.

Depending on previously existing retail travel patterns, a retail project might lead to increases or decreases in *VMT*. For example, by adding retail opportunities to the immediate landscape and thereby improving the proximity of retail destinations, "local-serving retail" tends to shorten trips and reduce *VMT*. As such, local-serving retail is generally considered by lead agencies, such as the County, to create a less-than-significant transportation impact. Conversely, "regional-serving retail" development, which can result in longer trips, may result in a significant impact by increasing *VMT* in the region.

OPR's use of the term "local serving" is specific to *CEQA VMT* considerations. The *OPR Technical Advisory* states that generally, retail developments with less than 50,000 square feet of retail buildings and that

[168] Available at https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

generally serve traffic already in the local area and are already on the local roadway network may be considered local serving. The Project proposes up to 27,700 square feet of retail buildings, which are the C-Store, Sit Down Restaurant, Truck Maintenance Building, and two Fast Food Drive Through Restaurants. It will not only serve existing and future passenger vehicles and commercial traffic already using I-5, but will also provide retail services to local residents who normally travel to Red Bluff, Cottonwood, and the City of Anderson for grocery, restaurant, fast food, and fuel services.

CEQA allows for the use of screening thresholds to identify when specific kinds of projects are anticipated to cause a less-than-significant impact without requiring a detailed *VMT* analysis (see *CEQA Guidelines Sections 15063(c)(3)(C), 15128*, and *CEQA Appendix G*). One screening threshold identified in the *OPR Technical Advisory* is specific to retail development. The *Technical Advisory* provides that a lead agency may "screen out" local-serving retail development from further *CEQA VMT* review since it typically redistributes shopping trips rather than creates new trips. As such, OPR states that "lead agencies generally may presume such development creates a less-than-significant impact."

Caltrans published its *Transportation Impact Study Guidelines* (*TISG*), on May 20, 2020.[169] The Caltrans TISG is intended to assist in preparing a transportation impact analysis of land use projects or plans that may impact or affect the State Highway System (SHS). The *TISG* heavily references and relies on the *OPR Technical Advisory* as a basis for its guidance.

As with the *OPR Technical Advisory*, the *TISG* states that local-serving retail projects are presumed to have a less-than-significant impact on *VMT* and, therefore, a less-than-significant impact on transportation. The *TISG* describes local-serving retail projects as those that typically reduce travel by providing a more proximate shopping destination (i.e., better accessibility). Caltrans "supports *CEQA* streamlining for these projects and acknowledges the importance of streamlining them in improving access to destinations, livability, and community vibrancy. Further, Caltrans encourages these projects because they will help achieve *VMT* reduction and mode shift goals."

Since Tehama County has not yet adopted its own *VMT* thresholds, the *TIAM* relied on the Caltrans and *OPR Guidelines* for analyzing Project *CEQA VMT* impacts. As discussed, new retail development typically redistributes customer shopping trips from other retail destinations rather than creating new trips. For example, adding retail services along a major transportation corridor or in an existing urban environment often reduces *VMT* or maintains approximately the same *VMT* for a community or a region. Stated another way, providing new access to retail services, may shorten trips and reduce *VMT*, or at a minimum, maintain approximately the same *VMT*.

For retail projects, *OPR* and *Caltrans Guidelines* confirm that a net increase in total *VMT* may indicate a significant transportation impact. However, *OPR's Technical Advisory* screening thresholds for projects expected to cause a less than significant impact expressly include local-serving retail projects with stores under 50,000 square feet that "add retail opportunities into the urban fabric and thereby improve retail destination proximity."

Based on the above factors, the Project falls under OPR's and Caltrans' definitions of a "local-serving retail" development. As such, OPR and Caltrans' guidance supports the conclusion that the Project may be screened out and exempt from a detailed quantitative VMT analysis, as it is presumed that the development will create a *less than significant impact*, resulting in a reduction of *VMT*.

[169] Available at https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf

However, GHD prepared a separate analysis to provide an estimate of the VMT for consideration of the impacts on air quality from mobile sources. **Table T-2, VMT Related Study Locations,** provides estimates of V*MTs* with and without the proposed Project.

The proposed Project includes a total of 27,700 sq. ft. of retail space associated with regional-serving retail projects. Based on the Project's trip distribution, GHD estimates that ninety percent (90%) of the vehicles to/from the Project will be travelers already on I-5 and will simply be exiting/re-entering the freeway after using retail services provided at the Project. These trips do not contribute to an increase in *VMT* and are trips that are diverted from the "local" facility, I-5. The drivers for these trips have choices of where to shop for retail services, and the Project provides a new alternative. GHD estimates that five (5) percent of the vehicles to/from the Project will be travelers already on the nearby County roads. The drivers of these vehicles will have new access to retail convenience items, fast food, quick-serve restaurants, fuel, and employment. These trips will result in a reduced *VMT* due to the Project's services.

Conversely, *VMT* will increase for deliveries, facility servicing, and employee trips. GHD estimates that three (3) percent of the vehicles to/from the Project will be for professional services that provide deliveries and general services to the Project. A portion of these trips would fit under the first category, "Trips already on the freeway." However, based on the rural location of the Project, the delivery/facility servicing trips will contribute to an increase in *VMT* as compared to existing trips for existing services. GHD estimates that two (2) percent of the vehicles to/from the Project will be for employees.

Table T-2
VMT Related Study Locations

Trip Type	Without Project			With Project		
	One-Way Trip	Trips (each)	VMT	One-Way Trip	Trips (each)	VMT
Already on Freeway	0.9[1]	8,406	7,565	0.9[2]	8,406	7,565
Already on Vicinity Local Roads	8.0[3]	467	3,736	3.3[4]	467	1,541
Deliveries/Services	3.4[5]	280	952	9.3[6]	280	2,604
Employee	24.0[7]	187	4,488	24.5[8]	187	4,586
Totals		**9,340**	**16,741**		**9,340**	**16,296**

Notes:
1. Estimated distance to exit the freeway to visit existing travel centers in the City of Corning.
2. Estimated distance to exit the freeway to visit the Project.
3. Estimated based on the distance from the community of Hooker to central Cottonwood. The community of Hooker was selected for typical rural travel by residents that would use the Project services.
4. Estimated based on the distance from the community of Hooker to the Project. The community of Hooker was selected for typical rural travel by residents who would use the Project services.
5. Estimated based on the distance from downtown Corning to existing travel centers in the City of Corning. Downtown Corning was selected to represent typical delivery/services for the existing travel centers in the City of Corning.
6. Estimated based on the distance from downtown Red Bluff to Project. Downtown Red Bluff was selected to represent typical delivery/services for the Project.
7. Estimated based on the below referenced *OnTheMap* tool.

Referencing the "*OnTheMap*" tool from the U.S. Census Bureau, the County-wide average distance is approximately 25 miles for one-way-trip work trips.[170] When considering only home-to-work trips along

[170] Available at https://onthemap.ces.census.gov/.

the I-5 corridor (approximately 5 miles west and east), the result is a one-way trip distance of approximately 24 miles. Since the Project is approximately 8.5 miles from downtown Red Bluff and 6.5 miles from central Cottonwood (the closest population centers), the employee trips will result in an increase in *VMT* as compared to existing employee trips to similar retail services.

Therefore, the implementation of the proposed *Use Permit* will result in ***less than significant*** transportation impacts, which was confirmed by the *VMT* analysis to determine air quality impacts from mobile sources.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The nearest airport to the Project site is Lake California Airport, about 9.7 miles to the northeast of the Project site. The Red Bluff Airport is located approximately 11.6 miles to the southwest. The Project does not change air traffic patterns, including an increase in air traffic levels or change in location. ***No impact*** would occur in this regard.

d) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

As noted under **ENVIRONMENTAL SETTING**, within the vicinity of the Project site, accident data was collected, of which eight were either on I-5 lanes or off-ramps, and one was an accident on Hickman Lane off Hooker Creek Road. The accident data was collected from *About My.Accident.org* between February 22, 2021, and November 29, 2023. In total, nine accidents were identified, of which seven were collisions. None of the accidents occurred at the I-5 on- and off-ramp intersections with Hooker Creek Road or at the Hooker Creek and Auction Yard Road and Snively Road intersections. Historical accident data indicates that commercial vehicles are successfully using I-5 and the roads adjacent and/or in the vicinity of the proposed Project.

Currently, Hooker Creek Road abutting the Project site has an existing 120-foot-wide right-of-way with a 22-foot-wide paved travel way. The majority of the road section between Auction Yard Road and the easternmost Project driveway will be improved with two 14-foot-wide paved travel lanes and 4-foot-wide shoulders, as well as a 14-foot-wide two-way left-turn travel lane. The travel lanes will be 13 feet wide with 6-foot-wide shoulders between the eastern driveway and Snively Road.

To discourage Cottonwood Travel Center commercial truck trips from using Snively Road, a raised median will be constructed on Hooker Creek Road between the easternmost driveway and Snively Road. The median will include Project-related signage that directs Project traffic to use the easterly driveway. In addition, facing eastbound traffic, regulatory "LOCAL TRAFFIC ONLY" signs will be placed in the median and on the shoulders.

Auction Yard Road has a 26-foot-wide pavement width within a 100-foot-wide right of way. The proposed improvements provide two paved 14-foot-wide travel lanes with 4-foot shoulders and a 14-foot-wide two-way left turn travel lane.

The right-of-way width for Snively Road is 60 feet, within which two 11-foot-wide paved travel lanes are located. The proposed right-of-way width may vary; however, 60 feet will be the dedicated width. The proposed improvements provide two paved 12-foot-wide travel lanes with 6-foot shoulders.

Concrete curbs, gutters, and sidewalks will be provided along the Project frontages. Five-foot-wide sidewalks will be located between landscape buffers. The sidewalk along Snively Road will meander due

to the extensive landscape buffer areas along the sidewalk. Crosswalks and access ramps will be provided at the Hooker Creek Road / Auction Yard Road / I-5 NB off-ramp intersection, as determined by Caltrans and the County at the construction documents stage. The median at the Hooker Creek Road / Snively Road intersection will be configured to allow for an unmarked crosswalk across Hooker Creek Road. No on-street parking will be allowed along the Project frontages.

Refer to existing roadway sections and proposed road improvements illustrated in **Figure T-2, Existing & Proposed Hooker Creek, Auction Yard, and Snively Road Sections**. The implementation of these improvements would result in impacts that are ***less than significant***.

Under conditions where queue spill-back beyond available storage is estimated to occur, the queueing is considered a potentially significant impact because the queueing may substantially increase hazards by increasing the potential for vehicle crashes. When this queuing condition is estimated to occur, ***Conditions of Approval*** or ***Mitigation Measures*** are included to mitigate the impact to a ***less than significant*** level.

The proposed Project does not introduce incompatible users (e.g., farm equipment) to a roadway or transportation facility not intended for those users. Potential Project impacts related to incompatible users would be ***less than significant***.

e) *Result in inadequate emergency access?*

Under conditions where queue spill-back beyond available storage is estimated to occur, the queuing is considered a potentially significant impact because the queueing may significantly impact emergency access by delaying emergency responses. When this queuing condition is estimated to occur, ***Conditions of Approval*** or ***Mitigation Measures*** are included to mitigate to a l***ess than significant***.

For additional discussion regarding emergency access, refer to the impact discussion under **HAZARDS & HAZARDOUS MATERIALS** IX. f). It should be noted that the Tehama County Fire Department has reviewed the proposed Project and has not identified any major impacts on emergency response or evacuation of the area.

CONDITIONS OF APPROVAL AND MITIGATION MEASURES

As previously discussed above under the **IMPACT ANALYSIS** subheading, *SB 743* changed the focus of transportation impact analysis in CEQA from measuring impacts on drivers to measuring the impact of driving. While *Level of Service* (*LOS*) or other delay metrics may still be used to provide information regarding the direct physical impact of a project (i.e., physical area of a particular transportation improvement), they are not used to determine a significant impact under CEQA. However, improvement measures were proposed in the *Traffic Impact Analysis Memorandum* (*TIAM*) to address Project-related *Transportation* impacts.[171]

Under conditions where queue spill-back is estimated to occur, the queuing is considered a potentially significant impact because the queuing may substantially increase hazards and/or result in inadequate emergency access. When this queuing condition is estimated to occur, ***Conditions of Approval*** or ***Mitigation Measures*** are included to mitigate to a ***less than significant*** Project impact.

All the near-term relevant improvement measures were appropriately integrated into the Project design and are shown on all appropriate Cottonwood Travel Center Plan Sheets submitted to the Planning Department as part of the Use Permit Application. The improvements will be included in the final

[171] GHD, May 30, 2024. *Traffic Impact Analysis Memorandum*

Conditions of Approval. No mitigation measures would be required. The ensuing subheading, **CONDITIONS OF APPROVAL**, identifies the required improvement measures, as applicable.

CONDITIONS OF APPROVAL

The recommended improvements identified as ***Conditions of Approval T-1*** through ***T-4*** have been incorporated into the Project design and are shown on all appropriate Cottonwood Travel Center Plan Sheets submitted to the Planning Department as part of the Use Permit Application.

Condition of Approval T-1

To discourage Project-related trips from using Snively Road, the Project Applicant or developer shall construct a raised median on Hooker Creek Road between the project's easterly driveway and Snively Road. The raised median shall also include Project-related signing that directs Project traffic to use the easterly driveway. The installation of regulatory "LOCAL TRAFFIC ONLY" signage in the median and on the shoulders facing eastbound traffic shall also be implemented. These improvements shall be completed prior to the issuance of an occupancy permit by the County.

Condition of Approval T-2

Prior to the issuance of an occupancy permit by the County, crosswalks and access ramps shall be provided at the Hooker Creek Road/Auction Yard Road/1-5 Northbound off-ramp intersection as determined by Caltrans and the County Department of Public Works during the construction documents stage. The median at the Hooker Creek Road/Snively Road intersection shall also be configured to allow for an unmarked crosswalk across Hooker Creek Road.

Condition of Approval T-3

Prior to the issuance of the occupancy permit, the Project Applicant or developer shall obtain an Encroachment Permit from Caltrans and install the following at the 1-5 Northbound Off-Ramp & Sunset Hills Drive intersection (Intersection 2) to minimize delays and facilitate orderly traffic flow:

- Provide "KEEP CLEAR" pavement markings in the intersection.

Condition of Approval T-4

Prior to the issuance of an occupancy permit by the County, the northbound 1-5 off-ramp shall include the following: Install two sets of "Wrong Way" sign packages and red-backed raised pavement markers, as outlined in Section 28.41, Figure 2B-18(CA), Figure 3B-24(CA), and Figure 3A-114(CA) of the 2014 California MUTCD (REV 7), or the latest version published by Caltrans.

Figure 2-3 Overall Site Plan identifies the locations of the various pedestrian facilities and crosswalks. **Figure T-3, Site Plan Street Intersection Enlargement Sheet C1.4**, provides an enlargement of the crosswalk and access ramps at the Hooker Creek Road/ Auction Yard Road/I-5 NB off-ramp intersection.

The ensuing subheading, **MITIGATION MEASURES**, identifies ***Mitigation Measure T-5*** to reduce potentially significant impacts associated with various I-5 Northbound On and Off Ramps to ***less than significant*** levels.

MITIGATION MEASURES

Mitigation Measure T-5

Prior to April 30, 2030, the Project Applicant or developer shall pay the pro-rata cost share toward the following improvements. The payment amount shall be established based on an engineer's preliminary design and cost estimate of the improvements prepared by the Project Applicant or developer and approved by the County Public Works Director or Caltrans. The payment shall be either a deposit into an escrow account, a letter of credit, or a direct deposit with the County, and shall be in a form approved by the County.

- I-5 Northbound Off Ramp & Sunset Hills Drive:
    - Widening the northbound approach to provide a northbound left turn lane and a northbound right turn pocket of 100 feet. These improvements will result in a 2-lane ramp terminus.
    - Add "KEEP CLEAR" pavement markings to the intersection in accordance with California Manual of Uniform Traffic Control Devices guidelines.
- I-5 Northbound Onramp/Auction Yard Road & Sunset Hills Drive:
    - Widening the eastbound approach to provide an eastbound left turn lane and an eastbound thru/right turn lane. The additional lane shall extend to the adjacent northbound onramp.
- I-5 Northbound Offramp/Auction Yard Road & Hooker Creek Road:
    - Widening the northbound approach to provide a northbound left turn pocket of 150 feet, a northbound thru lane, and a northbound right turn pocket of 150 feet. These improvements will result in a 3-lane ramp terminus.

FINDINGS

As previously discussed, the recommended improvements identified as ***Conditions of Approval T-1*** through ***T-4*** were incorporated into the Project design and are illustrated on all appropriate Cottonwood Travel Center Plan Sheets identified, submitted to the Planning Department as part of the Use Permit Application. Based on the information presented and corresponding analysis, implementation of the proposed Project will have a ***less than significant impact*** with respect to *Transportation.*

DOCUMENTATION AND REFERENCES

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XVIII – TRIBAL CULTURAL RESOURCES

This section of the *Initial Study* describes the affected environment and regulatory setting for *Tribal Cultural Resources* (*TCRs*) on the Project site. Portions of the ensuing discussion are primarily derived from January 9, 2023, *Draft Cultural Resources Study Report, Cottonwood Travel Center, 16780 Hooker Creek Road, Cottonwood, California*, prepared by InContext. (Refer to **Attachment D** on file with the Tehama County Planning Department).

Information on the specific location of prehistoric and historic sites is confidential and exempt from the Freedom of Information Act (FOIA) and the California Public Records Act (CPRA); therefore, this information has been redacted for use in this *Initial Study*, and the *Cultural Resources Study Report* is not included as an attachment. Professionally qualified individuals, as determined by the California Office of Historic Preservation (OHP), may contact the Tehama County Planning Department directly to inquire about its availability.

ENVIRONMENTAL SETTING

As previously discussed in **Section V. CULTURAL RESOURCES**, the Project area is located within an area that has historically been home to the Paskenta Band of Nomlaki Indians of California. "The Paskenta Rancheria was created, along with other Wintu Rancherias, in 1906 and 1909. In 1920, the rancheria was 260 acres. In 1959, the rancheria was terminated under the *California Rancheria Termination Act*, and the lands were sold to non-Native peoples. Despite the denial of federally recognized tribal status, the Paskenta Band maintained its tribal identity and culture while it worked for restoration as a federally recognized Native American tribe. Finally in 1994, the federal government restored the Paskenta Band of Nomlaki Indians to full tribal status. The current rancheria is 2,000 acres large."[172]

The research conducted did not identify any potential archaeological resources at the Project site. Although six Indigenous archaeological sites are located within one mile of the Project site, only one is a village site, and it is situated in a different type of landform than the Project site, at a location that cannot be disclosed. The other five sites are characterized as lithic manufacture or isolated finds visible on the ground surface; no such resources were found in the Project site, and such resources are not typically associated with subsurface archaeological deposits. The existing geology and soils do not provide significant information regarding the likelihood of archaeological resources being present, but acidic soils tend to break down organic materials. As a result, any archaeological deposits would not likely contain well-preserved materials made from plants or animals. It is possible that subsurface historic-period artifacts may be present on the Project site; however, their significance would require association with an important event or individual or provide important data, which is not the case for the proposed Project site. As such, the presence of subsurface archaeological resources within the Project site is low.

REGULATORY SETTING

This section summarizes current State and local regulations relevant to the review of *Tribal Cultural Resources* for this Project. Ordinances, regulations, or standards that are applicable to the environmental review of potential impacts related to *Tribal Cultural Resources* include the following:

[172] Wikipedia. The Free Encyclopedia. Available at https://en.wikipedia.org/wiki/Paskenta_Band_of_Nomlaki_Indians#. Accessed October 16, 2024.

Assembly Bill 52

Assembly Bill 52 (*AB 52*) amended *CEQA* to require that: 1) a lead agency provide notice to any California Native American tribes that have requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during the consultation include tribal cultural resources, the potential significance of project impacts, the type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to *AB 52*, *Section 21073 of the Public Resources Code* defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC (Native American Heritage Commission) for the purposes of *Chapter 905 of the Statutes of 2004*." This includes both federally and non-federally recognized tribes. *Section 21074(a) of the Public Resource Code* defines TCRs for the purpose of *CEQA* as:

1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
   (a) included or determined to be eligible for inclusion in the *California Register of Historical Resources*; and/or
   (b) included in a local register of historical resources as defined in *Subdivision (k) of Section 5020.1*; and/or
2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in *subdivision (c) of Section 5024.1*. In applying the criteria set forth in *Subdivision (c) of Section 5024.1* for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria (a) and (b) also meet the definition of a Historical Resource under *CEQA*, a *TCR* may also require additional consideration as a Historical Resource. T*CRs* may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, *AB 52* requires the CEQA lead agency, which is Tehama County for the proposed Project, to provide tribes that have requested notification an opportunity to consult at the commencement of the *CEQA* process to identify *TCRs*. Furthermore, because a significant effect on a *TCR* is considered a significant impact on the environment under *CEQA*, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

Tribal Consultation

Between May and August 2022, InContext sent requests for information regarding the presence of cultural resources in the Project site or surrounding vicinity to the NAHC, Tehama County Genealogical and Historical Society, and nine Tribal Representatives for the region to obtain input to prepare the referenced *Draft Cultural Resources Study Report.*

Letters were sent to the Paskenta Band of Nomlaki Indians, Estom Yumeka Maidu Tribe of the Enterprise Rancheria, Greenville Rancheria of Maidu Indians, Mechoopda Indian Tribe, Mooretown Rancheria of Maidu Indians, Nor-Rel-Muk Wintu Nation, Redding Rancheria, Shasta Nation, and Wintu Tribe of Northern

California. Three responses were received; one noted that the letter was forwarded to a Cultural Resource Coordinator (Redding Rancheria), another noted that the Project was outside the aboriginal territory (Enterprise Rancheria Estom Yumeka Maidu and one stated that they were not aware of any cultural resources (Moortown Rancheria). No additional responses indicating there are cultural resources in the Project Limits or vicinity have been received as of October 16, 2024.

The NAHC recommends, but does not require, early consultation as a best practice to ensure that lead agencies such as Tehama County receive sufficient information about cultural resources in a project area to avoid damaging effects on tribal cultural resources. The letters sent by InContext to the NAHC and the various Native American Tribes could be considered early consultation. The *AB 52* amendments to *CEQA* law do not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within Tehama County before receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation.

The *Draft Cultural Resources Study Report* indicates that there are no significant cultural resources in the Project site, and the likelihood that subsurface archaeological resources are present is low. However, it is the County's intent to undertake *AB 52* consultation to determine if there are any *Tribal Cultural Resources* that may be affected by the proposed Project before it can determine whether the Project will have a significant impact on cultural resources and thereby finalize this *Initial Study*. If federal involvement is necessary for any reason, additional documentation may be necessary to comply with *Section 106* of the *National Historic Preservation Act* (*NHPA*).

On December 20, 2024, the County sent a certified Project notification letter to the following tribes: Paskenta Band of Nomlaki Indians, Greenville Rancheria of Maidu Indians, Redding Rancheria, Wintu Tribe of Northern California, and the Estom Yumeka Maidu Tribe of the Enterprise Rancheria pursuant to *PRC Section 21080.3.1*, (*AB 52*) notifying that the Project was under review and to provide the Tribes 30 days from the receipt of the letter to request consultation on the Project in writing. No responses were received from the tribes requesting the initiation of consultation under the provisions of *AB 52*.

In the absence of tribes requesting consultation, information about potential impacts to *TCRs* was drawn from: 1) the results of a search of the NAHC Sacred Lands File, 2) a records search at the Northeast Information Center (NEIC) at Chico State of the Project area, and within a one-mile buffer radius, 3) information from literature review of historic maps, general California histories, county histories, and overviews of California ethnography, archaeology, and geology, 4) requests for information from NAHC and Native American Tribes, potentially interested parties, 5) intensive pedestrian survey of the Project area, and, 6) documentation and evaluation of cultural resources identified within the Project area.

IMPACT ANALYSIS

The following includes an analysis of environmental parameters related to *Tribal Cultural Resources* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

XVIII. TRIBAL CULTURAL RESOURCES: Would the Project: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

No *TCRs* were identified within or immediately adjacent to the Project area, and therefore, the proposed Project would not significantly impact known *TCRs*. However, with the incorporation of ***Mitigation Measure TCR-1***, impacts to unknown *TCRs* that may be discovered during the construction of offsite and on-site improvements would be ***less than significant***.

b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

As previously described, no known *TCRs* have been identified (as defined in *PRC Section 21074*) within the Project area. Therefore, the Project would not cause a significant adverse change in the significance of a TCR that is either listed in, or eligible for listing in, the *California Register of Historical Resources* (*CRHR*) or in a local register of historical resources as defined in *PRC Section 5020.1(k)*. The proposed Project would not cause a substantial adverse effect on a known *TCR*.

Although no California Native American tribe submitted a written response to the County for formal consultation pursuant to *PRC Section 21080.3.1* (*AB 52*), **Section V. CULTURAL RESOURCES *Mitigation Measures CR-1*** and ***CR-2*** address the inadvertent discovery of cultural resources and human remains during construction. Therefore, potential impacts would be ***less than significant***.

MITIGATION MEASURES

The following mitigation measure, in addition to ***Mitigation Measures CR-1*** and ***CR-2*** in **Section V, CULTURAL RESOURCES,** has been developed to reduce potential impacts related to *Tribal Cultural Resources* to ***less than significant*** levels:

Mitigation Measure TCR-1

Unanticipated Discovery – If any suspected *TCRs* are discovered during ground-disturbing construction activities, all work shall cease within at least 50 feet of the find. The County shall invite a Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with the geographic area to make recommendations about whether or not the discovery represents a *TCR* (*PRC Section 21074*) and, if so, to make recommendations for culturally appropriate treatment. The contractor shall implement any measures determined by the County to be necessary. Work at the discovery location cannot resume until the treatment has been implemented to the satisfaction of the County.

FINDINGS

During the above evaluation, impacts associated with *Tribal Cultural Resources* were found to be ***less than significant*** with the implementation of ***Mitigation Measures***.***CR-1*** and ***CR-2*** in **Section V, CULTURAL RESOURCES,** for the protection of currently unknown but potentially discoverable resources and ***Mitigation Measure TCR-1*** above.

DOCUMENTATION AND REFERENCES

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XIX – UTILITIES AND SERVICE SYSTEMS

This section addresses the proposed Project's potential impacts on various Utilities and Service Systems, including water, wastewater, stormwater, solid waste, electricity, and telecommunications. Refer to **Section X, HYDROLOGY AND WATER QUALITY**, for additional discussions regarding hydrology, water supply and quality, wastewater treatment, and stormwater drainage. This section also provides detailed discussions related to the existing conditions of Utilities and Services Systems, as well as potential environmental impacts that could result from the development of the proposed Project.

ENVIRONMENTAL SETTING

Water

Wells provide water to the Project area and site since there is no existing water agency in the area. Over 10,000 wells exist in the County, with approximately 78 percent classified as having domestic usage.[173] There are approximately 156 wells in the Project vicinity. Almost all are smaller domestic wells, which drillers indicate have lower yields (mostly less than 50 GPM). These yields generally reflect the wells' construction (shallower and/or with a smaller casing) or the needs of the property owners for less water; these yields are not necessarily reflective of the aquifer's ability to yield more water. Wells near the Project site have maximum depths of approximately 435 to 475 feet BGS (below ground surface) and yields in the 18 to 75 GPM range, all from smaller 6 inches or less diameter wells.

Under the Sustainable Groundwater Management Act (SGMA), all California groundwater basins must have *Groundwater Sustainability Plans* (*GSP*) that describe how each basin will be managed to maintain a sustainable groundwater supply. The *GSP* for the Bowman subbasin, within which the proposed Project site is located, was completed in January 2022 for the Tehama County Flood Control and Water Conservation District.[174] The Bowman subbasin is not considered to currently be in critical overdraft (e.g., more groundwater is being pumped out than is being recharged).[175] There exists a more than adequate amount of water available to serve the Project vicinity.

Wastewater

The unincorporated areas of Tehama County rely on on-site septic tank wastewater or sewage treatment systems, which is the case for the proposed Project and vicinity. The test results of a water sample taken from the on-site well indicated that "the water quality is generally good, with no constituents of concern, and with no apparent requirements for additional treatment other than disinfection."[176] This is an indicator that the existing wastewater septic tanks and leach field systems in the Project area are functioning properly and not adversely impacting water quality.

Stormwater

The majority of existing drainage across the proposed Project site is via surface flows. **Figure HWQ-5, Existing Drainage Setting A – Existing Drainage Setting** shows the current drainage characteristics both

[173] Green Dot Transportation Solutions. December 2024. *Initial Study / Proposed Negative Declaration for the 2025 Tehama County Regional Transportation Plan*. Page 32.

[174] Luhdorff & Scalmanini, January 2022, *Final Report, Bowman Subbasin Sustainable Groundwater Management Act Groundwater Sustainability Plan*. Available at https://tehamacountywater.org/gsa/groundwater-sustainability-plans-public-draft/

[175] Department of Water Resources (DWR), 2016, *Bulletin 118, Interim Update 2016, California's Groundwater.*

[176] Lawrence & Associates. May 29, 2024. *Water-Quality Impact Analysis*.

within and surrounding the subject property.[177] **Figure HWQ-6, Existing Drainage Conditions EX1** shows the current drainage areas within the 28.97-acre Project site and an 8.44-acre area referenced as "Run On Point" EXRO1, a portion west of Snively Road, which is within the Project site.[178] Both of these Figures are utilized to identify drainage flows within the Project site and the surrounding area.

The northern portion of the site (8.97 acres) drains onto the adjacent property partly via channelized and sheet flows that commingle with offsite runoff and flow into the roadside ditch along Auction Yard Road in the northwest corner of the site (refer to **Figure HWQ-5, Existing Drainage Setting A**). The southern and western portions of the property (refer to **Figure HWQ-6, Existing Drainage Conditions EX1** (6.73 acres) sheet flow to an existing depression that drains beneath Auction Yard Road at Discharge Point EXD-B (also shown in **Figure HWQ-5**). Approximately 1.32 acres along Hooker Creek Road drain to the west and into the drop inlet at Discharge Point EXD-C (also shown in **Figure HWQ-5**). There are no detention or retention facilities within or in close proximity to the proposed Project site.

Solid Waste

The Tehama Solid Waste Management Agency (TCSWMA) owns the Tehama County/Red Bluff Landfill (landfill), and Madera Disposal Systems, Inc. (MDS), a subsidiary of Waste Connections, Inc. operates the landfill. The landfill is located at 19995 Plymire Road, in the unincorporated portion of Tehama County east of the City of Red Bluff. The County of Tehama and the City of Red Bluff jointly own the 159.6-acre disposal site. The existing closed Phase 1 landfill covers approximately 32 acres. The Phase 2 landfill is currently active and will continue to have waste placement over approximately 21 acres at build-out. Phase 2 of the landfill is anticipated to reach capacity in 2047. Class III non-hazardous municipal solid wastes (MSW) and some industrial wastes are placed in the landfill. A Materials Recovery Facility (MRF) and a household hazardous waste (HHW) facility are also operated on the property. The TCSWMA is in the process of permitting a composting facility southeast of the MRF and expanding the landfill to the south.

The landfill facility also includes recyclables processing at the on-site MRF of up to 300 tons per day and will include a composting facility that can accept up to 80 tons per day. The landfill facility is currently permitted to accept up to 700 tons per day of solid waste, recyclables, and compost. In 2023, the average combined total was 89,015 tons or an average of 244 tons per day. Waste-acceptance rates vary from day to day and on some days, the "peak" tons can be double the average or more. In 2023, the peak-day tonnage for all materials accepted was 337 tons per day. Peaks for all of the facilities on the Project site are unlikely to occur on a single day.

While the existing landfill has about 25 years of remaining capacity, the TCSWMA seeks to secure a long-term solid waste disposal location within Tehama County. TCSWMA proposes expanding the landfill footprint onto the adjacent 149-acre parcel south of the existing landfill. Conceptually, the Agency intends to expand the landfill by constructing two separate Phase 3 and Phase 4 landfill areas of approximately 64.7 and 19.5 acres, respectively. Construction of the first cell in the Phase 3 landfill is expected to occur in 2040, and the Phase 4 landfill is anticipated to be constructed in approximately 2118. The expanded landfill is currently projected to be full in 2132 (108 years). At the end of the site's life, the landfill would receive an average of 280 tons per day (102,000 tons per year) for burial (excluding recyclables). The landfill capacity would, therefore, increase from its current 2.9 million cubic yards to roughly 10.9 million

[177] Appendix A – *Figure A. Existing Drainage Setting* in the Galloway & Company *Hydrogeological Analysis.*

[178] Appendix E – *Drawings. Existing Conditions EX1*. Ibid.

cubic yards, a total of 8 million cubic yards. There exists current and future landfill capacity to accommodate future growth within the County, with and without the proposed Project.

Lawrence & Associates, the TCSWMA consultant, prepared a *Preliminary Project Description, Tehama County/Red Bluff Landfill Expansion Preliminary Project Description*. The *Preliminary Project Description* referenced the *2019 Tehama County Regional Transportation Plan,* which cited California Department of Finance (DOF) population estimates for purposes of solid waste disposal. Since the Preliminary Project Description has not been revised, the reference to the *2019 TCRTP* is applicable.

The California Department of Finance (DOF) estimates that the predicted Tehama County 2019 population of 64,804 will increase to approximately 72,485 by the horizon year of 2039. This represents a projected average annual population increase of 0.59% between 2019 and 2039. For the purpose of solid waste disposal, a population increase of 0.5% per year is assumed. Conservatively, a 0.5% per year increase in tonnage is assumed to provide a high growth rate for waste disposal.[179]

Utilities

The Project site receives electrical power from Pacific Gas & Electric Company (PG&E). PG&E is regulated by the California Public Utilities Commission (CPUC) and is required to update existing systems to meet PG&E's electrical service and additional demand. PG&E has overhead electric lines running along Auction Yard, Hooker Creek, and Snively Roads. P&E provides natural gas to Tehama County; however, not to the area within which the Project site is located. Many existing users utilize on-site propane tanks. Telecommunication services, provided by companies such as AT&T, Verizon, and Spectrum, are typically selected by individual customers. Existing telephone lines are also located adjacent to the Project site.

REGULATORY SETTING

This section summarizes the current state and local regulations relevant to reviewing *Utilities and Service Systems* for the Project. Ordinances, regulations, or standards that apply to the environmental review of potential impacts related to utilities and service systems include the following:

California Integrated Waste Management Act

The *California Integrated Waste Management Act of 1989*, or *Assembly Bill* (*AB*) *939*, required the implementation of *Integrated Waste Management Plans* and mandated that local jurisdictions divert at least 50 percent of all solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures to help reduce these impacts to less than significant levels. With the passage of *Senate Bill* (*SB*) *1016* (the *Per Capita Disposal Measurement System*) in 2006, only per capita disposal rates are measured to determine if a jurisdiction's efforts are meeting the intent of *AB 939*.

California Solid Waste Reuse and Recycling Access Act

The *California Solid Waste Reuse and the Recycling Access Act of 1991* (*AB 1327*) is codified in *Public Resources Code Sections 42900-42911*. As amended, *AB 1327* requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional building, marina, or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable

[179] Lawrence & Associates. June 2024. *Preliminary Project Description Tehama County/Red Bluff Landfill Expansion Preliminary Project Description*. Page 4.

materials. The size of these storage areas is to be determined by the appropriate jurisdiction's ordinance. If no such ordinance exists in the jurisdiction, the Cal Recycle model ordinance shall take effect. Now, recent legislation, *AB 341 – Mandatory Commercial & Multi-Family Recycling*, requires that 75% of the waste stream be recycled by 2020. *AB 341* was superseded by *Senate Bill* (*SB*) *1383*.

California Short-Lived Climate Pollution Reduction Strategy

In recent years, the State of California has implemented regulations, such as *Senate Bill* (*SB*) *1383 - Short-Lived Climate Pollution Reduction Strategy* (2016), that require the diversion of organic waste, including green waste (yard trimmings), food waste, and paper. The goal of *SB1318* is to reduce the disposal of organic waste into landfills by 75% of the 2014 level by 2025. The landfill regulations resulting from *SB 1383* permit waivers from the regulation for low-population counties until 2026. However, it is anticipated that the regulations will finally be applied to small counties soon thereafter. Therefore, the TCSWMA (currently operating with a waiver) plans to either implement a compost facility or transfer these organic wastes to another site. Much of the technology to further divert or reduce organic waste disposal is still in development; however, the reduction of organic materials will likely help offset the increase caused by population growth.

AB 1826 Chesbro (*Chapter 727, Statutes of 2014*) requires businesses to recycle their organic waste depending on the amount of waste they generate per week. Local jurisdictions across the state are required to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings with five or more units (note, however, that multifamily dwellings are not required to have a food waste diversion program).

Tehama County General Plan Update 2009-2029

Refer to **Section X. HYDROLOGY AND WATER QUALITY** under **REGULATORY SETTING** for a discussion of applicable Goals and Policies related to water supply, wastewater treatment, and stormwater drainage facilities.

IMPACT ANALYSIS

The following includes an analysis of environmental parameters related to *Utilities and Service Systems* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the Project:	**Potentially Significant Impact**	**Less-Than-Significant With Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	

XIX. UTILITIES AND SERVICE SYSTEMS: Would the Project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or infrastructure, or otherwise impair the attainment of solid waste reduction goals?		X		
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?				X

a) *Require or result in the relocation or construction of new or expanded water or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Water

The onsite water system proposed by the Project would be considered a "public water system" requiring approval from the State Water Resources Control Board (SWRCB). The California Health and Safety Code (HSC) prohibits the operation of a public water system unless an application has been submitted to and approved by the SWRCB Division of Drinking Water. Among other things, the Project Applicant will be required to prepare and submit a Preliminary Technical Report to the Division meeting the requirements of SB 1263 (HSC 116527[b][1]).

Therefore, it is recommended that the evaluation of the Project's anticipated water demands be expanded to include the aforementioned SWRCB permitting efforts and requirements of the Preliminary Technical Report. These include, but may not be limited to, the following:

- Existing water systems within three miles of the proposed service area.
- Feasibility of meeting project needs by connecting to existing nearby water system.
- Applicant's efforts to obtain a water supply from an existing nearby water system.
- Sources of water supply for the proposed new public water system.
- Costs to construct, operate, and maintain the public water system.
- Comparison of costs of the new system vs. the cost of obtaining service or consolidation with an existing system.
- Actions taken by the applicant to contract with a nearby water system for managerial or operational oversight.
- Analysis of projected water supplies to meet system needs during normal, dry, and multiple dry years over a period of 20 years.
- Information provided by the Local Agency Formation Commission.

The proposed Project will require the construction of a new well to serve three water tanks, each of which provides potable, fire hydrant, and sprinkler water systems. Refer to **Section X. HYDROLOGY AND WATER QUALITY** and specifically X. b) impacts for a discussion addressing the availability of water to the proposed Project and interference impacts on existing wells and groundwater recharge.

The proposed Project's total water demand is approximately 40 acre-feet per year. Potable water demand is approximately 18.5 acre-feet per year, and landscape irrigation water usage is estimated at 21.1 acre-feet per year. The landscape irrigation demand is high since the July demand, which is the highest water usage month, was used to calculate the entire year.[180]

The proposed Project's total average well water demand is estimated at 16,554 gallons per day (GPD). Peak demand (no more than seven days in a row) is estimated to be 133,367 GPD (39 GPM) before landscaping is established and 56,056 GPD (39 GPM) after landscaping is established.

The proposed Project's water demands can be accommodated by constructing a well and associated storage facilities, as a sufficient water supply is available to continue serving the Project and reasonably foreseeable future development in the area during normal, dry, and multiple dry years. Therefore, implementing the proposed Project would have a ***less than significant*** impact on water supply and facilities.

Wastewater

Wastewater treatment of the existing residence on the Project site and development in the area uses on-site septic tank wastewater treatment systems. The advantage of these on-site wastewater treatment systems is their relatively low cost of installation and operation, as well as their water recharge characteristics. Disadvantages include the narrow requirements of the systems with respect to soil characteristics and topography, as well as their sensitivity to high groundwater levels. The failure of a septic tank is its major disadvantage, as it may result in groundwater contamination or other health-related issues. In some cases, failure can also restrict or eliminate the habitation of a property.

The proposed Project wastewater will be treated to secondary standards to meet the effluent limitations of the Central Valley Regional Water Quality Control Board (CVRWQCB) *General Waste Discharge Requirements Order WQ 2014-0153-DWQ* (*Wastewater Order*) for small wastewater systems that discharge to land. Therefore, an alternative wastewater treatment and disposal system is proposed. Based on the volume and anticipated quality, wastewater will be treated to meet the biological oxygen demand and nitrogen limits.

Wastewater production is limited to the proposed Project's employees and users. Because the Project will not connect to any water or wastewater treatment facilities, it will have no impact on the capacity of existing water or wastewater treatment facilities. In this regard, potential impacts will be ***less than significant***.

Stormwater

Stormwater runoff will first be treated by oil-water separators located throughout the Project site, before entering *Low-Impact Development* (*LID*) swales and bioretention features for secondary treatment. Secondary treatment will occur in bioretention features, which use soil, plants, and microbes to treat stormwater before it is infiltrated or discharged. The *LID* features are considered *Best Management*

[180] Bonnie Lampley, Lawrence & Associates, personal communication, September 25, 2025.

Practices (*BMP*) for stormwater control and treatment. After treatment via the oil-water separators and *LID* features, the stormwater will flow to drop inlets and then be conveyed via a storm sewer to a Detention Basin located in the northwest corner of the Site. Stormwater controls have been designed and constructed to maintain similar pre- and post-Project offsite discharges.

Stormwater will require monitoring and reporting conforming with SWRCB *Water Quality Order No. 2014-0057-DWQ*, as amended by *Order No. 2015-0122-DWQ* (*General Permit for Storm Water Discharges Associated with Industrial Activities*), an *NPDES* permit that regulates discharges associated with facilities that handle hazardous materials and transportation facilities with vehicle maintenance operations, which are proposed Project activities.

The *General Industrial Permit* requires the operator to contract with a wastewater treatment provider acceptable to the County and SWRCB to perform stormwater quality monitoring, water testing, and reporting certain stormwater discharges from the property and to submit an annual report to the SWRCB. As a result, the construction of the stormwater facilities will be ***less than significant*** in this regard.

Utilities

Implementation of the proposed Project would not require the relocation or construction of expanded electricity, gas, or telecommunication facilities. ***No impact*** would occur in this regard.

b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

Refer to the previous impact discussion XVIII. a). Impacts would be ***less than significant***.

c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Refer to the previous impact discussion XVIII. a). ***No impact*** would occur in this regard.

d) *Generate solid waste in excess of State or local standards, or infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

As previously identified, the existing landfill has about 25 years of remaining capacity based on a population increase of 0.5% per year. Conservatively, a 0.5% per year increase in tonnage is assumed to provide a high growth rate for waste disposal. "In 2023, the average combined total was 89,015 tons, or an average of 244 tons per day, with a peak-day tonnage for all materials accepted of 337 tons per day."[181] Without the Project, the landfill had approximately 456 average and 363 peak tons per day of capacity. Furthermore, the proposed expansion of the landfill will increase capacity. Therefore, the landfill would support the increase in solid waste during the construction and operation of the proposed Project.

Operational activities would be required to comply with all federal, state, and local statutes and regulations related to solid waste. The proposed Project would not generate solid waste in excess of state or local standards, in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Potential impacts would be ***less than significant***.

[181] Lawrence & Associates. June 2024. *Preliminary Project Description Tehama County/Red Bluff Landfill Expansion Preliminary Project Description*. Page 5.

e) *Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?*

The proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. The County regulates and operates programs that promote the proper disposal of toxic and hazardous materials from households and businesses throughout the County, including those created by the Project. *AB 939* requires the County to attain specific waste diversion goals, and the *California Solid Waste Reuse and Recycling Access Act of 1991*, as amended, requires expanded or new development projects to incorporate storage areas for recycling bins into their proposed project designs. The reuse and recycling of waste materials would reduce operating expenses and save valuable landfill space.

Project implementation would generate solid waste during construction and operation. Common waste may include trash, metals, masonry, plastic pipes, rocks, dirt, cardboard, or green waste. *AB 939, SB 1016, AB 341,* and *AB 1826* require the County to meet specific waste diversion goals. The landfill has sufficient capacity to accommodate the solid construction waste generated by the proposed Project. Impacts would be ***less than significant***.

The County will continue to implement its diversion programs and ensure compliance with all applicable federal, state, and local statutes and regulations for solid waste, including those outlined in the most current CALGreen standards and in accordance with *AB 939*. However, concerns have been raised regarding trash being discarded by commercial trucks using Hooker Creek Road, a public facility that could be used to bypass the California Highway Patrol's Cottonwood Commercial Vehicle Enforcement Facility located on Northbound I-5 in Cottonwood, approximately 4.5 miles north of the proposed Project. The proposed Project Applicant cannot provide assurances that commercial trucks will not bypass the Commercial Vehicle Enforcement Facility or dispose of trash along Hooker Creek Road. Thus, this could result in a ***potentially significant impact*** requiring mitigation.

To assess how the Project Applicant could provide a mechanism to address the potential trash being discarded by commercial trucks using Hooker Creek Road, research was conducted to determine how other jurisdictions address similar problems. A possible solution is one utilized by the County of San Luis Obispo. The County implemented an *Adopt-A-Road Program* that "allows the public to directly contribute to roadside maintenance through litter collection and removal. In addition to the aesthetic benefits of cleaner and more beautiful roadsides, participants help to prevent potential pollutants from entering our waterways. Participating in the *Adopt-A-Road Program* is a great way to promote civic responsibility and community pride."[182] Therefore, ***Mitigation Measure US-1*** is recommended for implementation.

MITIGATION MEASURES

The following ***Mitigation Measure***, ***US-1***, is proposed to reduce potential impacts related to Utilities and Services, specifically regarding trash disposal along Hooker Creek Road, to ***less than significant*** levels.

Mitigation Measure US-1

Before the issuance of an occupancy permit for any of the following buildings, C-Store and Sit-Down Restaurant, or any of the Drive Through Fast Food Restaurants, the Project developer,

[182] County of San Luis Obispo Department of Public Works. *Adopt-A-Road Program.* Available at https://www.slocounty.ca.gov/departments/public-works/services/programs-outreach/adopt-a-road. Accessed October 20, 2024.

owner, or operator will coordinate with the County Department of Public Works, the County Sheriff's Office, California Highway Patrol, and the Tehama County Solid Waste Management Agency to evaluate and implement an *Adopt-A-Road Program* to control litter along Hooker Creek Road from the intersection with Snively Road to a distance to the west along Hooker Creek Road as established by the *Program*. In addition to determining the length of the segment along Hooker Creek Road that would be maintained for litter, the *Program* would identify the design, number, and locations of the *Adopt A Road* signs, the number of times per year a concerted effort would be made to pick up litter, how the litter would be disposed, instructions for handling the various types of litter, and other issues that would need to be addressed as determined by the aforementioned County Departments, Agencies and CHP. The Project developer, owner, or operator would be responsible for the *Program* costs.

FINDINGS

Based upon the review of the information above, implementation of the proposed Project will have a less than significant impact with respect to *Utilities and Service Systems*.

DOCUMENTATION AND REFERENCES

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XX – WILDFIRE

This section of the *Initial Study* provides an analysis of potential *Wildfire* impacts. The analysis considers the proposed Project's potential impacts on emergency access and evacuation routes to and from the Project area and the fire risk that may result in temporary or ongoing environmental impacts during or following a fire.

ENVIRONMENTAL SETTING

Wildfires can be ignited by lightning or by human activity, such as smoking, campfires, equipment use, and arson. According to the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Plan Update*, "wildfires are costly, putting lives and property at risk and compromising rivers and watersheds, open space, timber, range, recreational opportunities, wildlife habitats, endangered species, historic and cultural assets, scenic assets, and local economies. Vulnerability to flooding and debris flows increases following wildfires due to the loss of forest and ground cover within watersheds. The potential for damage to life and property increases in areas where development is adjacent to densely vegetated areas, known as wildland-urban interface areas. (FEMA, 2020)."[183]

Generally, the fire season extends from early spring through late fall each year during the hotter, drier months. Precipitation is usually at its lowest from July to September. Thunderstorm activity, which typically begins in June with wet storms, transitions to dry conditions with little or no precipitation reaching the ground as the season progresses into July and August. Drought conditions also may extend the fire season in Tehama County. Fire conditions arise and spread due to a combination of high temperatures, high intensity, low moisture content in the air and fuel, accumulation of vegetation, and high winds and their direction. Thunderstorms with dry lightning are more prevalent in the eastern portion of the County than in the area of the Project site.

The *Tehama County East and Tehama West Community Wildfire Protection Plan* (*CWPP*), prepared by the Regional Conservation District (RCD) of Tehama County, establishes nine planning units. The proposed Project is located within the *Cottonwood-Beegum Creeks Tehama County – Community Wildfire Protection Plan Planning Unit* (refer to **Figure WF-1, Community Wildfire Protection Planning Units**).[184] After the *Thomes Creek Planning Unit*, this Planning Unit has the second-highest population of 14,237. The Planning Unit is about 652 square miles, bounded by the Tehama/Shasta County border to the north, the Sacramento River to the east, Cottonwood, Dibble, and Brewery Creeks to the south, and the Tehama/Trinity County boundary to the west. The Planning Unit area is the second largest after the *Central-Cohasset Planning Unit*, with 736 square miles. The Planning Unit also has the second-highest population of 8,598 (60%) living in a *Very High Fire Hazard Severity Zone*. About 1,728 people (12%) live in a *Moderate Fire Hazard Severity Zone*.

CAL FIRE has mapped areas of significant fire hazards in the state through its *Fire and Resources Assessment Program* (*FRAP*). These maps place areas of the state into different *Fire Hazard Severity Zones* (*FHSZ*) based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. This classification system designates lands in three general classifications: *Moderate,*

[183] Tehama County. April 2025. *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025 Plan Update*. Page 4-33.

[184] Resource Conservation District of Tehama County. April 2017. *Tehama East and Tehama West Community Wildfire Protection Plan Update*.

High, and *Very High Fire Hazard Severity Zones*. In addition to establishing local or state responsibility for wildfire protection in a specific area, CAL FIRE designates areas as *Very High Fire Hazard Severity Zones* (*VHFHSZ*) or *Non-VHFHSZ*. CAL FIRE designates the Project site as *VHFHSZ*.

Of the 20 largest fires that have occurred in California, three have partially impacted Tehama County (No. 1 – August Complex, August 2020; No. 2 – Dixie, July 2021; and No. 4 – Park, July 2024). None of these fires were near the proposed Project area. The *CWPP* lists the wildfires that occurred in Tehama County between 2012 and October 2017. The closest fire to the Project site was the 10-acre, October 8, 2017, Freeway Fire, located off Jelly Ferry Road and I-5, about three and a half miles south of the Project site.

Fire Protection

Wildland fire protection services for the Project area are the responsibility of CAL FIRE. Structural fire protection services for the Project are the responsibility of Tehama County Fire Department. Through a Cooperative Fire Protection Agreement, fire protection services for the project are provided by both CAL FIRE and the Tehama County Fire Department. Both the TCFD and CAL FIRE maintain automatic and mutual aid agreements with adjacent fire departments and districts, including the City of Red Bluff and the City of Corning Fire Departments, and the Cottonwood Fire Protection District. CAL FIRE is responsible for wildland fire protection in generally the unincorporated areas in counties that are classified as a *State Responsibility Area* (*SRA*). Where local fire protection agencies, such as the City of Red Bluff, are responsible for wildfire protection, the land is classified as a *Local Responsibility Area* (*LRA*). However, the Project site and overall area are currently identified as *SRA*.

The closest fire stations to the Project site are the CAL FIRE/Tehama County Fire Bowman Station No. 3, with a volunteer and fully staffed year-round Type III engine company, located at 18355 Bowman Road in Cottonwood and is approximately 9.7 miles (12 minutes) northwest of the Project site, primarily via I-5 and the CAL FIRE Red Bluff Headquarters and Station/Company 1/ (604 Antelope Boulevard), also accessed primarily via I-5, approximately 9.8 miles to the southeast (12 minutes) is both a county volunteer station and a fully staffed CAL FIRE station.

REGULATORY SETTING

This section summarizes current federal, state, and local regulations relevant to the review of *Wildfire* for this Project. Ordinances, regulations, or standards that are applicable to the environmental review of potential impacts related to wildfire hazards include the following:

California Department of Forestry and Fire Protection

CAL FIRE protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values, providing social, economic, and environmental benefits to rural and urban citizens. The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. The Office provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; by providing statewide direction for fire prevention in wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities.

California Fire Code

The *California Fire Code* (*CFC*) is contained within *Title 24, Chapter 9 of the California Code of Regulations*. Based on the *International Fire Code*, the *CFC* was created by the California Buildings Standards Commission and regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. Similar to the *International Fire Code*, the *CFC* and *California Building Code* (*CBC*) use a hazard classification system to determine the appropriate measures to incorporate to protect life and property.

California Public Resources Code

*California Public Resources Code Section 42*90 requires minimum fire safety standards related to defensible space that apply to state responsibility area lands under the authority of CAL FIRE and to lands classified and designated as *Very High Fire Hazard Severity Zones*, as defined in *subdivision (i)* of *Government Code Section 51177*. These regulations apply to the perimeters and access to all residential, commercial, and industrial building construction within *SRAs* approved after January 1, 1991, and within lands classified and designated as *Very High Fire Hazard Severity Zones*, as defined in *subdivision (i)* of Section 51177 of the Government Code after July 1, *2021 California Public Resources Code Section 4290.1* requires that on or before July 1, 2022, the board shall develop criteria for and maintain a *Fire Risk Reduction Community* list of local agencies located in a *SRA* or a *Very High Fire Hazard Severity Zone*, identified pursuant to *Government Code Section 51178*, that meet best practices for local fire planning.

Tehama County East and Tehama West Community Wildfire Protection Plan

The April 2017 *Tehama County East and Tehama West Community Wildfire Protection Plan* (*CWPP*), originally established in 2017, with amendments in 2020, and currently being updated, is a comprehensive strategy designed to address wildfire risks in Tehama County. The *Plan* outlines the current wildfire situation and its potential impacts on both man-made and natural resources and identifies methods to reduce wildland fuels and enhance fire protection across the county.

Tehama County General Plan Update 2009-2029

The *Safety Element*[185] of the *Tehama County General Plan Update* contains policies regarding fire protection and development practices within identified high-risk fire hazard areas specifically exposed to potential wildfires. Goals, Policies, and Implementation Measures are intended to protect persons and structures from wildfires and ensure that development minimizes the risk of creating fire hazards or defending against those hazards. The following *General Plan Policies* to meet *Goal SAF-3* to protect the people and property in Tehama County against fire-related loss and damage:

- *SAF-3.1.* The County shall require accepted fire-resistive construction practices, including but not limited to site design and layout, use of appropriate landscaping and building materials, and the installation of automatic fire sprinklers on new and redevelopment projects to the extent permitted by law

- *SAF-3.2.* The County shall require new developments in State Responsibility Areas and other fire prone areas to mitigate all hazards to acceptable levels.

[185] On September 18, 2025, the Planning Commission recommended that the Board of Supervisors consider for approval in October 2025, amending the *General Plan Safety Element*. There were no other revisions to the *Safety Element* other than incorporating by reference the *Tehama County Multi-Jurisdictional Hazard Mitigation Plan* into the *Safety Element*.

- *SAF-3.3*. The County shall ensure that sufficient levels of service for fire protection are maintained by requiring development projects to provide and/or fund fire protection facilities, personnel, operations, and maintenance or provide alternative methods that sustain adequate levels of service.

- *SAF-3.5*. The County shall strive to improve fire protection services for all County residents and businesses.

Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025

The *Tehama County Multi-Jurisdictional Hazard Mitigation Plan 2025* includes resources and information to assist in planning for hazards. The plan provides a list of actions that may assist Tehama County in reducing risk and preventing loss from future hazard events. The emphasis of the *Multi-Jurisdictional Hazard Mitigation Plan* is on the assessment and avoidance of identified risks, implementing loss reduction measures for existing exposures, and ensuring critical services and facilities survive a disaster. Hazard mitigation strategies and measures avoid losses by limiting new exposures identified in hazard areas, alter the hazard by eliminating or reducing the frequency of occurrence, avert the hazard by redirecting the impact by means of a structure, or adapt to the hazard by modifying structures or standards.

Tehama County Fire Safety Standards

The *Tehama County Fire Safe Regulations* (*Chapter 9.14*) constitute the basic Tehama County wildland fire protection standards, which are intended to be equal to the minimum standards of the CAL FIRE in accordance with the *California Code of Regulations, Title 14, Section 1270.03*.

These development standards address access, road widths, bridges, building construction, fire hydrants, and water systems, and include a section on mitigation measures. All standards would be administered and implemented by the County Fire Warden, any designees, and as otherwise authorized by the Board of Supervisors by adopting the standards.

Tehama County Municipal Code Chapter 9.05 – Fire Hazard Abatement

Municipal Code Chapter 9.05 – Fire Hazard Abatement regulates the creation and maintenance of fire breaks on real property where a fire hazard exists to slow or stop the spread of fire.

IMPACT ANALYSIS

Publications obtained from CAL FIRE/Tehama County Fire Department were reviewed and evaluated to assess the proposed Project's overall impacts on wildfire risk. The following includes an analysis of environmental parameters related to *Wildfire* based on *State CEQA Guidelines Appendix G*. The discussion not only includes the areas for which there is potential for environmental impacts but also provides justification for the conclusions that either no impacts, less than significant impacts, or less than significant impacts with mitigation could occur.

XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Refer to impact discussion **IX. f**) under **Section IX. HAZARDOUS AND HAZARDOUS MATERIALS**. There would be ***no impacts*** associated with substantial impairment of an emergency response plan or emergency evacuation plan.

b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose projects occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?*

Together, slope and prevailing winds can create dangerous conditions, especially in hilly or mountainous areas with strong winds. Fires tend to spread more rapidly uphill. This is also due to the rising smoke and heat, which dries out the fuel further up the slope. Conversely, fires spread more slowly downhill because they cannot preheat the downhill fuel as effectively. This is because the flames preheat the fuel above them, making it easier to ignite. Therefore, upslope topography increases the spread rate of the fire over level conditions.

Wind has one of the largest (and most unpredictable) impacts on how quickly a wildfire spreads. Wind supplies the fire with extra oxygen, dries out potential fuels, and pushes the fire across the land. The speed of the wind has a direct correlation to the speed of a fire's spread – the stronger the wind, the faster the fire grows. It can also throw embers into the air, creating additional fires, or thrust the fire upwards, causing the tree canopy to burn – otherwise known as a crown fire.[186]

The Project topography is relatively level and gently sloping, as is the surrounding area, except to the south, which becomes hilly and steep in some areas. As noted, the Project site is located within a *VHFHSZ* and *SRA* for fire protection. Property owners within this designated area are subject to the requirements of *California Public Resources Code* (*PRC*) *Sections 4125* and *4142*. *PRC Section 4291* establishes six maintenance requirements for any person who owns, leases, controls, operates, or maintains any

[186] Western Fire Chiefs Association. July 30, 2024. How Fast Do Wildfires Spread? https://wfca.com/wildfire-articles/how-fast-do-wildfires-spread/. Accessed October 22, 2024.

buildings or structures in, upon, or adjoining any mountainous or forest-covered lands, brush-covered lands, or grass-covered lands, or any land covered in flammable material. These maintenance requirements include fuel management activities, maintenance of defensible space, and providing emergency access.

Even though the proposed Project site is designated as *VHFHSZ*, the site, due to its location and ease of access to and from I-5 from either Hooker Creek or Auction Yard Road, could be considered less prone to wildfire impacts when compared to other areas in the County. Areas further from I-5 and more inland, where access, topography, fuel types, loads, and arrangement create environments that are more prone to man-made or lightning strikes and, when wildfires do occur, are more difficult to combat.

The Project site's existing proximity to County firefighting resources, in addition to the onsite water resources available for fire suppression, would serve to reduce the potential for the Project to exacerbate existing fire hazard risks. Compliance with *PRC Section 4290* and *Section 4291*, *Tehama Municipal County Code Chapter 9.05 – Fire Hazard Abatement* and *Tehama County Fire Safe Regulations* (*Chapter 9.14*), and the proposed County Fire Department Conditions of Approval related to fire safety results in operational impacts related to wildfire hazards to be ***less than significant***. Additionally, proposed landscaping with associated trees provides a long-term opportunity to lower the fire danger in the area by spacing tree plantings and eliminating fuel ladders.

It is believed that fire suppression is highly effective when firefighters can extinguish fires early. During 1995–2005, more than 97% of US wildland fires were extinguished almost immediately while they were very small. Therefore, a location whereby access is readily available to allow firefighting efforts to begin as quickly as possible is important. Furthermore, fires are more likely to stop spreading as they approach homes, particularly when homes are of greater value.[187] This would also be true of commercial projects, such as the proposed Project, where the value is significant.

Therefore, potential impacts related to slope, prevailing winds, and other factors, such as location and access, that could exacerbate wildfire risks and expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, are considered ***less than significant***.

c) *Require installation or maintenance of associated infrastructure (such as roads, fuel sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The proposed Project must comply with the defensible space standards outlined in *California Public Resources Code 4291*, including standards outlined in *Chapter 9.05 – Fire Abatement* and *Tehama County Fire Safe Regulations* (*Chapter 9.14*), as well as the proposed Project Conditions of Approval. The proposed Project would also comply with all applicable *California Fire Code* requirements for constructing and operating Project-related activities in a *VHFHSZ*, including, but not limited to, specific requirements for water supply, signage, and fire department access.

The proposed Project will provide three full-access driveways along Hooker Creek Road, two full-access driveways, and one egress driveway along Auction Yard Road. In addition, along the northern property line of the Project, between Snively and Auction Yard Road, a 30-foot-wide gated emergency access with

[187] Plantinga, A. J., Walsh, R. & Wibbenmeyer, M. Journal of the Association of Environmental and Resource Economists. July 2022. *Priorities and Effectiveness in Wildfire Management: Evidence from Fire Spread in the Western United States*. Available at https://www.journals.uchicago.edu/doi/epdf/10.1086/719426. Accessed October 22, 2024.

a 20-foot-wide all-weather road will be provided. This access will be restricted to fire, law enforcement, and medical personnel only.

The gated emergency access driveway also provides emergency access, if necessary, to the Battery Energy Storage System (BESS) facilities.[188] As previously identified, near the northern property boundary immediately south of the emergency access driveway, approximately in the mid-section of the driveway, a 1.5 MW (equivalent to 6 MWh) BESS battery electric storage facility will be installed.[189] The batteries will be charged by the solar panels on the truck canopies and then discharged according to a cost optimization strategy, either during nighttime or during site peak loading, to help reduce the off-site supplied peak demand in kilowatts (kW). Essentially, the stored electricity will be used to meet the Project's needs for power to the EVSE charging stations and Project buildings when power from the solar panels is not available and may also be supplemented with power from PG&E as needed.

In the event of a utility power interruption, a BESS optimizes energy usage and supports energy storage. This form of backup reduces reliance on traditional generators. Proposed are four BESS system modules, each with five individual battery units, or cabinets. Each module can provide 0.38 MW of instantaneous power. For ongoing power supply, the BESS system enables efficient solar self-consumption by storing excess energy from on-site solar panels, and supports demand response by using stored energy to manage peak demands. In addition to the battery units, the BESS system includes control cabinets with auxiliary transformers and power conversion system (PCS)/inverters. Ongoing 24-hour per day, seven days per week of predictive monitoring and management proactively identifies risks and reduces downtime.[190]

Questions have been raised regarding potential fire risks since the BESS systems will use lithium-ion batteries. On January 16, 2025, at the Vistra battery storage facility at the Moss Landing power plant, a fire broke out. However, it should be recognized that the Moss Landing storage facility is significantly larger than the proposed CTC BESS system. The Moss Landing battery facility measured 300 MW in peak output capacity, whereas the proposed Project's battery peak hour output is 1.5 MW.

"Existing law, until June 30, 2029, authorizes a person proposing an energy storage system capable of storing 200 megawatthours (MWh) or more of energy to submit an application for certification with the State Energy Resources Conservation and Development Commission of the site and related facility."[191]

In response to the Vistra battery storage facility fire, AB 303 was introduced on January 23, 2025. "The bill would prohibit the authorization of a development project that includes a battery energy storage system capable of storing 200 megawatthours or more of energy if the development project is located within 3,200 feet of a sensitive receptor or is located on an environmentally sensitive site, as specified."[192]

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[188] Several BESS systems are currently being evaluated, including those by Solargistix and EATON Corporation.

[189] "In power systems, megawatts (MW) measure instantaneous power - the rate at which energy is being generated, transmitted, or consumed at any moment. When measuring energy delivered or consumed over a period of time, we use megawatt-hours (MWh). A Megawatt (MW) measures instantaneous power output or capacity, indicating how much electricity can be produced at any given moment." Fabian Le Gay Brereton. Gridcog. *How Do You Measure Energy*? Available at https://www.gridcog.com/blog/how-do-you-measure-energy. Accessed September 30, 2025.

[190] Some of the information provided was obtained from the EATON Corporation website, *Energy Storage Systems, Introducing xStorage*. Available at https://www.eaton.com/us/en-us/catalog/energy-storage/xstorage-battery-energy-storage-system.html. Accessed September 28, 2025.

[191] LegiScan. January 23, 2025. *California Assembly Bill 303, Legislative Counsel's Digest*. The hearing on AB 303 was postponed on April 2, 2025. Available at https://legiscan.com/CA/text/AB303/id/3076812. Accessed September 28, 2025.

[192] Ibid.

Existing law and the proposed AB 303 would not apply to the Project's BESS facility. However, EATON Corporation BESS systems identify design features to mitigate fire issues, alarm and monitoring systems to sense emergencies, and automatically shut down the BESS system.[193]

"In the very unlikely event of thermal runaway, smoke, or fire, the system will operate as follows:

- Each control cabinet has an integral fire control panel. Upon signal transmission, a fire suppression agent (Novec 1230 Fire Protection Fluid) is released to reduce damage to the battery cabinets.
- Upon receiving a critical alarm signal from the batteries (smoke/fire detection), the system will immediately notify a pre-determined contact at the fire station and send a notice to the Travel Center operator through the remote monitoring web interface.

The inverter and battery racks independently monitor and self-protect in the event of a critical fault or warning. The stored energy controller adds a layer of monitoring and protection that will shut down the BESS upon loss of signal, fault, or critical battery failures (smoke/fire detection). The system inherently cannot operate without a "heartbeat" signal from the components; therefore, loss of communication will shut down the system and all services that were running. The system also features local disconnect methods, including a functional emergency stop (E-stop) push button on the front door of the inverter that opens the internal AC and DC contactors, preventing high voltage from flowing between the solar panels and batteries."

In the event of any malfunction of the BESS system, the emergency access road would provide the Fire Department with direct access. Furthermore, the eight-foot-tall sound wall along the northern boundary, constructed with non-combustible materials, would limit any spread of fire, which would be unlikely to occur given the safeguards built into the BESS system.

The proposed Project does not include the addition of new overhead power lines or other infrastructure or features that are expected to exacerbate wildfire risk or result in additional temporary or permanent impacts. Existing overhead facilities along Auction Yard, Hooker Creek, and Snively Roads, directly fronting the Project site, would be underground.

Development of the proposed Project, in compliance with applicable defensible space standards, Project design features, and safeguards built into the BESS system, reduces the potential for the proposed Project to impact adjacent residences from wildfire events, as well as reducing the potential that the proposed Project would be significantly damaged from offsite wildfires burning onto the Project site. The proposed Use Permit would be subject to all applicable *Tehama County Fire Code* requirements and defensible space requirements pursuant to *California Public Resources Code Section 4291*. Impacts are ***less than significant*** in this regard.

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result, post-fire slope instability, or drainage changes?*

The proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

[193] Refer to the EATON Corporation website, *xStorage battery energy storage system (BESS) FAQs*. Available at https://www.eaton.com/content/dam/eaton/products/energy-storage/xstorage-bess/eaton-xstorage-bess-faqs-pa701001en.pdf. Accessed September 28, 2025.

The location of the proposed Project does not fall within a *Federal Emergency Management Agency* (*FEMA*) *Flood Zone*, nor are there any sheer or unstable cliffs in the immediate area.

The development of the proposed Project would alter existing onsite drainage patterns and introduce a significant area of impervious surfaces compared to existing conditions. However, downslope or downstream drainage patterns would not be significantly impacted. In addition, due to the relatively level on-site and off-site topographic conditions, the proposed Project does not pose a significant risk of creating or being impacted by landslides.

The proposed Project will be subject to compliance with the SWRQCB *Water Quality Permit Order No. 2014-0057-DWQ* and to implement *Best Management Practices* (BMPs) to reduce impacts on stormwater quality.

Considering the Project site features and characteristics, potential future post-fire conditions are not expected to increase risks associated with runoff and erosion. Considering the Project's required compliance with SWRQCB *Water Quality Permit Orders* and erosion control *BMPs*, potential impacts associated with runoff, post-fire slope instability, or drainage changes are considered to be ***less than significant***.

MITIGATION MEASURES

No mitigation measures are required.

FINDINGS

Based upon the review of the information above, implementation of the proposed Project will have a ***less than significant impact*** with respect to *Wildfire*.

DOCUMENTATION AND REFERENCES

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XXI – MANDATORY FINDINGS OF SIGNIFICANCE

Based on the analysis undertaken as part of this *Initial Study*, the following findings can be made:

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 the self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
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 the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Impact Analysis

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 the self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Evaluation of the proposed Project as provided in **Section IV, BIOLOGICAL RESOURCES**, has shown that the activities of the proposed Project do not have the potential to degrade the quality of the environment and will not substantially reduce the habitat or cause wildlife populations to drop below self-sustaining levels. ***Mitigation Measures*** for biological resources have been developed to reduce potential impacts on sensitive habitats and species to ***less than significant level***s. Refer to ***Mitigation Measures BR-1, BR-2, BIO-3, BR-4,*** *and* ***BR-5*****,** in **Section IV – BIOLOGICAL RESOURCES**.

Based on the discussion and findings in **Section V, CULTURAL RESOURCES**, there is evidence to support a finding that the proposed Project is not eligible for listing in the *National Register of Historic Places* (*NRHP*) or the *California Register of Historic Resources* (*CRHR*) under any significance criteria. The proposed Project is located in an area that does not appear to be sensitive for prehistoric or historic occupation and is considered to have a low to moderate sensitivity for surface sites and very low sensitivity for subsurface sites. Although no archaeological deposits or features are known to occur onsite, implementation of mitigation measures will ensure that any additional archaeological deposits or features that may be discovered are fully protected during construction of the Project. Refer to ***Mitigation Measures CR-1*** and ***CR-2*** in **Section V – CULTURAL RESOURCES** and ***TR-1*** in **Section XVIII. TRIBAL CULTURAL RESOURCES**.

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)?*

CEQA Guidelines Section 15130 et. seq. requires an analysis of the cumulative impacts of a proposed project in conjunction with other closely related past, present, and reasonably foreseeable probable future projects that affect or could affect the project area. As discussed throughout this document, implementation of the proposed Project has the potential to result in impacts to the environment that are individually limited but could initially be considered cumulatively considerable. Cumulative conditions refer to the analysis scenarios that reflect future conditions represented by local and regional growth in approximately 20 years, which, for the proposed Project, is Year 2045. Cumulative impacts associated with air quality emissions, health risks, energy consumption, greenhouse gas emissions, water supply, well interference, water quality, traffic, and circulation were evaluated under two cumulative impact scenarios referenced as *Option A* and *Option B*. *Option A Cumulative Impacts* are associated with Background Growth with and without the Project whereas *Option B Cumulative* impacts are the Background Growth with and without the Nine-Mile Hill development and the Project.

Although publicly available information suggests that, at this point in time, the Nine-Mile Hill Development appears speculative, it was nonetheless analyzed and included as *Option B* in the Cumulative Conditions analysis as a worst-case scenario (i.e., the greatest possible future buildout). However, given Nine-Mile Hill's apparent non-active status and the lack of information to support a reasonable expectation that the development will move forward, *Option A* represents the most likely future projected buildout upon which to base the *CEQA* cumulative analysis.

The cumulative impact evaluation for all the environmental issues evaluated determined that all *Option A* impacts were ***less than significant***, except for *Cumulative with Background Only Intersection Vehicular Queues (Plus Project)* impacts, where traffic queue lengths exceed available storage at two intersections. ***Mitigation Measures*** reduced the impacts to a ***less than significant level***.

Regarding impacts associated with *Option B Cumulative* with Nine-Mile Hill Development Intersection Vehicular Queues (No Project) and Cumulative with Nine-Mile Hill Development Freeway and Ramp LOS (No Project), the impacts are not attributable to the proposed Project. Since the recommended improvements identified in the *TIAM* do not address Project-related impacts, they are provided for information purposes only and therefore not addressed in this impact discussion.

Option B - Cumulative with Nine-Mile Hill Development Intersection Vehicular Queues (Plus Project) and *Cumulative with Nine-Mile Hill Development Freeway and Ramp LOS (Plus Project)* result in potentially significant impacts where traffic queue lengths at four intersections occur at four freeway and ramp *LOS* locations where unacceptable *LOS* conditions would result. Improvements are proposed as ***Mitigation Measures*** that will reduce the impacts to a ***less than significant level***.

In all instances where the Project has the potential to contribute to cumulatively considerable impacts on the environment (including the resources listed above), as noted, ***Mitigation Measures*** are to be imposed to reduce the potential effects to ***less than significant levels***. As such, with incorporation of the ***Mitigation Measures*** imposed throughout this *Initial Study*, including compliance with local, state, and federal rules and regulations, the proposed Project would not contribute to environmental effects that are individually limited and cumulatively considerable, and impacts would be ***less than significant***.

c) *Does the project have potential environmental effects which may cause substantial adverse effects on human beings, either directly or indirectly?*

The potential for the proposed Project to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this *Initial Study*. In instances where the proposed Project has the potential to result in direct or indirect adverse effects on human beings, including impacts on air quality, cultural resources, and public services, mitigation measures have been applied to reduce the impact to below a level of significance. In other instances, the Project design and compliance with existing laws and regulations would reduce potential significant Project impacts to ***less than significant levels***. Therefore, the proposed Project, as designed, mitigated, and in compliance with existing regulatory requirements, would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts would be ***less than significant with Mitigation Measures*** incorporated.

MITIGATION MEASURES

I. AESTHETICS

The following ***Mitigation Measure*** from **SECTION IV. BIOLOGICAL RESOURCES** is also applicable to Aesthetics.

Mitigation Measure BR-4

The Project Applicant shall implement one of the measures presented below to mitigate the loss of 17.8 acres of oak woodland.

1. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall establish an off-site conservation easement covering a minimum of 35.6 acres of oak woodland in Tehama County. In support of the conservation easement, a detailed management plan acceptable to the Tehama County Planning Department Director shall be developed and implemented to provide for the long-term maintenance of the oak woodland. The management plan shall address allowable land uses and intensities of such use, provide for periodic inspection of the protected lands, address the establishment and maintenance of protective measures such as fencing, identify maintenance and management tasks such as weed removal and trash pick-up, provide for remediation of the effects of unauthorized activities, and name a conservation-oriented third party to hold the easement and be responsible for ensuring the long-term maintenance of the protected lands. Establishment of an endowment to fund the management and maintenance activities undertaken by the easement holder may be appropriate.

   The conservation easement may be established directly by the Project Applicant, or the Project Applicant may fund the purchase of a conservation easement by a third-party conservation-oriented entity (such as California Rangeland Trust). If the latter option is selected, the management plan for the oak woodland would be provided by the conservation entity; proof of payment to the conservation entity shall be submitted to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site

2. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall contribute an appropriate compensation fee to the Oak Woodland Conservation Fund managed by the Wildlife Conservation Board. The fee shall be sufficient

to protect a minimum of 35.6 acres of oak woodland in Tehama County. Proof of payment shall be submitted to the Planning Department Director prior to the initiation of any ground-disturbing activities on the Project site.

3. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall purchase mitigation credits for 35.6 acres of oak woodland from an agency-approved mitigation bank. Purchase of mitigation credits at a mitigation bank located outside of Tehama County shall be allowed only if specifically authorized by the Planning Department Director. Proof of purchase of mitigation credits shall be provided to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.

III. AIR QUALITY

Mitigation Measure AQ 1.B (a)

The following measures shall be noted on the grading plans and shall be employed to implement Tehama County APCD Fugitive PM10 to prevent and control dust emissions:

1. Land Clearing/Earth Moving:
   A. Water shall be applied by means of truck(s), hoses, and/or sprinklers as needed prior to any land clearing or earth movement to minimize dust emission.
   B. Haul vehicles transporting soil into or out of the property shall be covered.
   C. Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary.
   D. On-site vehicles shall be limited to 15 MPH, which minimizes dust emissions on unpaved roads.
   E. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The district's telephone number shall also be visible to ensure compliance with District *Rules 4:1 and 4:24* (*Nuisance and Fugitive Dust Emissions*).
2. Visibly Dry Disturbed Soil Surface Areas:
   A. All visibly dry disturbed soil surface areas of operation shall be treated with a dust palliative agent and/or watered to minimize dust emission.
3. Paved Road Track-Out:
   A. Existing roads and streets adjacent to the project will be cleaned at least once per day unless conditions warrant a greater frequency.
4. Visibly Dry Disturbed Unpaved Roads:
   A. All visibly dry, disturbed, unpaved road surface areas of operation shall be watered to minimize dust emission.
   B. Unpaved roads may be graveled to reduce dust emissions.
   C. Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary.

D. On-site vehicles are limited to a speed of 15 MPH, which minimizes dust emissions on unpaved roads.

E. Haul roads shall be sprayed down at the end of the work shift to form a thin crust. This application of water shall be in addition to the minimum rate of application.

5. Vehicles Entering/Exiting Construction Area:
   A. Vehicles entering or exiting the construction area(s) shall travel at a speed that minimizes dust emissions but does not exceed 15 MPH.

6. Employee Vehicles:
   A. Construction workers shall park in designated parking areas(s) to help reduce dust emissions.

7. Soil Piles:
   A. Soil pile surfaces shall be moistened if dust is being emitted from the pile(s). Adequately secured tarps, plastic or other material may be required to further reduce dust emissions.

Mitigation Measure AQ 1.B (b)

Applicants' improvement and/or building permit plans shall note for individual projects constructed under the proposed Project, that construction contractors will be required to implement the following *Tehama County APCD Standard Mitigation Measures* for heavy-duty construction equipment:

1. Maintain all construction equipment in proper tune according to manufacturer's specifications.
2. Maximize, to the extent feasible, the use of diesel construction equipment that meets current CARB certification standards for off-road heavy-duty diesel engines.
3. Registration in the *CARB DOORS Program* (www.arb.ca.gov/msprog/ordiesel/ordiesel.htm) and meeting all applicable standards for replacement and/or retrofit.
4. All portable equipment, including generators and air compressors rated over 50 brake horsepower, shall be registered in the *Portable Equipment Registration Program* (www.arb.ca.gov/portable/portable.htm) or permitted through the District as a stationary source.

Mitigation Measure AQ 1.B (c)

Notes on improvement and/or building permit plans will identify the following measures related to ensuring the use of low-emission construction equipment shall be implemented for the construction of the proposed Project:

1. Applicants shall require construction contractors to provide a plan for approval by the District that demonstrates that all heavy-duty off-road equipment used for construction activities shall be equipped with the most effective *Verified Diesel Emissions Control Strategies* (*VDECS*) available for the engine type. In this case, the best available *VDECS* would be the implementation of Tier 4F engines as certified by CARB and USEPA. The equipment shall be properly maintained and tuned in accordance with the manufacturers' specifications. This would be verified through an equipment inventory submittal and certification plan submitted to the District.

2. The plan shall have two components: an initial report submitted before construction and a final report submitted at completion.

3. Emissions from all off-road diesel-powered equipment used within the Project area shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the County Planning Department and the District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this measure shall supersede other District or state rules or regulations.

Mitigation Measure AQ 2.C (a)

The following, to be noted on the improvement and/or building permit plans, shall be implemented to reduce on-site diesel particulate matter emissions and its associated health risk impacts to surrounding areas from diesel APUs from nighttime truck stays.

1. Applicants shall provide outboard power supply (shore power) to charge the onboard APU and/or an overhead system of heating, ventilation, and air conditioning (HVAC) ducted to supply comfort cooling and heating to truck cabins. The shore power and/or HVAC ducting shall accommodate a minimum of 50 percent of the designated nighttime truck parking spaces.

IV. BIOLOGICAL RESOURCES

Mitigation Measure BR-1

In order to avoid impacts on the pallid bat and any other roosting bats that may be present, the following shall be implemented:

Prior to issuance of any permits for any onsite construction activities, a qualified bat biologist[194] shall conduct a survey to identify the presence or absence of bats in the onsite buildings planned for demolition. If bats are present, the California Department of Fish and Wildlife shall be notified, and appropriate steps for the humane eviction of bats shall be implemented by a qualified biologist.

Trees greater than 12 inches in diameter at breast height (DBH) shall be removed using a two-step process to allow bats the opportunity to abandon the roost before removal. The two-step removal process shall be as follows:

- Day 1: Remove small-diameter trees, brush, and non-habitat features of large trees (branches without cavities, crevices, or exfoliating bark), using chainsaws for cutting and chippers wherever possible to cause a level of noise and vibration disturbance sufficient

[194] A qualified bat biologist is one who holds a current scientific collecting permit for bats, issued by the California Department of Fish and Wildlife.

to cause bats to choose not to return to the tree for a few days after they emerge to forage.

- Day 2: Remove the remainder of the trimmed trees.

To avoid impacts to active maternity colonies, tree removal shall occur only during the following time frames and subject to the following weather conditions or as otherwise approved/recommended by a qualified biologist:

- Between March 1 (or after temperatures rise above 45°F, and/or no more than $^1/_2$" of rainfall within 24 hours occurs) and April 15; and
- Between September 1 and October 15 (or before evening temperatures fall below 45°F, and/or more than $^1/_2$" of rainfall within 24 hours occurs).

Mitigation Measure BR-2

To avoid impacts to nesting birds and raptors protected under the federal *Migratory Bird Treaty Act* and *California Fish and Game Code §3503* and *§3503.5*, including their nests and eggs, improvement plans shall identify that one of the following shall be implemented:

1. Vegetation removal and other ground-disturbance activities associated with Project construction shall occur between September 1 and January 31 when birds are not nesting; or
2. If vegetation removal or ground disturbance activities occur during the nesting season, a pre-construction nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area.

   The survey shall consider acoustic impacts and line-of-sight disturbances occurring as a result of the Project in order to determine a sufficient survey radius to avoid nesting birds. At a minimum, the survey report shall include a description of the area surveyed, date and time of the survey, ambient conditions, bird species observed in the area, a description of any active nests observed, any evidence of breeding behaviors (e.g., courtship, carrying nest materials or food, etc.), and a description of any outstanding conditions that may have impacted the survey results (e.g., weather conditions, excess noise, the presence of predators, etc.).

   The results of the survey shall be submitted to the California Department of Fish and Wildlife upon completion. The survey shall be conducted no more than one week prior to the initiation of construction activities (i.e., prior to vegetation removal). If construction activities are delayed or suspended for more than one week after the pre-construction survey, the site shall be resurveyed.

   If active nests are found, a qualified biologist, in consultation with California Department of Fish and Wildlife staff, shall identify and implement appropriate actions to ensure compliance with the *Migratory Bird Treaty Act* and *California Fish and Game Code*. compliance measures may include, but are not limited to, exclusion buffers, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified in the survey, as well as ongoing monitoring by biologists.

Mitigation Measure BR-3

Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the *Delineation of Potential Jurisdictional Waters of the U.S.* and *Waters of the State*

of California (see Appendix C-2), the project applicant or developer shall obtain the following resource agency permits from the Corps, RWQCB, CDFW or any other applicable agency (i.e., USFWS) identified through the permitting process:

- Prior to any discharge of dredged or fill material into "waters of the U.S.", including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined not to be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material.

- Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if required, a *1602 Streambed Alteration Agreement* (SAA) shall be obtained by the Project Applicant or developer.

- The Project Applicant or developer shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank at a minimum 1:1 ratio, or through onsite/offsite habitat restoration at a minimum 1:1 ratio. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead regulatory agency.

Mitigation Measure BR-4

The Project Applicant shall implement one of the measures presented below to mitigate the loss of 17.8 acres of oak woodland.

1. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall establish an off-site conservation easement covering a minimum of 35.6 acres of oak woodland in Tehama County. In support of the conservation easement, a detailed management plan acceptable to the Tehama County Planning Department Director shall be developed and implemented to provide for the long-term maintenance of the oak woodland. The management plan shall address allowable land uses and intensities of such use, provide for periodic inspection of the protected lands, address the establishment and maintenance of protective measures such as fencing, identify maintenance and management tasks such as weed removal and trash pick-up, provide for remediation of the effects of unauthorized activities, and name a conservation-oriented third party to hold the easement and be responsible for ensuring the long-term maintenance of the protected lands. Establishment of an endowment to fund the management and maintenance activities undertaken by the easement holder may be appropriate.

   The conservation easement may be established directly by the Project Applicant, or the Project Applicant may fund the purchase of a conservation easement by a third-party conservation-oriented entity (such as California Rangeland Trust). If the latter option is selected, the management plan for the oak woodland would be provided by the conservation entity; proof of payment to the conservation entity shall be submitted to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.

2. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall contribute an appropriate compensation fee to the *Oak Woodland Conservation Fund* managed by the Wildlife Conservation Board. The fee shall be sufficient to protect a minimum of 35.6 acres of oak woodland in Tehama County. Proof of payment shall be submitted to the Planning Department Director prior to the initiation of any ground-disturbing activities on the Project site.

3. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall purchase mitigation credits for 35.6 acres of oak woodland from an agency-approved mitigation bank. Purchase of mitigation credits at a mitigation bank located outside of Tehama County shall be allowed only if specifically authorized by the Planning Department Director. Proof of purchase of mitigation credits shall be provided to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.

Mitigation Measure BR-5

To prevent the inadvertent entrapment of wildlife, a note on the improvement plans will require that the construction contractor ensure that, at the end of each workday, trenches and other excavations that are over one foot deep have been backfilled or covered with plywood or other hard material. If backfilling or covering is not feasible, one or more wildlife escape ramps constructed of earthen fill or wooden planks shall be installed in the open trench. Pipes shall be inspected for wildlife prior to capping, moving, or placing backfill over the pipes to ensure that animals have not been trapped. If animals have been trapped, they shall be allowed to leave the area unharmed.

V. CULTURAL RESOURCES

Mitigation Measure CR-1

If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 50-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. If the professional archaeologist determines that the find does not represent a cultural resource, then work may resume immediately, and no agency notifications are required. If the professional archaeologist determines that the find represents a cultural resource from any time period or cultural affiliation, then he or she shall immediately notify Tehama County, which shall consult on a finding of eligibility and implement appropriate treatment measures. If the find is determined to be eligible for inclusion in the NRHP or CRHR. Work cannot resume within the no-work radius until the County, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction.

Mitigation Measure CR-2

In the event of the discovery of human remains or remains that are potentially human, the construction contractor shall ensure reasonable protection measures are taken to protect the

discovery from disturbance (*AB 2641*). The archaeologist shall notify the Tehama County Coroner (per *Section 7050.5* of the *Health and Safety Code*). The provisions of *Section 7050.5* of the *California Health and Safety Code*, *Public Resources Code* (*PRC*)*, Section 5097.98*, and *AB 2641* will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (*PRC, Section 5097.98*). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning the treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (*PRC, Section 5097.94*). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (*PRC, Section 5097.98*). This will also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation, or easement, or recording a reinternment document with the county in which the property is located (*AB 2641*). Work cannot resume within the no-work radius until the lead agency, which is Tehama County, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

XIII. NOISE

Mitigation Measure N-1

The following measures shall be incorporated into the Project improvement plans and applicable building permit plans to reduce temporary on-site construction operation impacts in ambient noise levels in excess of *Tehama County General Plan* and *Noise Ordinance Standards*:

- Noise-generating construction activities within the Project area shall occur pursuant to the hours and days outlined in the *Tehama County General Plan* to the maximum extent feasible.
- All noise-producing Project equipment and vehicles using internal combustion engines shall be equipped with manufacturers'- recommended mufflers and maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the Project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of Project activity.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- In the event that unusual circumstances or emergencies prevent certain Project construction activities from complying with the *Tehama County General Plan*, then a noise control plan shall be developed to ensure that sufficient mitigation is implemented during Project construction to ensure adverse noise impacts are avoided.

Mitigation Measure N-2

The following measures shall be incorporated into the Project improvement plans and applicable building permit plans to reduce on-site circulation noise impacts affecting existing residences.

- A noise barrier measuring 8 feet in height shall be constructed prior to issuance of an occupancy permit at the locations indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements,** to provide shielding of on-site vehicle movements at the nearest residences located in those directions.
- The barrier can be constructed of masonry, stone, brick, block, precast concrete systems, earthen berms, or a combination of these materials. Optional pilaster inserts, wall caps, or other features to enhance the aesthetics of these walls are to be utilized. Other materials may be acceptable, provided they are reviewed by a qualified acoustical consultant prior to installation.

Mitigation Measure N-3

The following measures shall be incorporated into the Project prior to issuance of an occupancy permit to reduce the noise impact of on-site Transport Refrigeration Units (TRUs) on existing residences.

- Operation of diesel trailer-mounted Transport Refrigeration Units (TRUs) shall be limited to the locations indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**. Signage or pavement markings shall be installed to delineate in which parking areas the use of diesel TRUs and eTRUs would be permitted.
- TRUs shall not be operated along the northernmost and easternmost trailer parking areas unless they are electrically powered (eTRUs).

Mitigation Measure N-4

The following measures shall be incorporated into the Project to reduce on-site idling truck noise impacts affecting existing residences.

- The idling of heavy truck engines shall not be permitted within the northernmost or easternmost parking areas. The specific locations where heavy truck idling would not be permitted are indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**. Signage or pavement markings shall be installed prior to issuance of an occupancy permit to delineate in which parking areas idling would be permitted.

  To provide maintenance of comfortable interior temperatures within the cabs of trucks parked in the northernmost and easternmost parking areas, Truck Stop Electrification (TSE), which provides electrically powered heating and air-conditioning, shall be required and shown on building permit plans. **Figure N-4, Truck Stop Electrification (TSE) System**, provides an example of a TSE system providing air-conditioning to heavy truck cabs.

Mitigation Measure N-5

The following measures shall be incorporated into the Project prior to issuance of an occupancy permit to reduce on-site emergency backup diesel generator noise impacts affecting existing residences.

According to the manufacturer data, a Level 3 enclosure would reduce the generator's sound output to approximately 68 dBA at the 25-foot reference distance, which represents a noise level

decrease of 24 dBA.[195] **Table N-19, Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA** shows the predicted levels at the nearest residences with the Level 3 enclosure.

Table N-19
Diesel Generator Noise Levels at Nearest Sensitive Receptors, Leq, dBA

	Diesel Generator Noise Level at Nearest Residences	
Receptor[1]	No Enclosure	With Level 3 Enclosure
1	77	53
2	70	46
3	68	44

1. Receptor Locations are identified on Figure N-2
Source: Bollard Acoustical Consultants

In the event that a Level 3 enclosure is unavailable for this particular model of generator, a custom enclosure providing 24 dBA of noise attenuation similar to the Level 3 enclosure would be required. Given this level of sound attenuation, generator noise levels would be satisfactory relative to Tehama County noise standards and *CEQA* requirements. As a result, the following measures are required for the proposed Project:

- The proposed diesel generator shall include a Level 3 acoustic enclosure, which would reduce generator noise levels to approximately 68 dBA at a distance of 25 feet.
- In the event that a Level 3 enclosure is unavailable for this particular model of generator, a custom enclosure providing 24 dBA of noise attenuation similar to the Level 3 enclosure would be required.

Mitigation Measure N-6

Following completion of construction and commencement of Project operations, annual noise monitoring by a qualified acoustical consultant shall be conducted at the nearest residences, or as close as practical to those residences, to verify Project noise generation is in full compliance with the applicable Tehama County noise standards. After three consecutive years of such monitoring indicating the Project is in full compliance with the applicable County noise standards, the duration between noise compliance monitoring shall be increased from annual monitoring to monitoring every five years. In the event that the compliance monitoring reveals that aspects of the Project are generating noise levels in excess of the applicable Tehama County noise standards at any of the nearest residences to the Project site, additional noise mitigation measures shall be determined and implemented for the source(s) responsible for the identified exceedance. Such measures could include, but not be limited to, the following:

- Establishment of increased setbacks between certain noise sources and sensitive receptors (i.e., further restrictions on the locations of idling engines and TRU usage).
- Implementation of additional TSE components that would reduce or eliminate the noise generation of the Project sources responsible for any exceedance of noise standards.

[195] There are three levels of sound-attenuated enclosures. Level 1 operates at 70 to 89 dBA, and Level 3 operates at 63 to 78 dBA.

- Installation of localized noise control measures (i.e., barriers, sound absorptive materials, etc.).

Mitigation Measure N-6 reduces the combined Project noise generation impacts affecting sensitive receptors to a ***less than significant level***. However, it should be recognized that over the ensuing years, more and more EV vehicles and trucks will be placed into service. The Project is designed to allow the conversion of currently proposed standard parking stalls to EV charging stations as demand continues to grow. The additional EV vehicles, trucks and charging facilities will result in the Project in and of itself reducing the noise effects experienced by traditional vehicles and trucks. Therefore, vehicular noise impacts in the Project vicinity are anticipated to decline over time, commensurate with passenger car and truck fleet turnover.

XIV. PUBLIC SERVICES

Mitigation Measure PS-1

A security lighting plan shall be prepared by a certified lighting designer and submitted with the improvement and/or building permit plans. "Unlike other professions, lighting designers do not require state licensure. To encourage and promote expertise, the lighting industry has developed a series of certifications that demonstrate proficiency while providing confidence." Certifications include but are not limited to: a *Lighting Certified* designation managed by the National Council for the Qualification of the Lighting Professions (NCQLP); *Certified Lighting Management Consultant* (*CLMC*) maintained by the International Association of Lighting Management Companies that maintains the *CLMC*, the oldest lighting certification; *Certified Lighting Efficiency Professional* (*CLEP*), the Association of Energy Engineers *CLEP* designation to demonstrate proficiency in delivering energy-efficient nonresidential lighting systems; and the *Advanced Lighting Controls Training Program*.[196] In 2010, a consortium of organizations launched the *California Advanced Lighting Controls Training Program* (*CALCTP*) to train licensed electrical contractors and state-certified electricians on how to install, test, commission, and maintain nonresidential lighting controls. In 2012, the California program expanded to train and certify *Acceptance Test Technicians* (*CALCTP-AT*), required by the state in projects complying with the latest iteration of its energy code. Since 2014, building projects must employ an *Acceptance Test Technician* to certify all lighting controls are properly installed and functional prior to issuance of an occupancy permit.[197]

Mitigation Measure PS-2

Dedicated security personnel will be contracted to provide 24-hour security within the Project site and along the Project perimeter. The Project Operator shall coordinate with the Tehama County Sheriff's Office and a certified and bonded security company to determine operational parameters. At a minimum, security personnel must be licensed by the State of California Bureau of Security & Investigative Services (BSIS). The BSIS licenses and regulates private security

[196] Electrical Contractor. February 15, 2017. Certifiably Skilled: A Guide to Lighting Certifications. Available at https://www.ecmag.com/ magazine/articles/article-detail/lighting-certifiably-skilled-guide-lighting-certifications. Accessed October 15, 2024.

[197] California Advanced Lighting Controls Training Program (CALCTP). Available at https://calctp.org/. Accessed October 15, 2024.

services, thereby providing oversight and ensuring accountability. A contract with a licensed security company must be in place before an occupancy permit is issued.

XVII. TRANSPORTATION

Condition of Approval T-1

To discourage Project-related trips from using Snively Road, the Project Applicant or developer shall construct a raised median on Hooker Creek Road between the project's easterly driveway and Snively Road. The raised median shall also include Project-related signing that directs Project traffic to use the easterly driveway. The installation of regulatory "LOCAL TRAFFIC ONLY" signage in the median and on the shoulders facing eastbound traffic shall also be implemented. These improvements shall be completed prior to the issuance of an occupancy permit by the County.

Condition of Approval T-2

Prior to the issuance of an occupancy permit by the County, crosswalks and access ramps shall be provided at the Hooker Creek Road/Auction Yard Road/1-5 Northbound off-ramp intersection as determined by Caltrans and the County Department of Public Works during the construction documents stage. The median at the Hooker Creek Road/Snively Road intersection shall also be configured to allow for an unmarked crosswalk across Hooker Creek Road.

Condition of Approval T-3

Prior to the issuance of the occupancy permit, the Project Applicant or developer shall obtain an Encroachment Permit from Caltrans and install the following at the 1-5 Northbound Off-Ramp & Sunset Hills Drive intersection (Intersection 2) to minimize delays and facilitate orderly traffic flow:

- Provide "KEEP CLEAR" pavement markings in the intersection.

Condition of Approval T-4

Prior to the issuance of an occupancy permit by the County, the northbound 1-5 off-ramp shall include the following: Install two sets of "Wrong Way" sign packages and red-backed raised pavement markers, as outlined in Section 28.41, Figure 2B-18(CA), Figure 3B-24(CA), and Figure 3A-114(CA) of the 2014 California MUTCD (REV 7), or the latest version published by Caltrans.

Mitigation Measure T-5

Prior to April 30, 2030, the Project Applicant or developer shall pay the pro-rata cost share toward the following improvements. The payment amount shall be established based on an engineer's preliminary design and cost estimate of the improvements prepared by the Project Applicant or developer and approved by the County Public Works Director or Caltrans. The payment shall be either a deposit into an escrow account, a letter of credit, or a direct deposit with the County, and shall be in a form approved by the County.

- I-5 Northbound Off Ramp & Sunset Hills Drive:
    - Widening the northbound approach to provide a northbound left turn lane and a northbound right turn pocket of 100 feet. These improvements will result in a 2-lane ramp terminus.
    - Add "KEEP CLEAR" pavement markings to the intersection in accordance with California Manual of Uniform Traffic Control Devices guidelines.

- I-5 Northbound Onramp/Auction Yard Road & Sunset Hills Drive:
    - Widening the eastbound approach to provide an eastbound left turn lane and an eastbound thru/right turn lane. The additional lane shall extend to the adjacent northbound onramp.
- I-5 Northbound Offramp/Auction Yard Road & Hooker Creek Road:
    - Widening the northbound approach to provide a northbound left turn pocket of 150 feet, a northbound thru lane, and a northbound right turn pocket of 150 feet. These improvements will result in a 3-lane ramp terminus.

XVIII. TRIBAL CULTURAL RESOURCES

Mitigation Measure TCR-1

Unanticipated Discovery – If any suspected *TCRs* are discovered during ground-disturbing construction activities, all work shall cease within at least 50 feet of the find. The County shall invite a Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with the geographic area to make recommendations about whether or not the discovery represents a *TCR* (*PRC Section 21074*) and, if so, to make recommendations for culturally appropriate treatment. The contractor shall implement any measures determined by the County to be necessary. Work at the discovery location cannot resume until the treatment has been implemented to the satisfaction of the County.

XIX. UTILITY & SERVICE SYSTEMS

Mitigation Measure US-1

Before the issuance of an occupancy permit for any of the following buildings, C-Store and Sit-Down Restaurant, or any of the Drive Through Fast Food Restaurants, the Project developer, owner, or operator will coordinate with the County Department of Public Works, the Tehama County Sheriff's Office, California Highway Patrol, and the Tehama County Solid Waste Management Agency to evaluate and implement an *Adopt-A-Road Program* to control litter along Hooker Creek Road from the intersection with Snively Road to a distance to the west along Hooker Creek Road as established by the *Program*. In addition to determining the length of the segment along Hooker Creek Road that would be maintained for litter, the *Program* would identify the design, number, and locations of the *Adopt A Road* signs, the number of times per year a concerted effort would be made to pick up litter, how the litter would be disposed, instructions for handling the various types of litter, and other issues that would need to be addressed as determined by the aforementioned County Departments, Agencies and CHP. The Project developer, owner, or operator would be responsible for the *Program* costs.

FINDINGS

Based on the review of the information presented in this **Section XXI. MANDATORY FINDINGS OF SIGNIFICANCE** and the implementation of the ***Mitigation Measures***, the proposed Project will not have a substantial adverse effect on the environment. Therefore, there is ***no significant impact***.

DOCUMENTATION AND REFERENCES

Refer to **Sections I through XXI** of this *Initial Study*.

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XXII. MITIGATION MONITORING PROGRAM

MITIGATION AND MONITORING PROGRAM CONTENTS

This section contains the proposed Mitigation Monitoring Program (MMP) for the proposed Cottonwood Travel Center Project (Use Permit #23-01). The MMP includes a brief discussion of the legal basis for and the purpose of the program, guidance on complaints about noncompliance, a key to understanding the monitoring matrix, as well as the monitoring matrix itself.

LEGAL BASIS OF AND PURPOSE FOR THE MITIGATION MONITORING PROGRAM

California Public Resources Code §21081.6 requires public agencies to adopt mitigation monitoring or reporting programs whenever certifying a Mitigated Negative Declaration. This requirement facilitates the implementation of all mitigation measures adopted through the California Environmental Quality Act (CEQA) process.

The MMP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR prepared for the proposed project. It is intended to be used by Tehama County Planning Department staff, participating agencies, the Project Applicant, the Project contractors, and mitigation monitoring personnel during implementation of the proposed Project. Mitigation is defined by State *CEQA Guidelines* §15370 as a measure that does any of the following:

- *Avoids impacts altogether by not taking a certain action or parts of an action.*
- *Minimizes impacts by limiting the degree or magnitude of the action and its implementation.*
- *Rectifies impacts by repairing, rehabilitating, or restoring the impacted environment.*
- *Reduces or eliminates impacts over time by preservation and maintenance operations during the life of the project.*
- *Compensates for impacts by replacing or providing substitute resources or environments.*

NONCOMPLIANCE COMPLAINTS

Any person or agency may file a complaint asserting noncompliance with the mitigation measures associated with the proposed Project. The complaint shall be submitted to the Tehama County Planning Department in written form, providing specific information on the asserted violation. The Planning Department shall conduct an investigation and determine the validity of the complaint. If noncompliance with a mitigation measure occurs, the Planning Department shall take appropriate action to remedy the violation. The complainant shall receive written confirmation indicating the results of the investigation or the final action taken in response to the particular noncompliance issue.

MITIGATION MONITORING TABLE

Table MMP-1, **Cottonwood Travel Center Draft Mitigation Monitoring Program**, identifies the mitigation measures proposed for the project as noted throughout this Draft Initial Study and Mitigated Negative Declaration (IS&MND). The table has the following columns:

Mitigation Measure/Summary: Lists the mitigation measures identified within the IS&MND for a specific impact, along with the number for each measure enumerated in the IS&MND.

Monitor Responsibility: References the Tehama County Department or any other public agency with which coordination is required to satisfy the identified mitigation measure.

Timing: Identifies the point in time, review process, or phase at which the mitigation measures will be completed.

Verification: Spaces to be initialed and dated by the individual designated to verify adherence to a specific mitigation measure.

The final MMP will be included as part of the Final MND.

Table MMP-1
Cottonwood Travel Center Draft Mitigation Monitoring Program

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
SECTION I. AESTHETICS						
MM BR-4 The Project Applicant shall implement one of the measures presented below to mitigate the loss of 17.8 acres of oak woodland. 1. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall establish an off-site conservation easement covering a minimum of 35.6 acres of oak woodland in Tehama County. In support of the conservation easement, a detailed management plan acceptable to the Tehama County Planning Department Director shall be developed and implemented to provide for the long-term maintenance of the oak woodland. The management plan shall address allowable land uses and intensities of such use, provide for periodic inspection of the protected lands, address the establishment and maintenance of protective measures such as fencing, identify maintenance and management tasks such as weed removal and trash pick-up, provide for remediation of the effects of unauthorized activities, and name a conservation-oriented third party to hold the easement and be responsible for ensuring the long-term maintenance of the protected lands. Establishment of an endowment to fund the management and maintenance activities undertaken by the easement holder may be appropriate. The conservation easement may be established directly by the Project Applicant, or the Project Applicant may fund the purchase of a conservation easement by a third-party conservation-oriented entity (such as California Rangeland Trust). If the latter option is selected, the management plan for the oak woodland would be provided by the conservation entity; proof of payment to the conservation entity shall be submitted to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site. 2. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall contribute an appropriate compensation fee to the Oak Woodland Conservation Fund managed by the Wildlife Conservation Board. The fee shall be sufficient to protect a minimum of 35.6 acres of oak woodland in Tehama County. Proof of payment shall be submitted to the Planning Department Director prior to the initiation of any ground-disturbing activities on the Project site. 3. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall purchase mitigation credits for 35.6 acres of oak woodland from an agency-approved mitigation bank. Purchase of mitigation credits at a mitigation bank located outside of Tehama County shall be allowed only if specifically authorized by the Planning Department Director. Proof of purchase of mitigation credits shall be provided to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.	Prior to the issuance of a grading permit	Pre-construction	Tehama County Planning Department, Tehama County Building & Safety Department			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
SECTION III. AIR QUALITY						
MM AQ 1.B (a) The following measures shall be noted on the grading plans and shall be employed to implement Tehama County APCD Fugitive PM10 to prevent and control dust emissions: 1. Land Clearing/Earth Moving: A. Water shall be applied by means of truck(s), hoses, and/or sprinklers as needed prior to any land clearing or earth movement to minimize dust emission. B. Haul vehicles transporting soil into or out of the property shall be covered. C. Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary. D. On-site vehicles shall be limited to 15 MPH, which minimizes dust emissions on unpaved roads. E. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The district's telephone number shall also be visible to ensure compliance with District *Rules 4:1 and 4:24* (*Nuisance and Fugitive Dust Emissions*). 2. Visibly Dry Disturbed Soil Surface Areas: B. All visibly dry disturbed soil surface areas of operation shall be treated with a dust palliative agent and/or watered to minimize dust emission. 3. Paved Road Track-Out: B. Existing roads and streets adjacent to the project will be cleaned at least once per day unless conditions warrant a greater frequency. 4. Visibly Dry Disturbed Unpaved Roads: F. All visibly dry, disturbed, unpaved road surface areas of operation shall be watered to minimize dust emission. G. Unpaved roads may be graveled to reduce dust emissions. H. Water shall be applied to disturbed areas a minimum of 2 times per day or more as necessary. I. On-site vehicles are limited to a speed of 15 MPH, which minimizes dust emissions on unpaved roads. J. Haul roads shall be sprayed down at the end of the work shift to form a thin crust. This application of water shall be in addition to the minimum rate of application. 5. Vehicles Entering/Exiting Construction Area: B. Vehicles entering or exiting the construction area(s) shall travel at a speed that minimizes dust emissions but does not exceed 15 MPH. 6. Employee Vehicles: B. Construction workers shall park in designated parking areas(s) to help reduce dust emissions. 7. Soil Piles: B. Soil pile surfaces shall be moistened if dust is being emitted from the pile(s). Adequately secured tarps, plastic or other material may be required to reduce dust emissions further.	Prior to the issuance of a grading permit	Pre-construction	Tehama County Planning Department, Tehama County Air Pollution Control District			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
MM AQ 1.B (b) Applicants' improvement and/or building permit plans shall note for individual projects constructed under the proposed Project, that construction contractors will be required to implement the following *Tehama County APCD Standard Mitigation Measures* for heavy-duty construction equipment: 1. Maintain all construction equipment in proper tune according to manufacturer's specifications. 2. Maximize, to the extent feasible, the use of diesel construction equipment that meets current CARB certification standards for off-road heavy-duty diesel engines. 3. Registration in the *CARB DOORS Program* (www.arb.ca.gov/msprog/ordiesel/ordiesel.htm) and meeting all applicable standards for replacement and/or retrofit. 4. All portable equipment, including generators and air compressors rated over 50 brake horsepower, shall be registered in the *Portable Equipment Registration Program* (www.arb.ca.gov/portable/portable.htm) or permitted through the District as a stationary source.	Prior to approval of improvement and/or building permit plans.	Pre-construction	Tehama County Planning Department, Tehama County Air Pollution Control District, Tehama County Building & Safety Department			
MM AQ 1.B (c) Notes on improvement and/or building permit plans will identify the following measures related to ensuring the use of low-emission construction equipment shall be implemented for the construction of the proposed Project: 1. Applicants shall require construction contractors to provide a plan for approval by the District that demonstrates that all heavy-duty off-road equipment used for construction activities shall be equipped with the most effective *Verified Diesel Emissions Control Strategies* (*VDECS*) available for the engine type. In this case, the best available *VDECS* would be the implementation of Tier 4F engines as certified by CARB and USEPA. The equipment shall be properly maintained and tuned in accordance with the manufacturers' specifications. This would be verified through an equipment inventory submittal and certification plan submitted to the District. 2. The plan shall have two components: an initial report submitted before construction and a final report submitted at completion. 3. Emissions from all off-road diesel-powered equipment used within the Project area shall not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the County Planning Department and the District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The District and/or other officials may conduct periodic site inspections to determine compliance.	Prior to approval of improvement and/or building permit plans.	Pre-construction	Tehama County Planning Department, Tehama County Air Pollution Control District, Tehama County Building & Safety Department			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
Nothing in this measure shall supersede other District or state rules or regulations.						
MM AQ 2.C (a) The following, to be noted on the improvement and/or building permit plans, shall be implemented to reduce on-site diesel particulate matter emissions and its associated health risk impacts to surrounding areas from diesel APUs from nighttime truck stays. 1. Applicants shall provide outboard power supply (shore power) to charge the onboard APU and/or an overhead system of heating, ventilation, and air conditioning (HVAC) ducted to supply comfort cooling and heating to truck cabins. The shore power and/or HVAC ducting shall accommodate a minimum of 50 percent of the designated nighttime truck parking spaces.	Prior to approval of improvement and/or building permit plans. Prior to the issuance of an occupancy permit	Pre-construction Prior to the issuance of an occupancy permit	Tehama County Planning Department, Tehama County Air Pollution Control District, Tehama County Building & Safety Department			
SECTION IV. BIOLOGICAL RESOURCES						
MM BR-1 In order to avoid impacts on the pallid bat and any other roosting bats that may be present, the following shall be implemented: Prior to issuance of any permits for any onsite construction activities, a qualified bat biologist shall conduct a survey to identify the presence or absence of bats in the onsite buildings planned for demolition. If bats are present, the California Department of Fish and Wildlife shall be notified, and appropriate steps for the humane eviction of bats shall be implemented by a qualified biologist. Trees greater than 12 inches in diameter at breast height (DBH) shall be removed using a two-step process to allow bats the opportunity to abandon the roost before removal. The two-step removal process shall be as follows: • Day 1: Remove small-diameter trees, brush, and non-habitat features of large trees (branches without cavities, crevices, or exfoliating bark), using chainsaws for cutting and chippers wherever possible to cause a level of noise and vibration disturbance sufficient to cause bats to choose not to return to the tree for a few days after they emerge to forage. • Day 2: Remove the remainder of the trimmed trees. To avoid impacts to active maternity colonies, tree removal shall occur only during the following time frames and subject to the following weather conditions or as otherwise approved/recommended by a qualified biologist: • Between March 1 (or after temperatures rise above 45°F, and/or no more than $^1/_2$" of rainfall within 24 hours occurs) and April 15; and • Between September 1 and October 15 (or before evening temperatures fall below 45°F, and/or more than $^1/_2$" of rainfall within 24 hours occurs). **Note**: A qualified bat biologist is one who holds a current scientific collecting permit for bats, issued by the California Department of Fish and Wildlife.	Prior to the issuance of a grading permit	Prior to any ground disturbance activities, throughout the duration of construction activities	Tehama County Planning Department, California Department of Fish & Wildlife.			
MM BR-2 To avoid impacts to nesting birds and raptors protected under the federal Migratory Bird Treaty Act and California Fish and Game Code §3503 and §3503.5, including their nests and eggs, improvement plans shall identify that one of the following shall be implemented:	Prior to issuance of a grading permit	Prior to any ground disturbance activities; throughout the duration of	Tehama County Planning Department, California Department of Fish & Wildlife.			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
1. Vegetation removal and other ground-disturbance activities associated with Project construction shall occur between September 1 and January 31 when birds are not nesting; or 2. If vegetation removal or ground disturbance activities occur during the nesting season, a pre-construction nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area. The survey shall consider acoustic impacts and line-of-sight disturbances occurring as a result of the Project in order to determine a sufficient survey radius to avoid nesting birds. At a minimum, the survey report shall include a description of the area surveyed, date and time of the survey, ambient conditions, bird species observed in the area, a description of any active nests observed, any evidence of breeding behaviors (e.g., courtship, carrying nest materials or food, etc.), and a description of any outstanding conditions that may have impacted the survey results (e.g., weather conditions, excess noise, the presence of predators, etc.). The results of the survey shall be submitted to the California Department of Fish and Wildlife upon completion. The survey shall be conducted no more than one week prior to the initiation of construction activities (i.e., prior to vegetation removal). If construction activities are delayed or suspended for more than one week after the pre-construction survey, the site shall be resurveyed. If active nests are found, a qualified biologist, in consultation with California Department of Fish and Wildlife staff, shall identify and implement appropriate actions to ensure compliance with the *Migratory Bird Treaty Act* and *California Fish and Game Code*. compliance measures may include, but are not limited to, exclusion buffers, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified in the survey, as well as ongoing monitoring by biologists.		construction activities				
MM BR-3 Prior to issuance of a grading permit affecting any jurisdictional waters, including wetlands, as identified in the *Delineation of Potential Jurisdictional Waters of the U.S.* and *Waters of the State of California* (see Appendix C-2), the project applicant or developer shall obtain the following resource agency permits from the Corps, RWQCB, CDFW or any other applicable agency (i.e., USFWS) identified through the permitting process: • Prior to any discharge of dredged or fill material into "waters of the U.S.", including wetlands, authorization under a Nationwide Permit or Individual Permit shall be obtained from the Corps. For any features determined not to be subject to the Corps jurisdiction during the verification process, authorization to discharge (or a waiver from regulation) shall be obtained from the RWQCB. For fill requiring a Corps permit, water quality certification shall be obtained from the RWQCB prior to discharge of dredged or fill material. • Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of any intermittent or ephemeral creeks, notification of streambed alteration shall be submitted to the CDFW; and, if	Prior to issuance of a grading permit	Prior to any ground disturbance activities; throughout duration of construction activities	Tehama County Planning Department, U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish & Wildlife.			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
required, a *1602 Streambed Alteration Agreement* (SAA) shall be obtained by the Project Applicant or developer. • The Project Applicant or developer shall achieve the mitigation for the permanent loss of streams, wetlands, and other waters through the purchase of mitigation credits at an agency-approved mitigation bank at a minimum 1:1 ratio, or through onsite/offsite habitat restoration at a minimum 1:1 ratio. All measures contained in the permits or associated with any agency approvals shall be implemented to the satisfaction of the lead regulatory agency.						
MM BR-4 The Project Applicant shall implement one of the measures presented below to mitigate the loss of 17.8 acres of oak woodland. 1. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall establish an off-site conservation easement covering a minimum of 35.6 acres of oak woodland in Tehama County. In support of the conservation easement, a detailed management plan acceptable to the Tehama County Planning Department Director shall be developed and implemented to provide for the long-term maintenance of the oak woodland. The management plan shall address allowable land uses and intensities of such use, provide for periodic inspection of the protected lands, address the establishment and maintenance of protective measures such as fencing, identify maintenance and management tasks such as weed removal and trash pick-up, provide for remediation of the effects of unauthorized activities, and name a conservation-oriented third party to hold the easement and be responsible for ensuring the long-term maintenance of the protected lands. Establishment of an endowment to fund the management and maintenance activities undertaken by the easement holder may be appropriate. The conservation easement may be established directly by the Project Applicant, or the Project Applicant may fund the purchase of a conservation easement by a third-party conservation-oriented entity (such as California Rangeland Trust). If the latter option is selected, the management plan for the oak woodland would be provided by the conservation entity; proof of payment to the conservation entity shall be submitted to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site. 2. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall contribute an appropriate compensation fee to the *Oak Woodland Conservation Fund* managed by the Wildlife Conservation Board. The fee shall be sufficient to protect a minimum of 35.6 acres of oak woodland in Tehama County. Proof of payment shall be submitted to the Planning Department Director prior to the initiation of any ground-disturbing activities on the Project site. 3. Subject to review and approval by the Tehama County Planning Department Director, the Project Applicant shall purchase mitigation credits for 35.6 acres of oak woodland from an agency-approved mitigation bank. Purchase of mitigation credits at a mitigation bank located outside of Tehama County	Pre-construction	Prior to any ground disturbance activities; throughout duration of construction activities	Tehama County Planning Department, Qualified Biologist, California Department of Fish & Wildlife.			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
shall be allowed only if specifically authorized by the Planning Department Director. Proof of purchase of mitigation credits shall be provided to the Planning Department Director prior to initiation of any ground-disturbing activities on the Project site.						
MM BR-5 To prevent the inadvertent entrapment of wildlife, a note on the improvement plans will require that the construction contractor ensure that, at the end of each workday, trenches and other excavations that are over one foot deep have been backfilled or covered with plywood or other hard material. If backfilling or covering is not feasible, one or more wildlife escape ramps constructed of earthen fill or wooden planks shall be installed in the open trench. Pipes shall be inspected for wildlife prior to capping, moving, or placing backfill over the pipes to ensure that animals have not been trapped. If animals have been trapped, they shall be allowed to leave the area unharmed.	Prior to approval of improvement and/or building permit plans. During grading and construction activities	During grading and construction activities	Tehama County Planning Department, Tehama County Department of Public Works			
SECTION V. CULTURAL RESOURCES						
MM CR-1 If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 50-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. If the professional archaeologist determines that the find does not represent a cultural resource, then work may resume immediately, and no agency notifications are required. If the professional archaeologist determines that the find represents a cultural resource from any time period or cultural affiliation, then he or she shall immediately notify Tehama County, which shall consult on a finding of eligibility and implement appropriate treatment measures. If the find is determined to be eligible for inclusion in the NRHP or CRHR. Work cannot resume within the no-work radius until the County, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction.	During grading and construction activities	During grading and construction activities	Tehama County Planning Department, Qualified Archaeologist, Native American Heritage Commission			
MM CR-2 In the event of the discovery of human remains or remains that are potentially human, the construction contractor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (*AB 2641*). The archaeologist shall notify the Tehama County Coroner (per *Section 7050.5* of the *Health and Safety Code*). The provisions of *Section 7050.5* of the *California Health and Safety Code*, *Public Resources Code* (*PRC*)*, Section 5097.98*, and *AB 2641* will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (*PRC, Section 5097.98*). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning the treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (*PRC, Section*	During grading and construction activities	During grading and construction activities	Tehama County Planning Department, Qualified Archaeologist, Native American Heritage Commission			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
5097.94). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (*PRC, Section 5097.98*). This will also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation, or easement, or recording a reinternment document with the county in which the property is located (*AB 2641*). Work cannot resume within the no-work radius until the lead agency, which is Tehama County, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.						
SECTION XIII. NOISE						
MM N-1 The following measures shall be incorporated into the Project improvement plans and applicable building permit plans to reduce temporary on-site construction operation impacts in ambient noise levels in excess of *Tehama County General Plan* and *Noise Ordinance Standards*: • Noise-generating construction activities within the Project area shall occur pursuant to the hours and days outlined in the *Tehama County General Plan* to the maximum extent feasible. • All noise-producing Project equipment and vehicles using internal combustion engines shall be equipped with manufacturers'-recommended mufflers and maintained in good working condition. • All mobile or fixed noise-producing equipment used on the Project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of Project activity. • Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses. • Project area and site access road speed limits shall be established and enforced during the construction period. • In the event that unusual circumstances or emergencies prevent certain Project construction activities from complying with the *Tehama County General Plan*, then a noise control plan shall be developed to ensure that sufficient mitigation is implemented during Project construction to ensure adverse noise impacts are avoided.	Prior to approval of improvement and/or building permit plans. During grading and construction activities	Pre-construction, During grading and construction	Tehama County Planning Department			
MM N-2 The following measures shall be incorporated into the Project improvement plans and applicable building permit plans to reduce on-site circulation noise impacts affecting existing residences. • A noise barrier measuring 8 feet in height shall be constructed prior to issuance of an occupancy permit at the locations indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**, to provide shielding of on-site vehicle movements at the nearest residences located in those directions. • The barrier can be constructed of masonry, stone, brick, block, precast concrete systems, earthen berms, or a combination of these materials. Optional pilaster inserts, wall caps, or other features to enhance the	Prior to approval of improvement and/or building permit plans. Prior to issuance of an occupancy permit.	Pre-construction, During grading and construction	Tehama County Planning Department, Building & Safety Department			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
aesthetics of these walls are to be utilized. Other materials may be acceptable, provided they are reviewed by a qualified acoustical consultant prior to installation.						
MM N-3 The following measures shall be incorporated into the Project prior to issuance of an occupancy permit to reduce the noise impact of on-site Transport Refrigeration Units (TRUs) on existing residences. • Operation of diesel trailer-mounted Transport Refrigeration Units (TRUs) shall be limited to the locations indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**. Signage or pavement markings shall be installed to delineate in which parking areas the use of diesel TRUs and eTRUs would be permitted. • TRUs shall not be operated along the northernmost and easternmost trailer parking areas unless they are electrically powered (eTRUs).	Prior to issuance of an occupancy permit,	Pre-construction; throughout grading and construction	Tehama County Planning Department			
MM N-4 The following measures shall be incorporated into the Project to reduce on-site idling truck noise impacts affecting existing residences. • The idling of heavy truck engines shall not be permitted within the northernmost or easternmost parking areas. The specific locations where heavy truck idling would not be permitted are indicated in **Figure N-3, Proposed Site Plan & Noise Mitigation Requirements**. Signage or pavement markings shall be installed prior to issuance of an occupancy permit to delineate in which parking areas idling would be permitted. To provide maintenance of comfortable interior temperatures within the cabs of trucks parked in the northernmost and easternmost parking areas, Truck Stop Electrification (TSE), which provides electrically powered heating and air-conditioning, shall be required and shown on building permit plans. **Figure N-4, Truck Stop Electrification (TSE) System**, provides an example of a TSE system providing air-conditioning to heavy truck cabs.	Prior to approval of building permit plans. Prior to issuance of an occupancy permit,	Post-construction; Any time after 10:00 pm on nights with special events	Tehama County Planning Department and Building & Safety Department			
MM N-5 The following measures shall be incorporated into the Project prior to issuance of an occupancy permit to reduce on-site emergency backup diesel generator noise impacts affecting existing residences. According to the manufacturer's data, a Level 3 enclosure would reduce the generator's sound output to approximately 68 dBA at the 25-foot reference distance, which represents a noise level decrease of 24 dBA. In the event that a Level 3 enclosure is unavailable for this particular model of generator, a custom enclosure providing 24 dBA of noise attenuation similar to the Level 3 enclosure would be required. Given this level of sound attenuation, generator noise levels would be satisfactory relative to Tehama County noise standards and *CEQA* requirements. As a result, the following measures are required for the proposed Project:	Prior to issuance of an occupancy permit	Pre-construction	Tehama County Planning Department, Building & Safety Department			

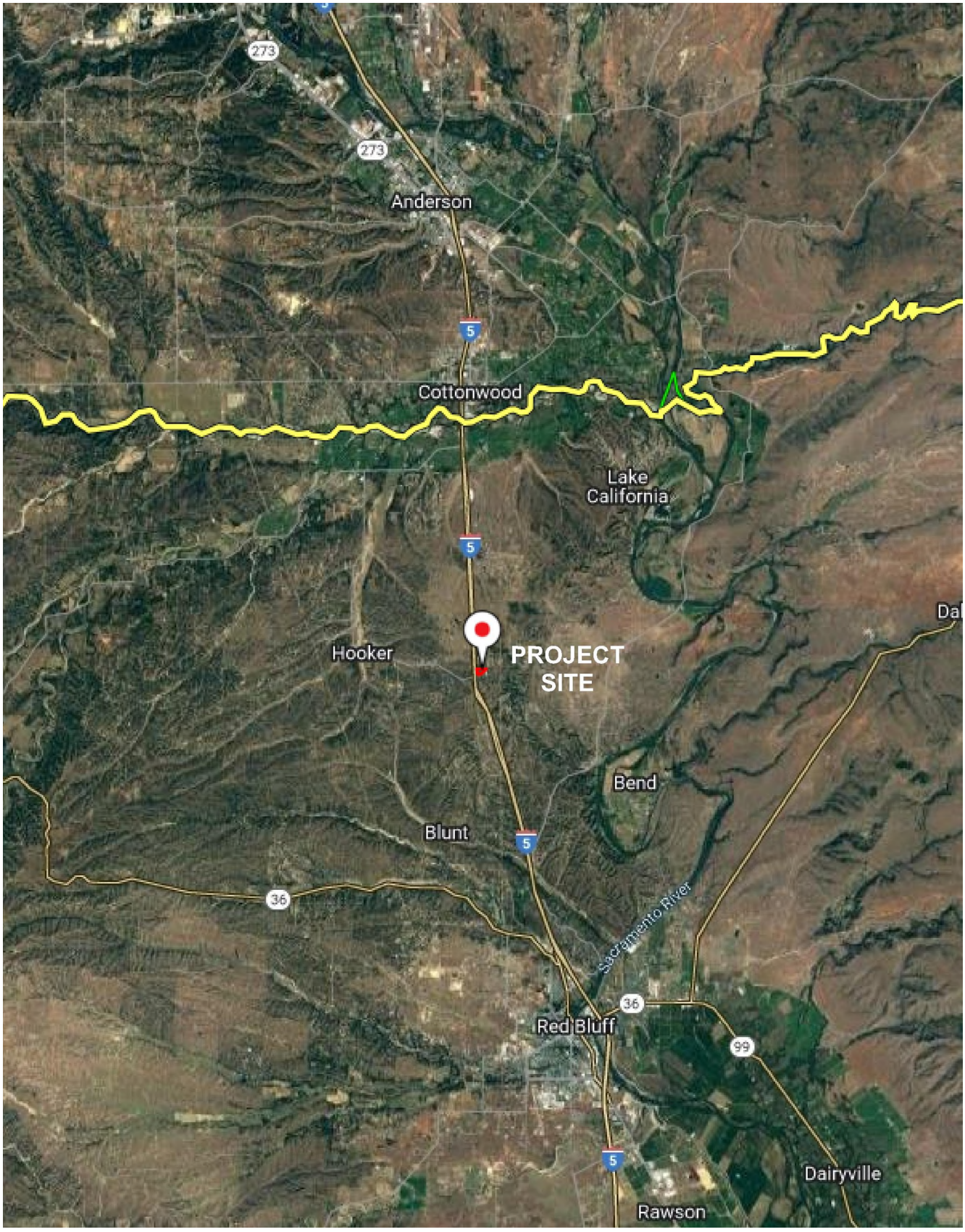
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
• The proposed diesel generator shall include a Level 3 acoustic enclosure, which would reduce generator noise levels to approximately 68 dBA at a distance of 25 feet. In the event that a Level 3 enclosure is unavailable for this particular model of generator, a custom enclosure providing 24 dBA of noise attenuation similar to the Level 3 enclosure would be required.						
MM N-6 Following completion of construction and commencement of Project operations, annual noise monitoring by a qualified acoustical consultant shall be conducted at the nearest residences, or as close as practical to those residences, to verify Project noise generation is in full compliance with the applicable Tehama County noise standards. After three consecutive years of such monitoring indicating the Project is in full compliance with the applicable County noise standards, the duration between noise compliance monitoring shall be increased from annual monitoring to monitoring every five years. In the event that the compliance monitoring reveals that aspects of the Project are generating noise levels in excess of the applicable Tehama County noise standards at any of the nearest residences to the Project site, additional noise mitigation measures shall be determined and implemented for the source(s) responsible for the identified exceedance. Such measures could include, but not be limited to, the following: • Establishment of increased setbacks between certain noise sources and sensitive receptors (i.e., further restrictions on the locations of idling engines and TRU usage). • Implementation of additional TSE components that would reduce or eliminate the noise generation of the Project sources responsible for any exceedance of noise standards. • Installation of localized noise control measures (i.e., barriers, sound absorptive materials, etc.).	Post-construction	Post-construction, Annual monitoring for three consecutive years and every five years thereafter.	Tehama County Planning Department			
SECTION XIV. PUBLIC SERVICES						
MM PS-1 A security lighting plan shall be prepared by a certified lighting designer and submitted with the improvement and/or building permit plans. "Unlike other professions, lighting designers do not require state licensure. To encourage and promote expertise, the lighting industry has developed a series of certifications that demonstrate proficiency while providing confidence." Certifications include but are not limited to: a *Lighting Certified* designation managed by the National Council for the Qualification of the Lighting Professions (NCQLP); *Certified Lighting Management Consultant* (*CLMC*) maintained by the International Association of Lighting Management Companies that maintains the *CLMC*, the oldest lighting certification; *Certified Lighting Efficiency Professional* (*CLEP*), the Association of Energy Engineers *CLEP* designation to demonstrate proficiency in delivering energy-efficient nonresidential lighting systems; and the *Advanced Lighting Controls Training Program*. In 2010, a consortium of organizations launched the *California Advanced Lighting Controls Training Program* (*CALCTP*) to train licensed electrical contractors and state-certified electricians on how to install, test,	Prior to approval of improvement and/or building permit plans.	Pre-construction	Tehama County Planning Department, Building & Safety Department			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
commission, and maintain nonresidential lighting controls. In 2012, the California program expanded to train and certify *Acceptance Test Technicians* (*CALCTP-AT*), required by the state in projects complying with the latest iteration of its energy code. Since 2014, building projects must employ an *Acceptance Test Technician* to certify all lighting controls are properly installed and functional prior to issuance of an occupancy permit.						
MM PS-2 Dedicated security personnel will be contracted to provide 24-hour security within the Project site and along the Project perimeter. The Project Operator shall coordinate with the Tehama County Sheriff's Office and a certified and bonded security company to determine operational parameters. At a minimum, security personnel must be licensed by the State of California Bureau of Security & Investigative Services (BSIS). The BSIS licenses and regulates private security services, thereby providing oversight and ensuring accountability. A contract with a licensed security company must be in place before an occupancy permit is issued.	Prior to the issuance of an occupancy permit	Post-construction	Tehama County Planning Department, Tehama County Sheriff's Office			
SECTION XVII. TRANSPORTATION						
Condition of Approval T-1 To discourage Project-related trips from using Snively Road, the Project Applicant or developer shall construct a raised median on Hooker Creek Road between the project's easterly driveway and Snively Road. The raised median shall also include Project-related signing that directs Project traffic to use the easterly driveway. The installation of regulatory "LOCAL TRAFFIC ONLY" signage in the median and on the shoulders facing eastbound traffic shall also be implemented. These improvements shall be completed prior to the issuance of an occupancy permit by the County.	Prior to the issuance of an occupancy permit	Pre-construction	Tehama County Planning Department, Department of Public Works			
Condition of Approval T-2 Prior to the issuance of an occupancy permit by the County, crosswalks and access ramps shall be provided at the Hooker Creek Road/Auction Yard Road/1-5 Northbound off-ramp intersection as determined by Caltrans and the County Department of Public Works during the construction documents stage. The median at the Hooker Creek Road/Snively Road intersection shall also be configured to allow for an unmarked crosswalk across Hooker Creek Road.	Prior to the issuance of an occupancy permit	Pre-construction	Tehama County Planning Department, Department of Public Works			
Condition of Approval T-3 Prior to the issuance of the occupancy permit, the Project Applicant or developer shall obtain an Encroachment Permit from Caltrans and install the following at the 1-5 Northbound Off-Ramp & Sunset Hills Drive intersection (Intersection 2) to minimize delays and facilitate orderly traffic flow: • Provide "KEEP CLEAR" pavement markings in the intersection.	Prior to the issuance of an occupancy permit	Pre-construction	Tehama County Planning Department, Department of Public Works			
Condition of Approval T-4 Prior to the issuance of an occupancy permit by the County, the northbound 1-5 off-ramp shall include the following: Install two sets of "Wrong Way" sign packages and red-backed raised pavement markers, as outlined in Section 28.41, Figure 2B-18(CA), Figure 3B-24(CA), and Figure 3A-114(CA) of the 2014 California MUTCD (REV 7), or the latest version published by Caltrans.	Prior to the issuance of an occupancy permit	Pre-construction	Tehama County Planning Department, Department of Public Works			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
MM T-5 Prior to April 30, 2030, the Project Applicant or developer shall pay the pro-rata cost share toward the following improvements. The payment amount shall be established based on an engineer's preliminary design and cost estimate of the improvements prepared by the Project Applicant or developer and approved by the County Public Works Director or Caltrans. The payment shall be either a deposit into an escrow account, a letter of credit, or a direct deposit with the County, and shall be in a form approved by the County. • I-5 Northbound Off Ramp & Sunset Hills Drive: ○ Widening the northbound approach to provide a northbound left turn lane and a northbound right turn pocket of 100 feet. These improvements will result in a 2-lane ramp terminus. ○ Add "KEEP CLEAR" pavement markings to the intersection in accordance with California Manual of Uniform Traffic Control Devices guidelines. • I-5 Northbound Onramp/Auction Yard Road & Sunset Hills Drive: ○ Widening the eastbound approach to provide an eastbound left turn lane and an eastbound thru/right turn lane. The additional lane shall extend to the adjacent northbound onramp. • I-5 Northbound Offramp/Auction Yard Road & Hooker Creek Road: ○ Widening the northbound approach to provide a northbound left turn pocket of 150 feet, a northbound thru lane, and a northbound right turn pocket of 150 feet. These improvements will result in a 3-lane ramp terminus.	Construction and occupancy of the Nine-Mile Hill Project. Prior to the issuance of a Project occupancy permit	Prior to the issuance of the Project occupancy	Tehama County Planning Department, Department of Public Works, Caltrans			
SECTION XVIII. TRIBAL CULTURAL RESOURCES						
MM TCR-1 *Unanticipated Discovery* – If any suspected *TCRs* are discovered during ground-disturbing construction activities, all work shall cease within at least 50 feet of the find. The County shall invite a Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with the geographic area to make recommendations about whether or not the discovery represents a *TCR* (*PRC Section 21074*) and, if so, to make recommendations for culturally appropriate treatment. The contractor shall implement any measures determined by the County to be necessary. Work at the discovery location cannot resume until the treatment has been implemented to the satisfaction of the County.	During construction	During Construction	Tehama County Planning Department, Qualified Archaeologist, Native American Heritage Commission			
SECTION XIX. UTILITIES AND SERVICE SYSTEMS						
MM US-1 Before the issuance of an occupancy permit for any of the following buildings, C-Store and Sit-Down Restaurant, or any of the Drive Through Fast Food Restaurants, the Project developer, owner, or operator will coordinate with the County Department of Public Works, the Tehama County Sheriff's Office, California Highway Patrol, and the Tehama County Solid Waste Management Agency to evaluate and implement an *Adopt-A-Road Program* to control litter along Hooker Creek Road from the intersection with Snively Road to a distance to the west along Hooker Creek Road as established by the *Program*. In	Prior to the issuance of an occupancy permit	Prior to issuance of an occupancy permit	Tehama County Department of Public Works, Tehama County Solid Waste Management Agency, Tehama County Sheriff's Office,			

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
addition to determining the length of the segment along Hooker Creek Road that would be maintained for litter, the *Program* would identify the design, number, and locations of the *Adopt A Road* signs, the number of times per year a concerted effort would be made to pick up litter, how the litter would be disposed, instructions for handling the various types of litter, and other issues that would need to be addressed as determined by the aforementioned County Departments, Agencies and CHP. The Project developer, owner, or operator would be responsible for the *Program* costs.			California Highway Patrol			

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November 1, 2024

Base Map By ENPLAN Parcel Viewer

FIGURE 2-1, REGIONAL PROJECT LOCATION



July 28, 2025

Base Map By ENPLAN Parcel Viewer

FIGURE 2-2, PROJECT SITE VICINITY AERIAL

ATTACHMENT J

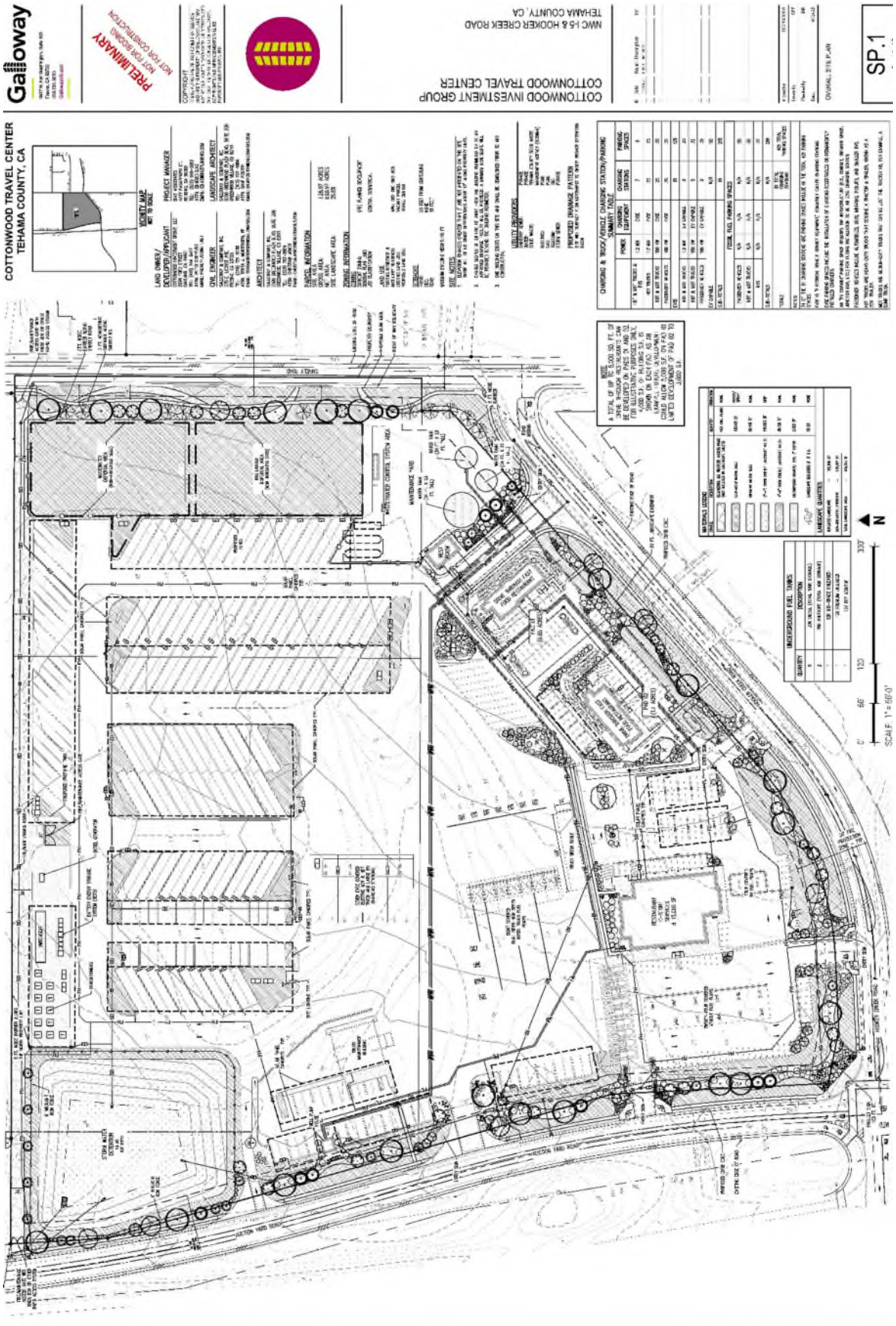
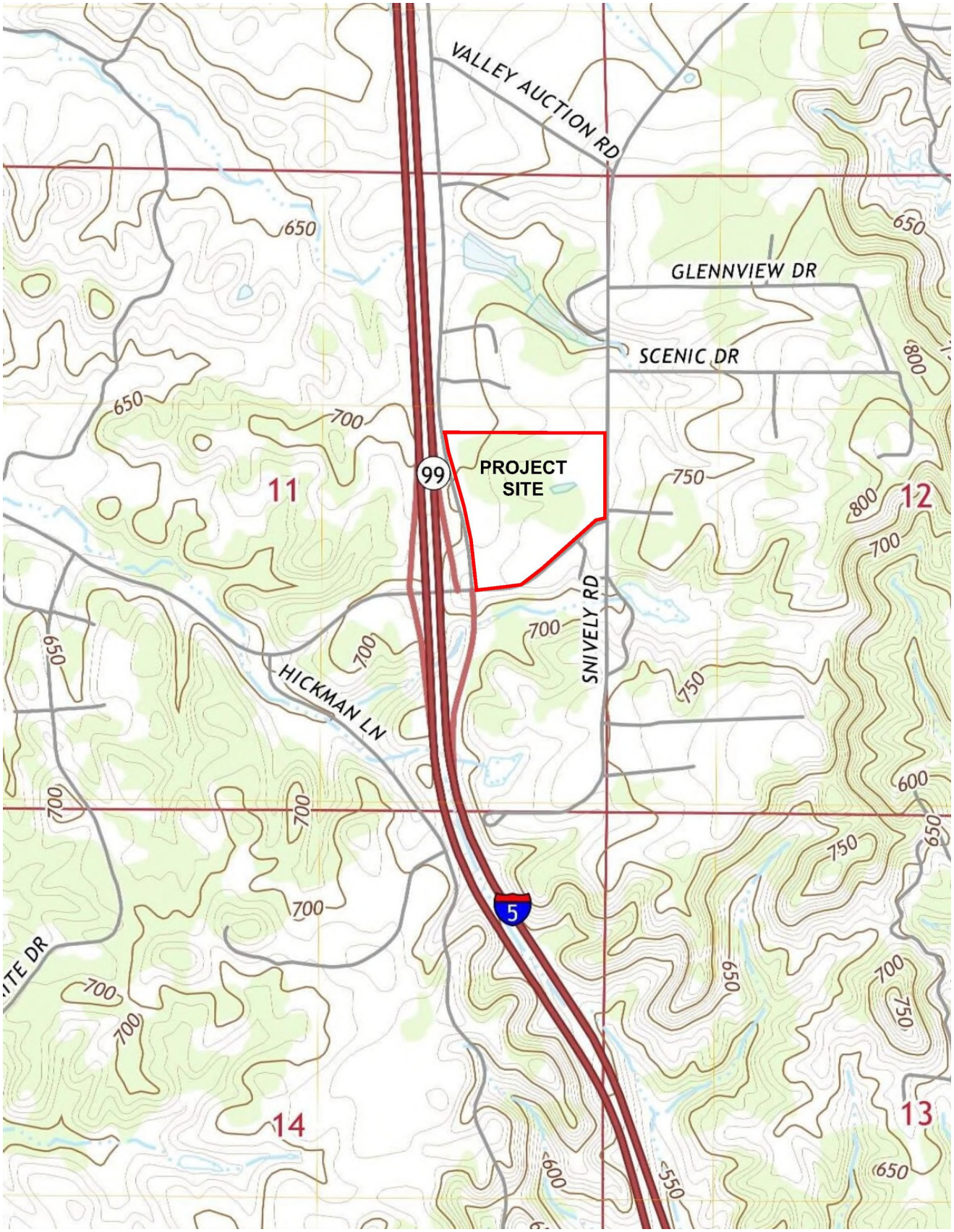


FIGURE 2-3, OVERALL SITE PLAN

November 1, 2024

Base Map By ENPLAN Parcel Viewer

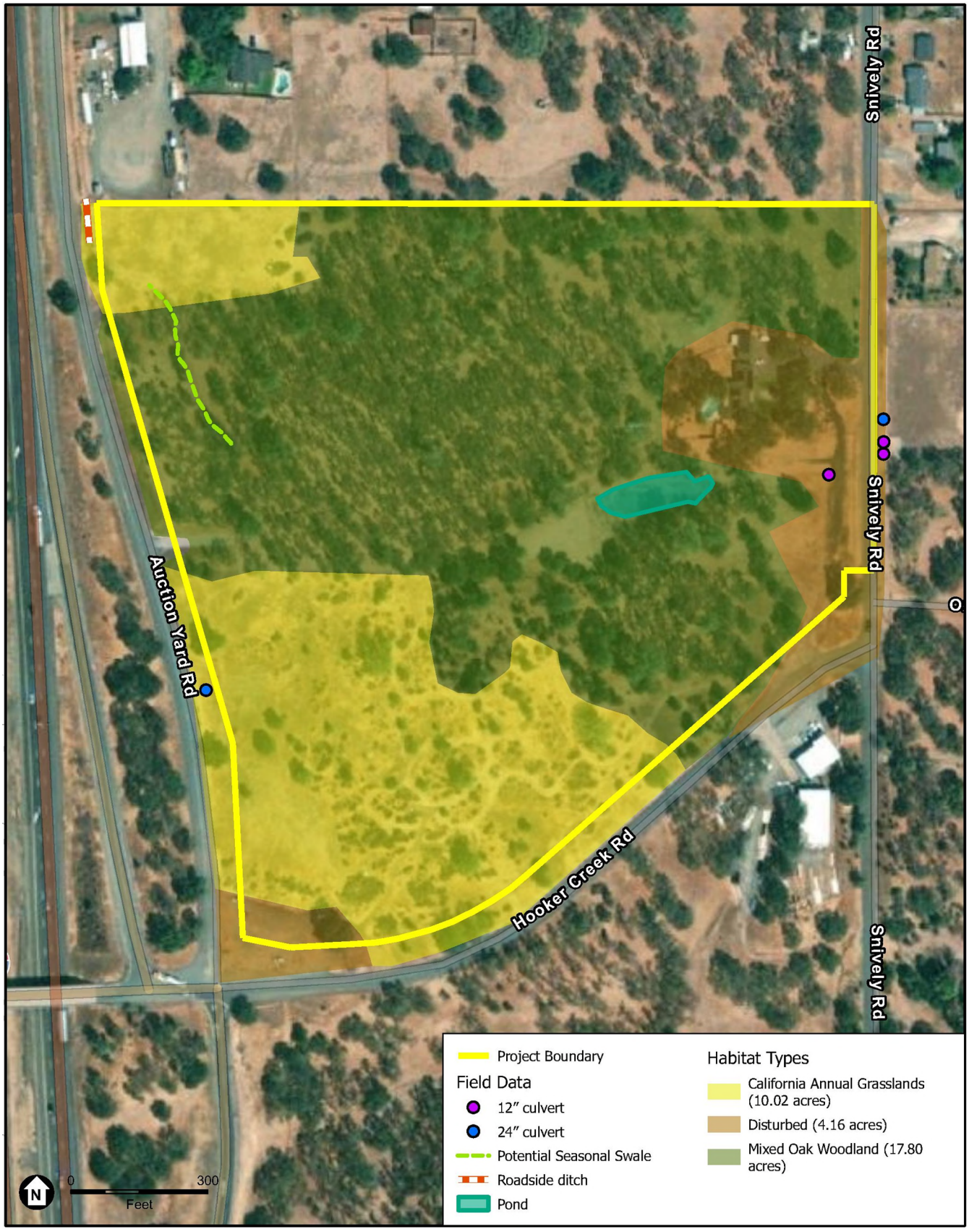
FIGURE 2-4, ASSESSOR PARCEL MAP



November 1, 2024

USGS Hooker Quadrangle, CA 7.5-Minute Series 2022

FIGURE 2-5, USGS HOOKER QUADRANGLE

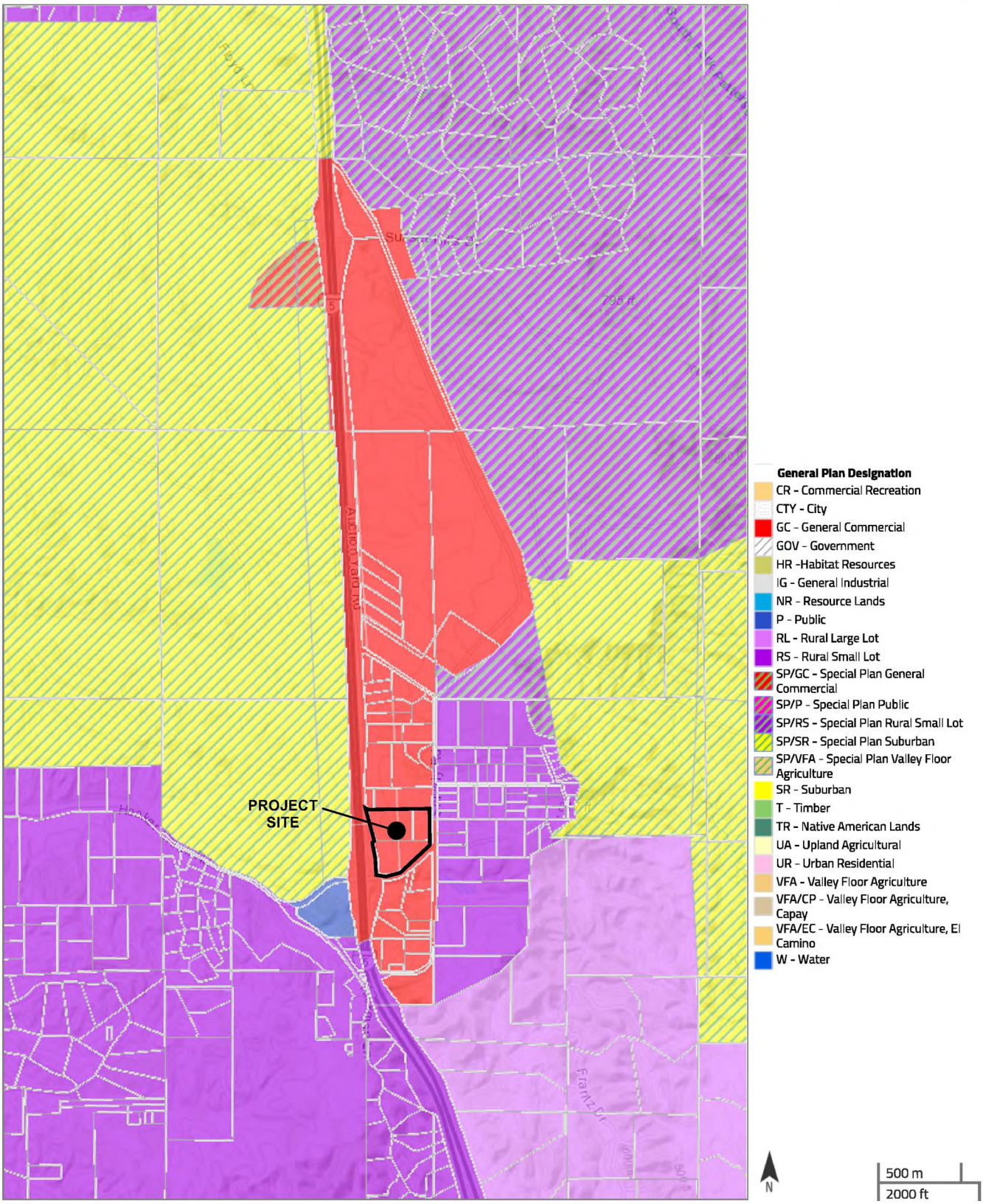


November 1, 2024

Source: MAXAR, 2021; ESRI, 2022; ESA, 2022

FIGURE 2-6, HABITAT TYPES

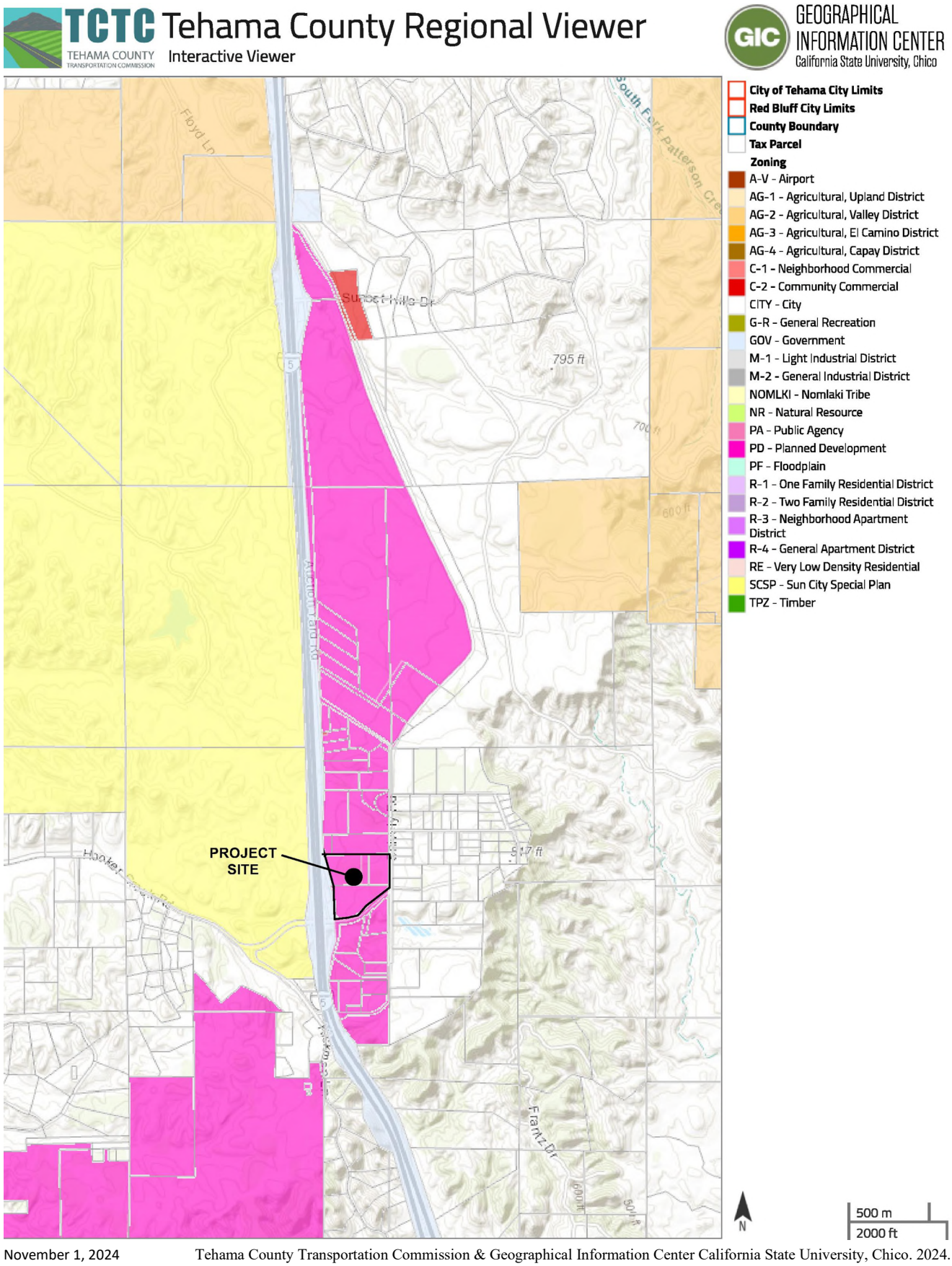
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November 1, 2024

Tehama County Transportation Commission & Geographical Information Center California State University, Chico. 2024.

FIGURE 2-7, GENERAL PLAN LAND USE CLASSIFICATIONS



November 1, 2024 Tehama County Transportation Commission & Geographical Information Center California State University, Chico. 2024.

FIGURE 2-8, ZONING DISTRICT DESIGNATIONS

ATTACHMENT J



November 1, 2024

Rendering by Galloway & Company, Inc.

FIGURE A-1, COTTONWOOD TRAVEL CENTER VIEW I-5 SOUTH



November 1, 2024

Rendering by Galloway & Company, Inc.

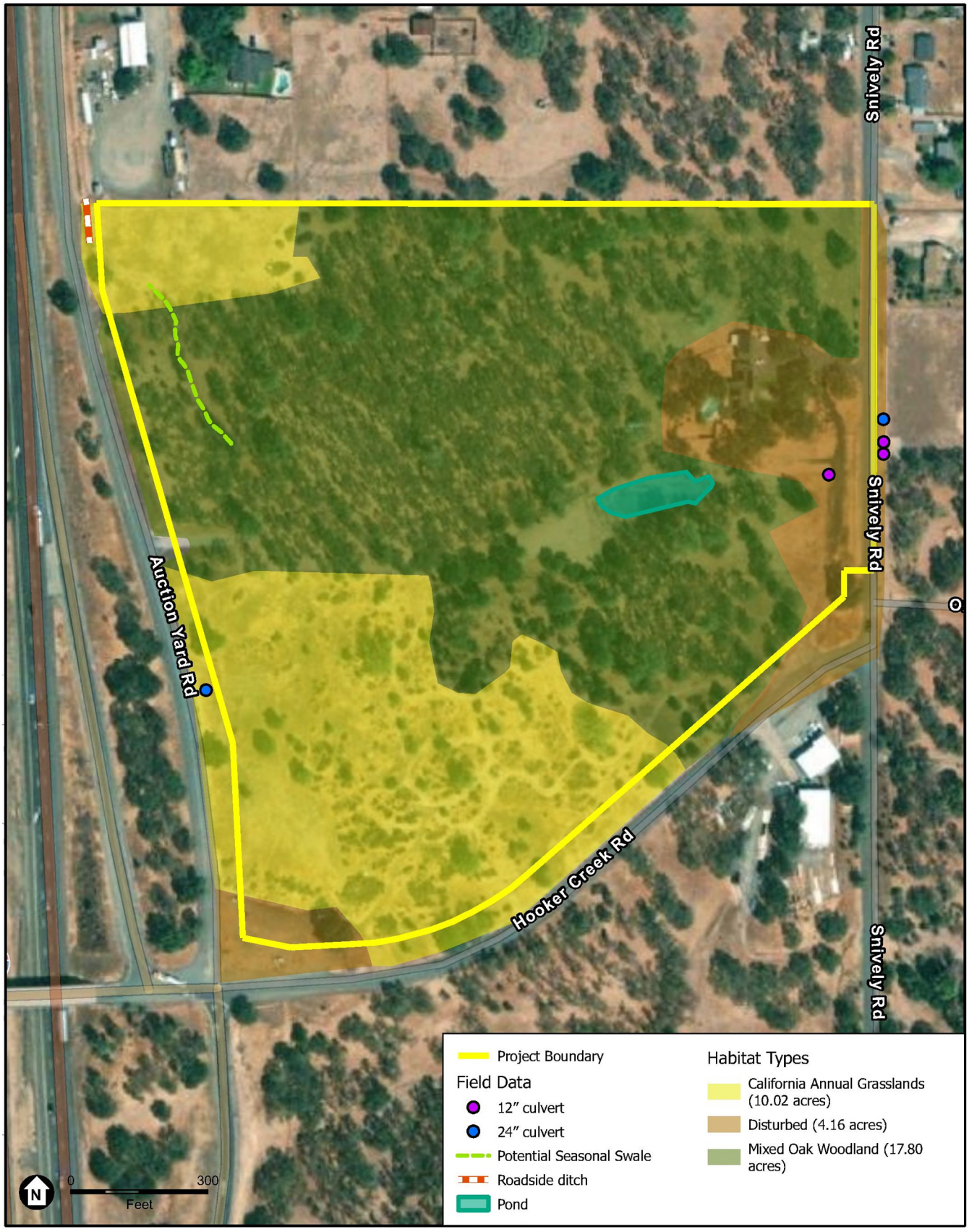
FIGURE A-2, COTTONWOOD TRAVEL CENTER SIGN VIEW I-5 SOUTH



November 1, 2024

Rendering by Galloway & Company, Inc.

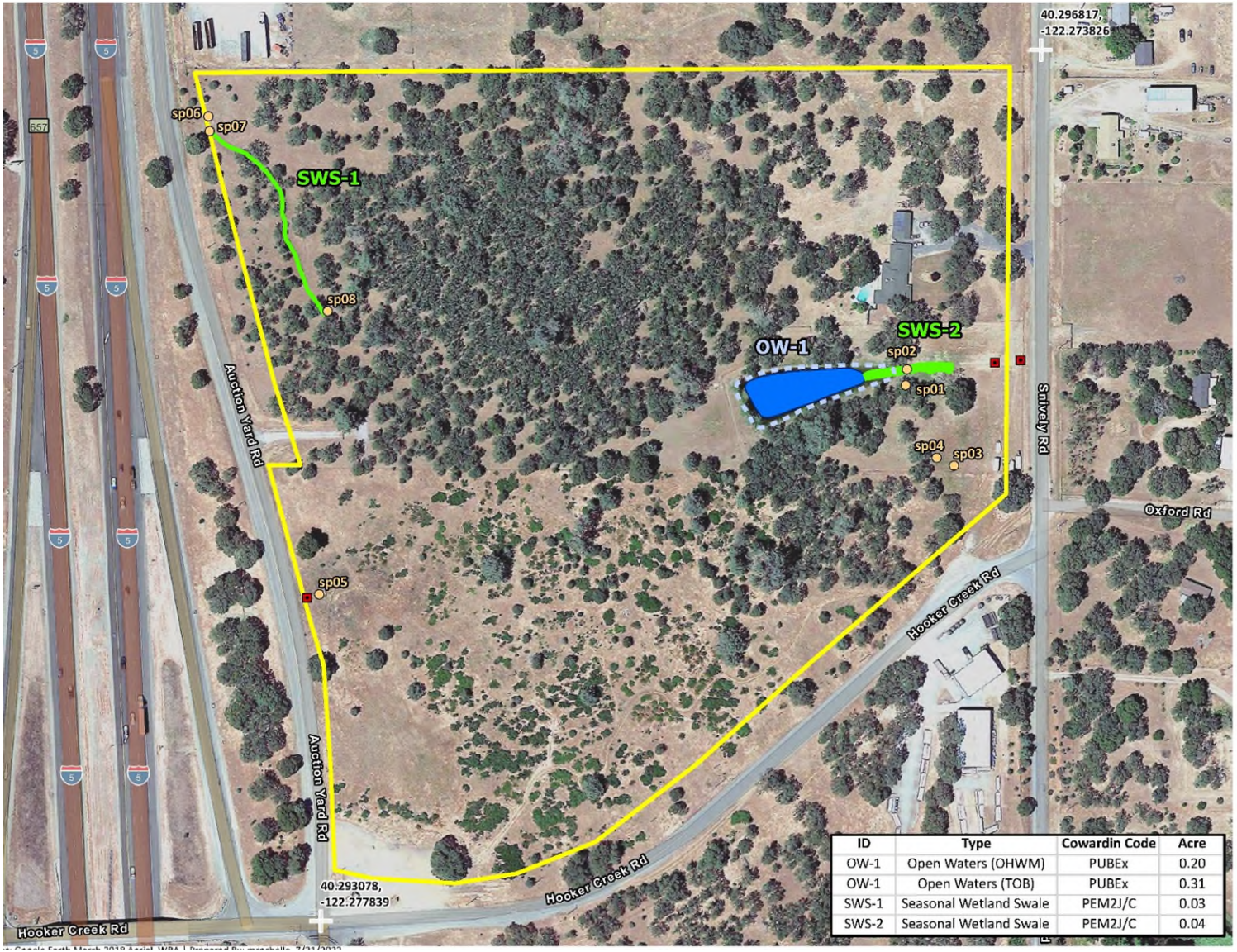
FIGURE A-3, COTTONWOOD TRAVEL CENTER SIGN VIEW I-5 NORTH



November 1, 2024

Source: MAXAR, 2021; ESRI, 2022; ESA, 2022

FIGURE BR-1, HABITAT TYPES BY ACREAGES

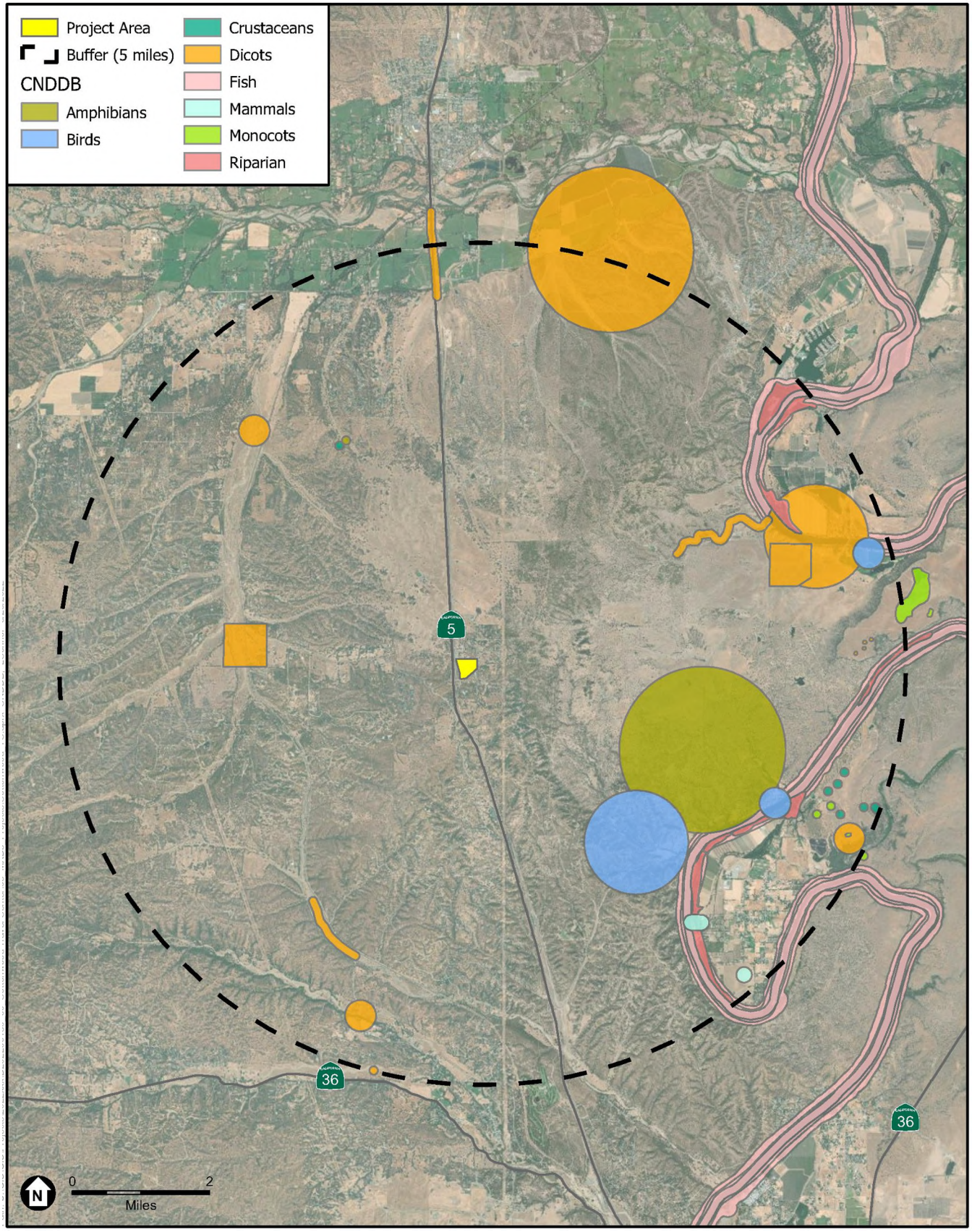


ID	Type	Cowardin Code	Acre
OW-1	Open Waters (OHWM)	PUBEx	0.20
OW-1	Open Waters (TOB)	PUBEx	0.31
SWS-1	Seasonal Wetland Swale	PEM2J/C	0.03
SWS-2	Seasonal Wetland Swale	PEM2J/C	0.04

November 1, 2024

Google Earth March 2018 Aerial, WRA

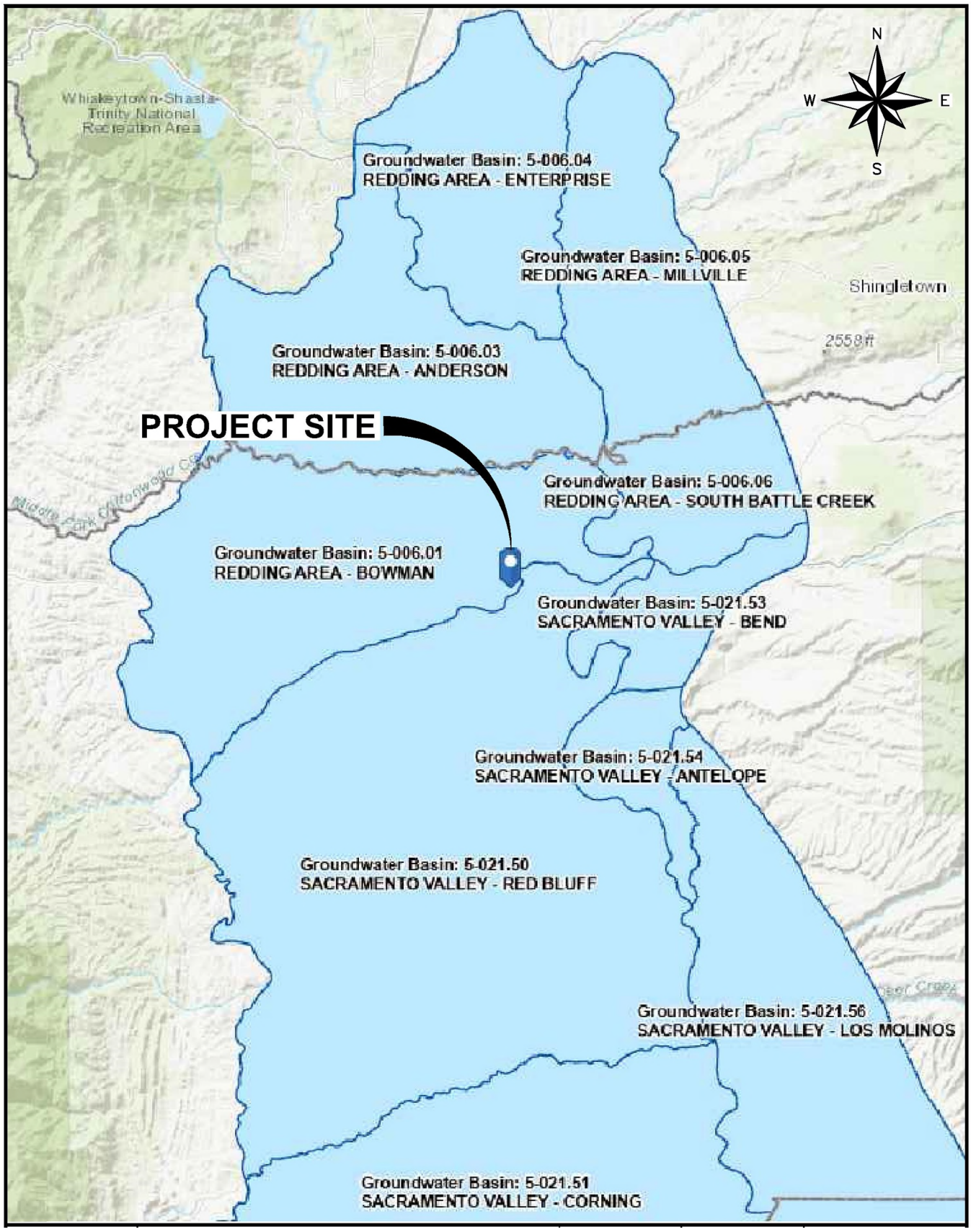
FIGURE BR-2, AQUATIC RESOURCES MAP



November 1, 2024

Source: CNDDB, 2022; MAXAR, 2021; ESA, 2022

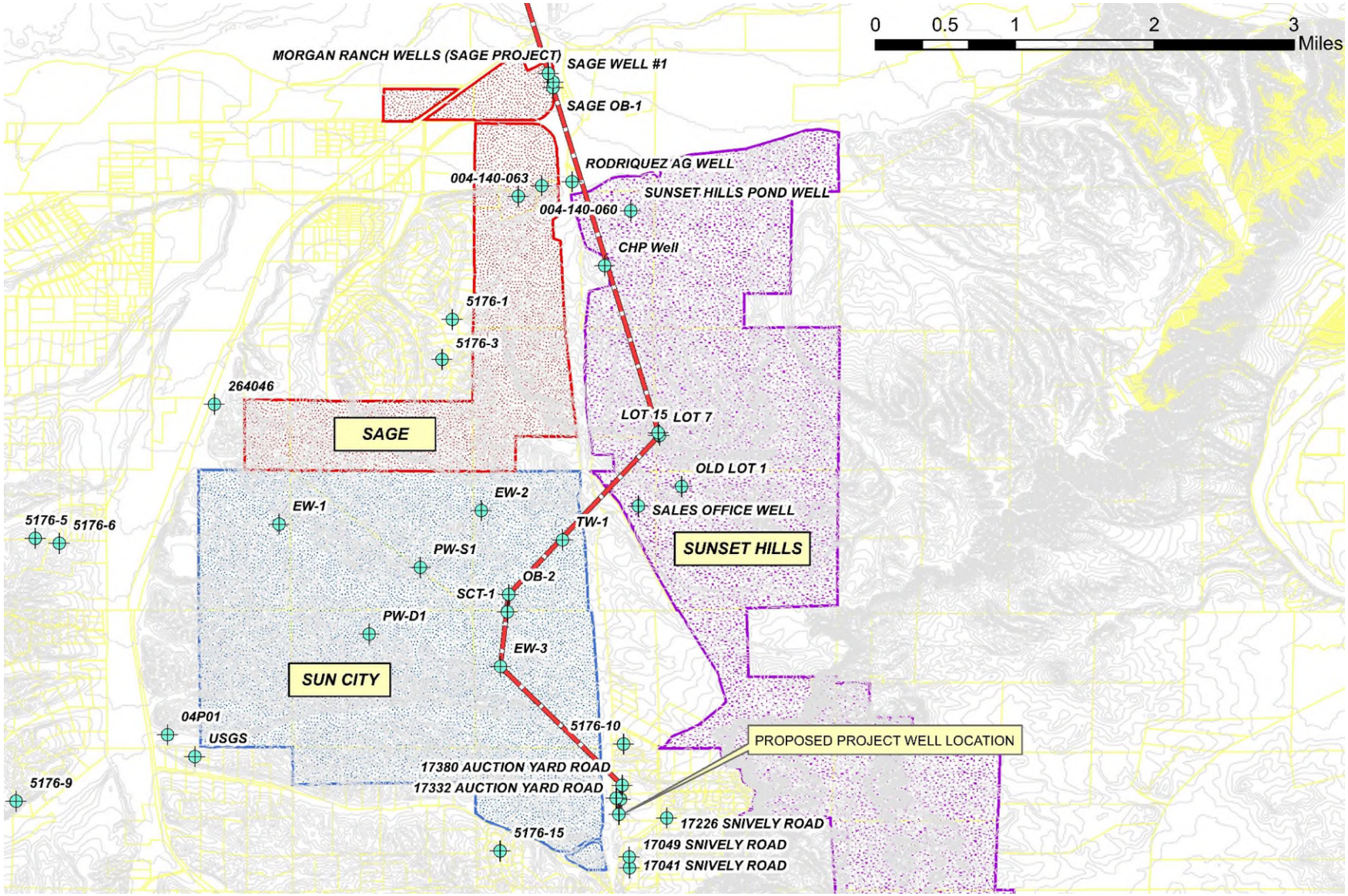
FIGURE BR-3, CNDDB OCCURRENCES



November 1, 2024

Figure by Lawrence & Associates

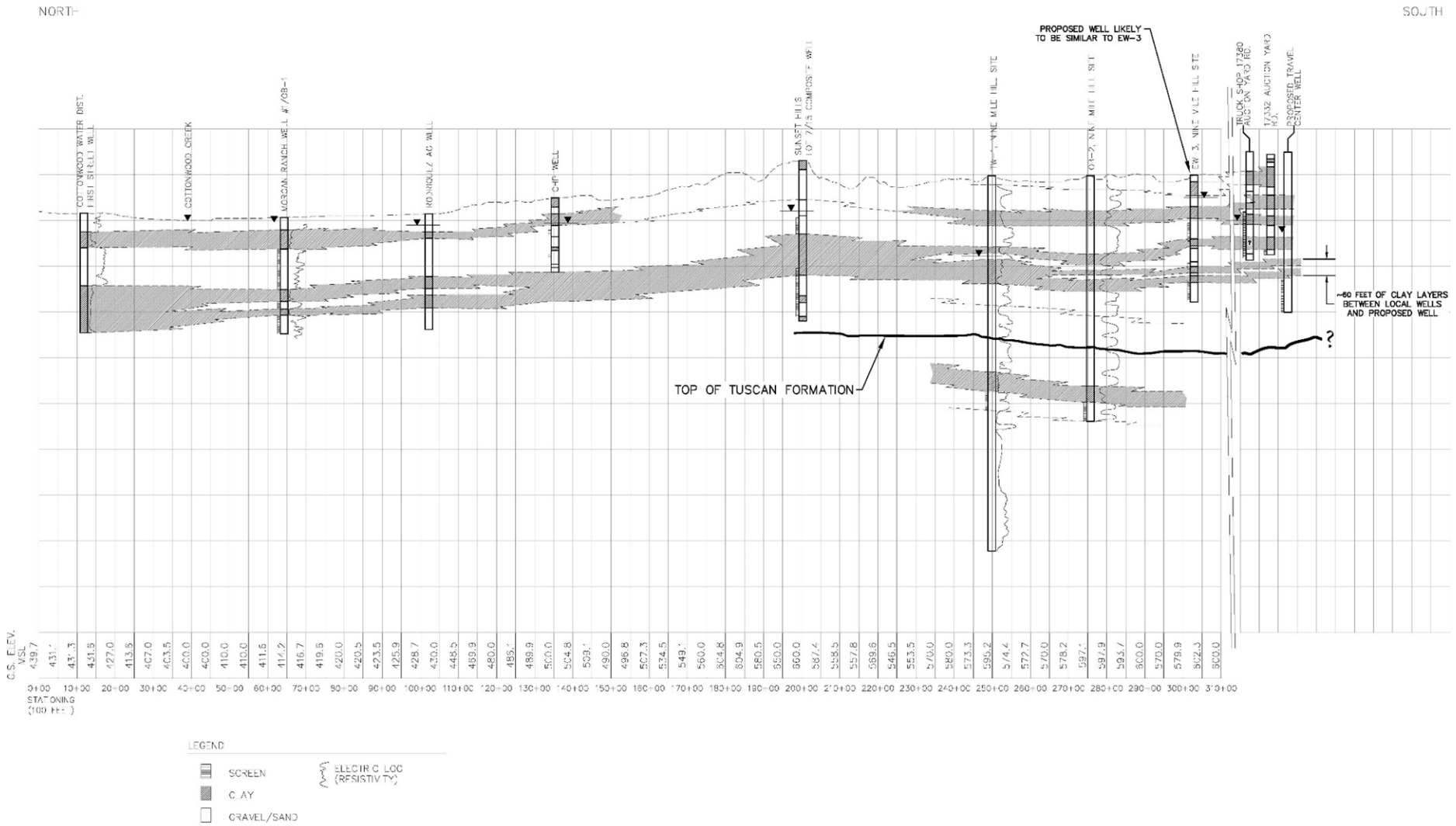
FIGURE HWQ-1, GROUNDWATER BASIN



November 1, 2024

Figure by Lawrence & Associates

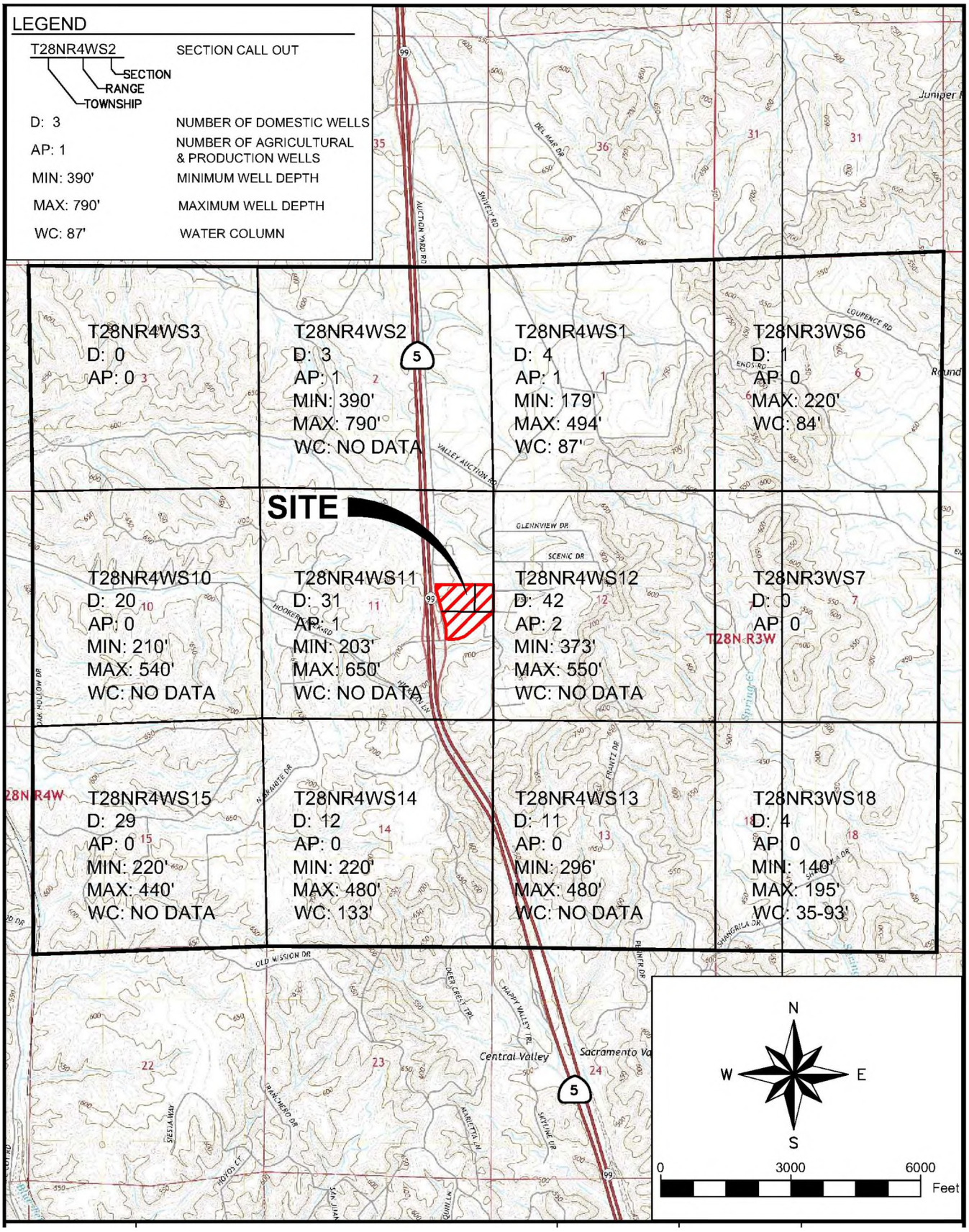
FIGURE HWQ-2, CROSS-SECTION LOCATION MAP



November 1, 2024

Figure by Lawrence & Associates

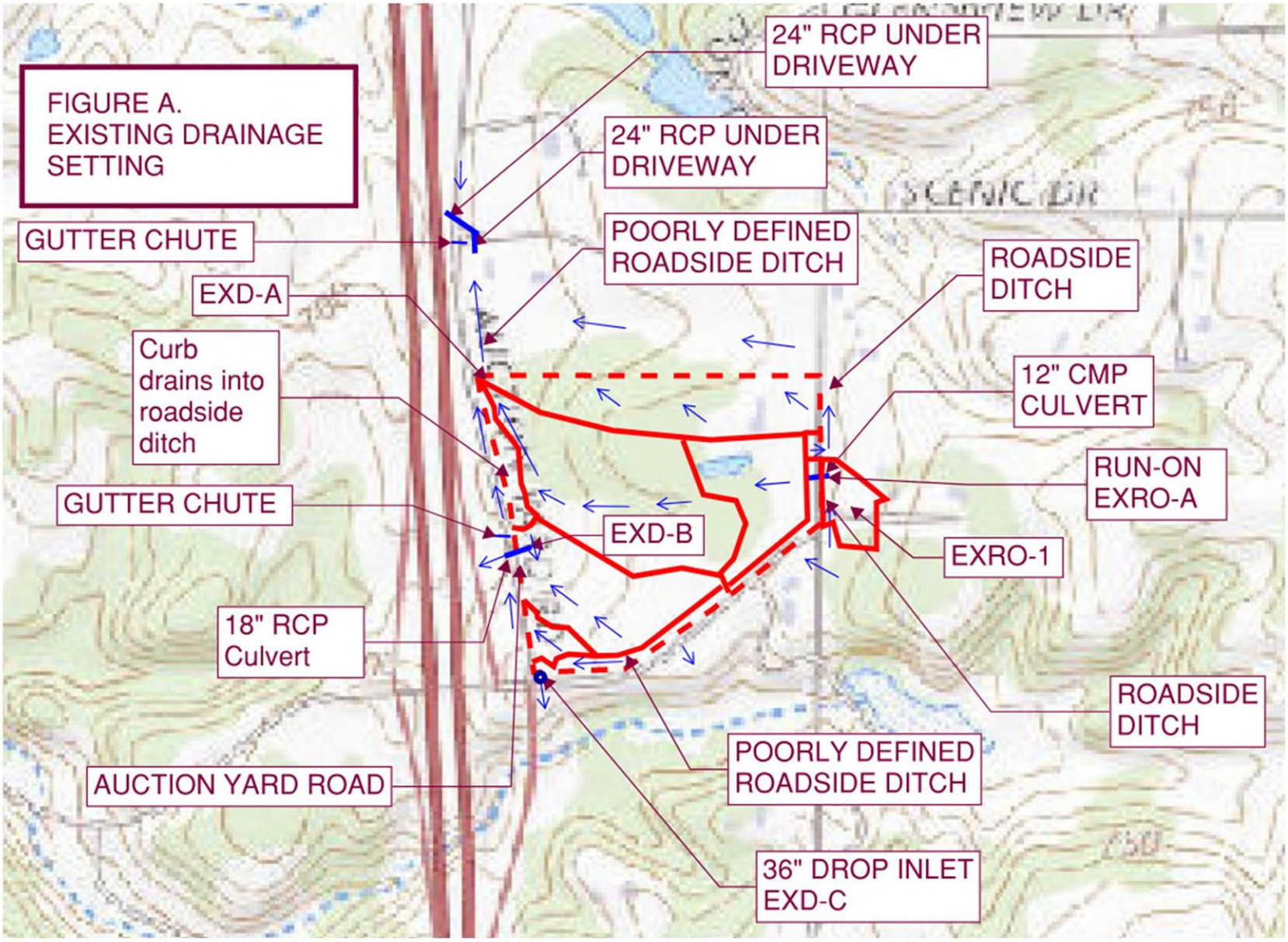
FIGURE HWQ-3, GEOLOGIC CROSS SECTION



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Figure by Lawrence & Associates

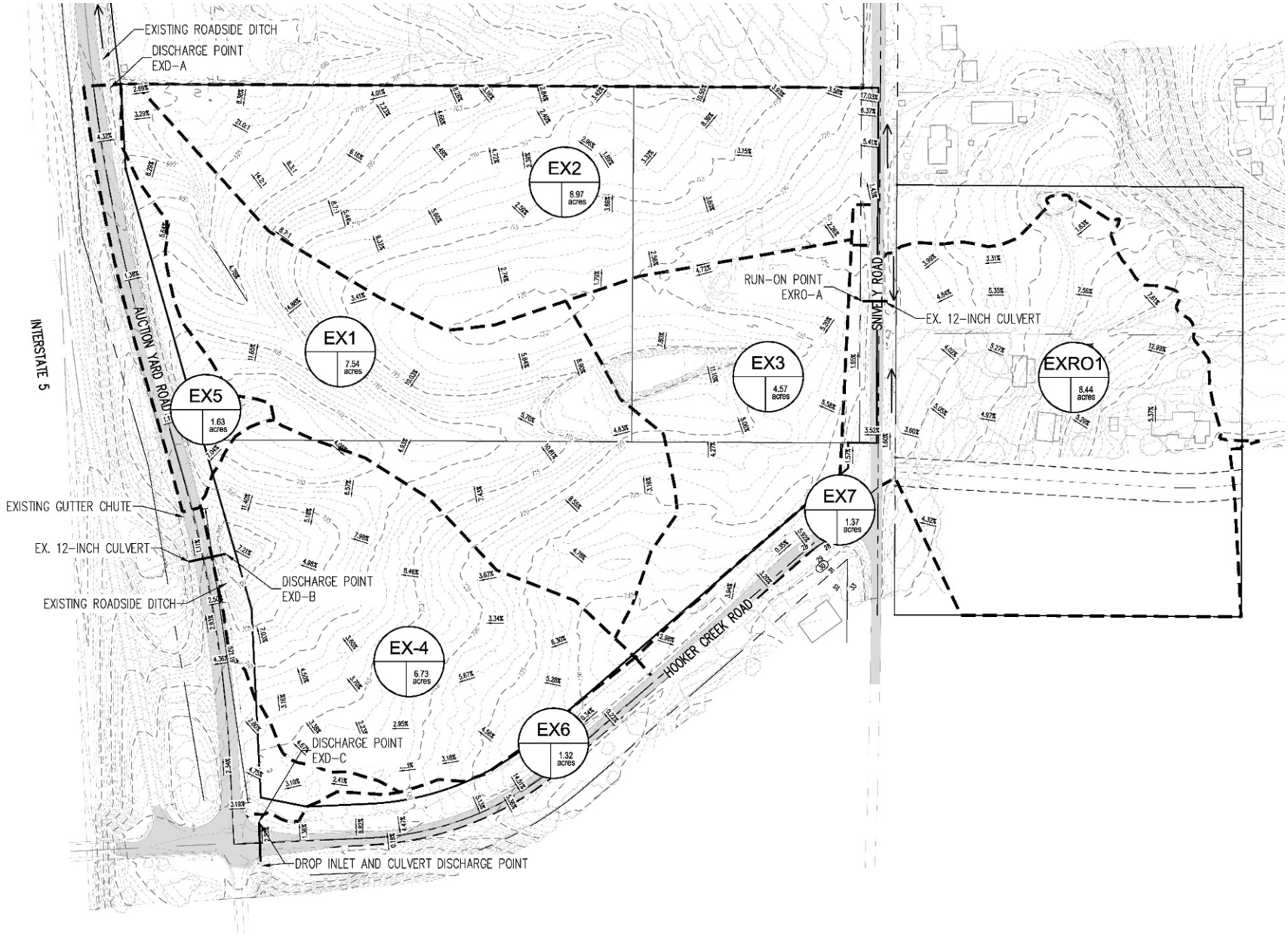
FIGURE HWQ-4, DWR WELLS OF RECORD SURROUNDING SITE



November 1, 2024

Figure by Galloway & Company, Inc,

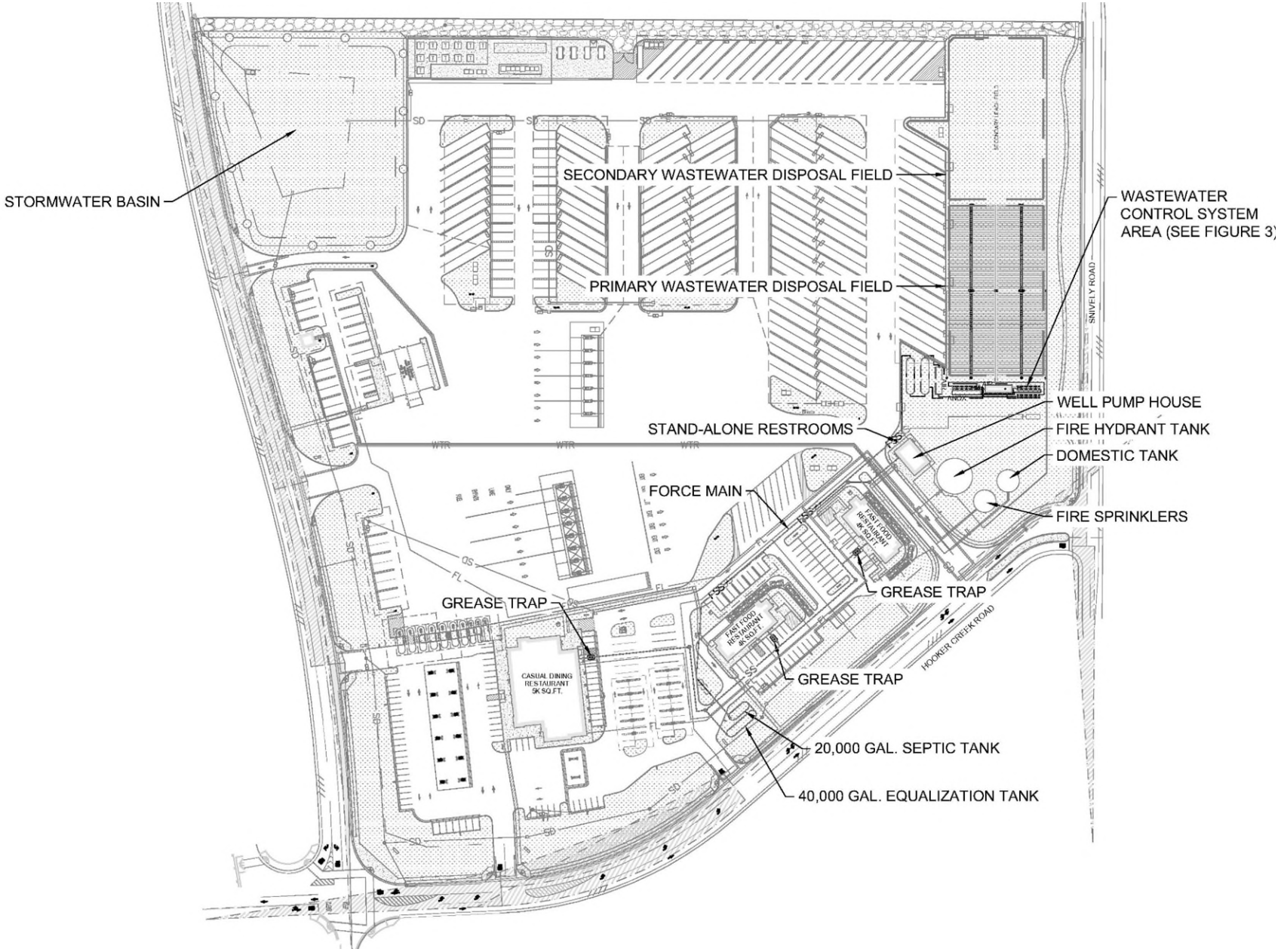
FIGURE HWQ-5, EXISTING DRAINAGE SETTING A



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Drawing by Galloway & Company, Inc.

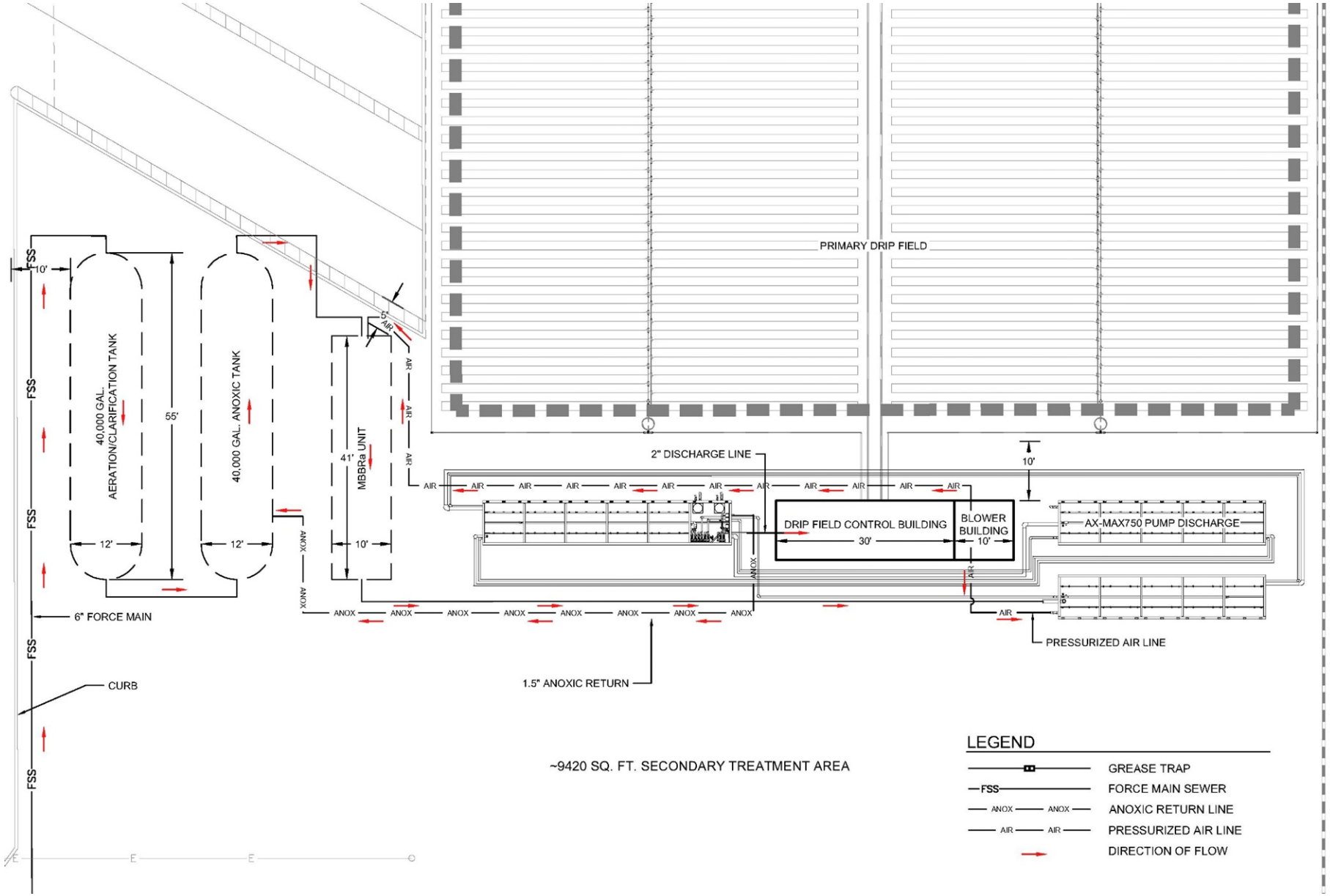
FIGURE HWQ-6, EXISTING DRAINAGE CONDITIONS (DRAWING EX-1)



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Figure by Lawrence & Associates

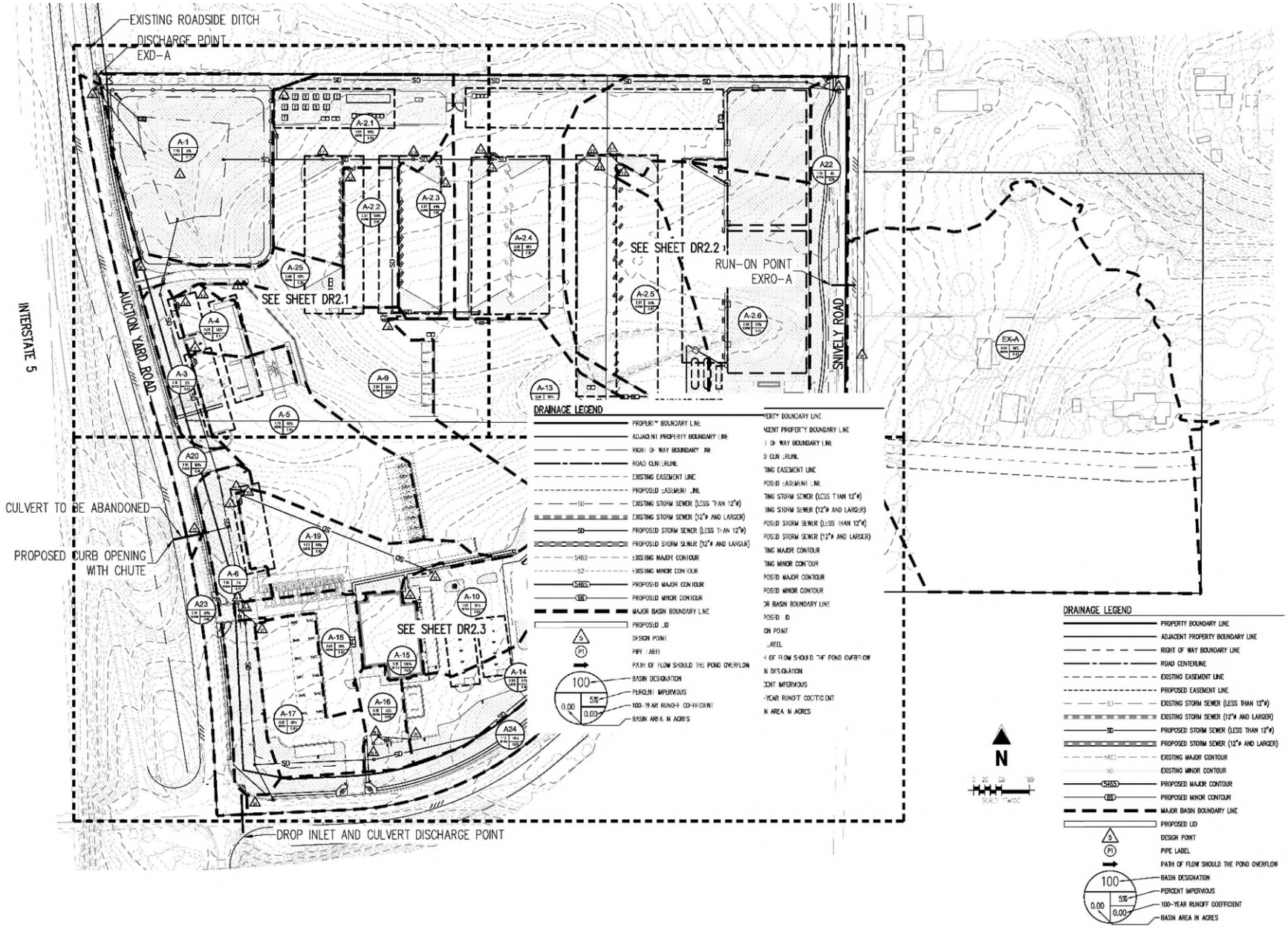
FIGURE HWQ-7, WATER AND WASTEWATER SYSTEM OVERVIEW



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Figure by Lawrence & Associates

FIGURE HWQ-8, WASTEWATER TREATMENT EQUIPMENT LAYOUT



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Drawing by Galloway & Company, Inc.

FIGURE HWQ-9, PROPOSED OVERALL PROJECT SITE DRAINAGE (DRAWING DR1)

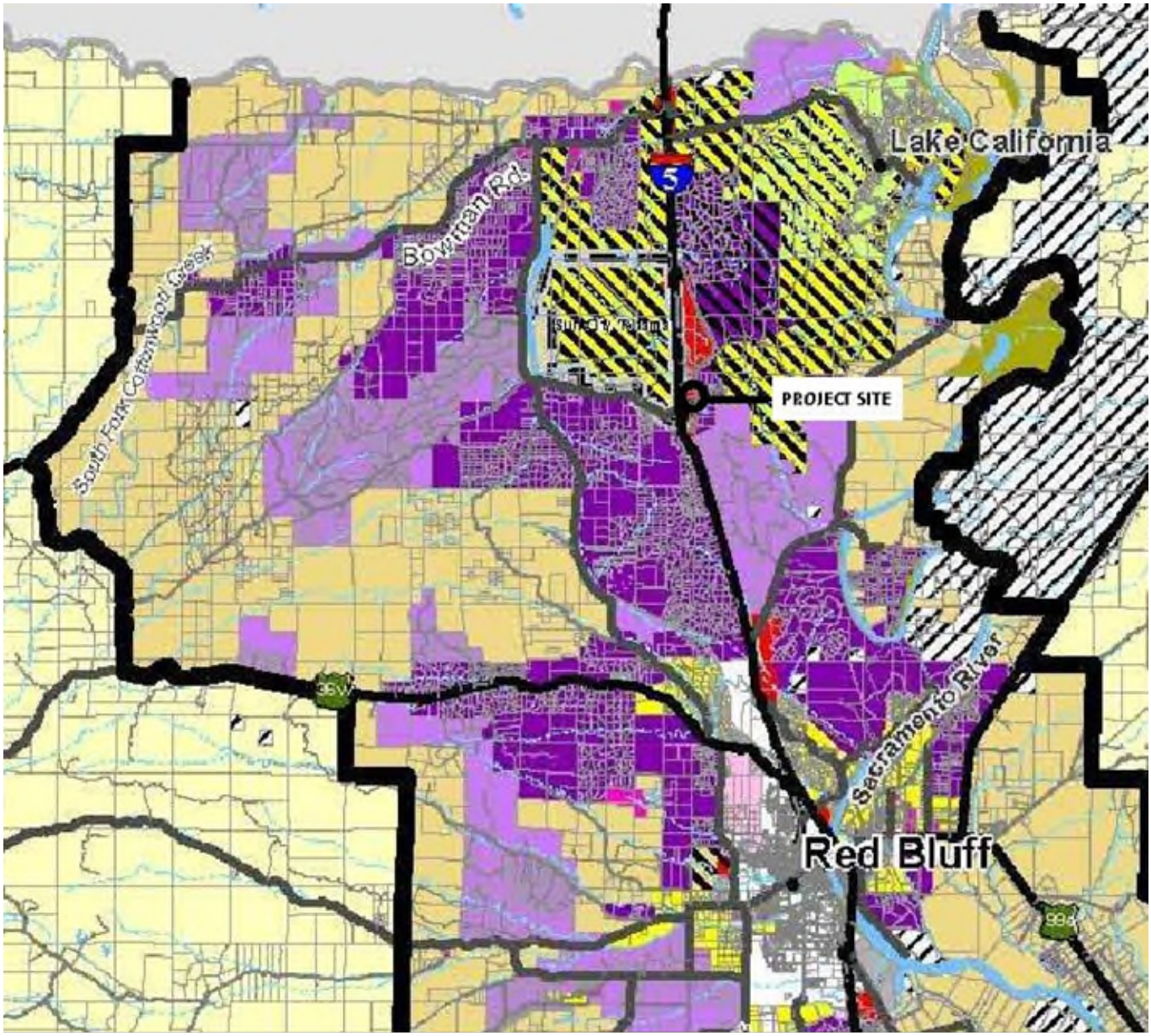
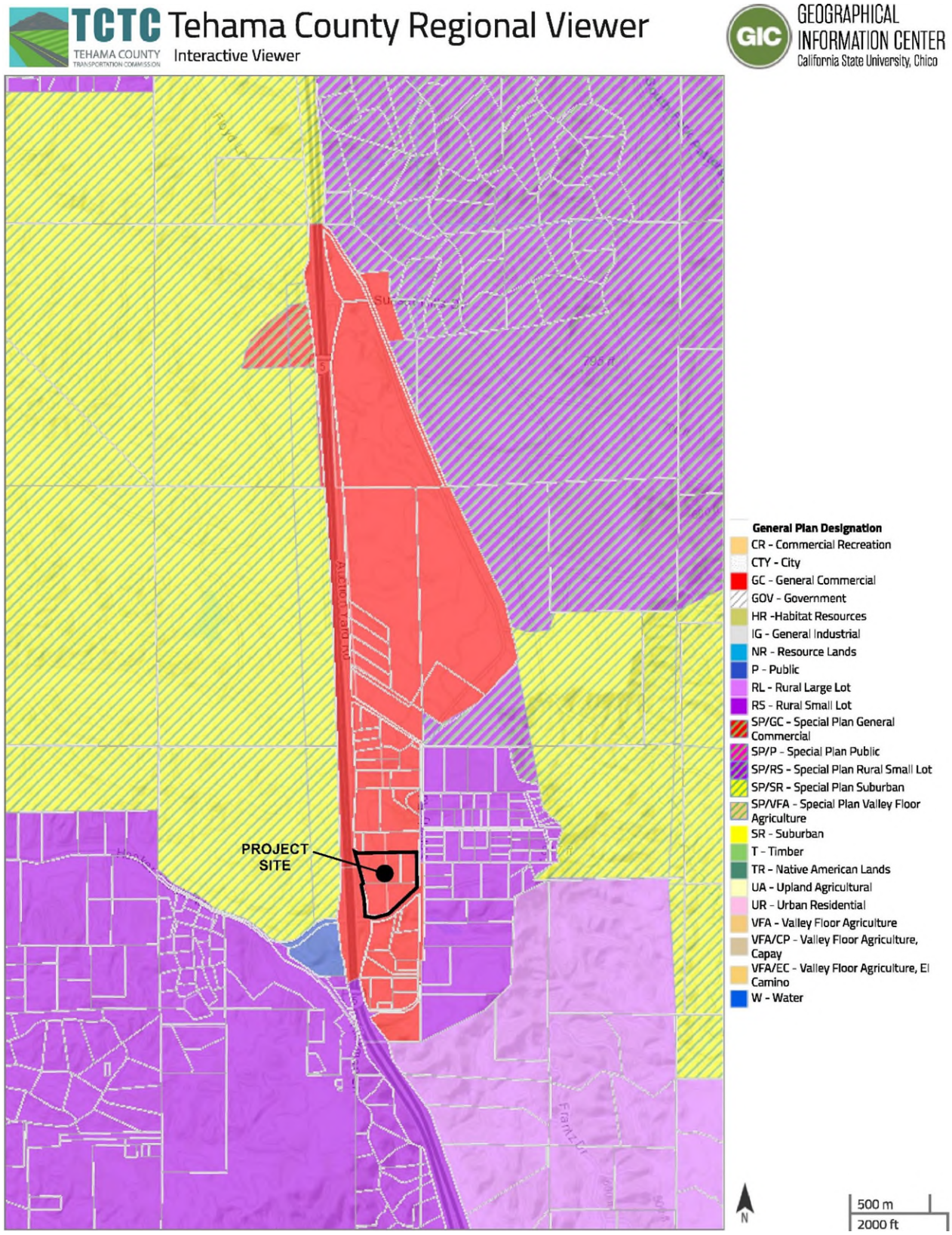
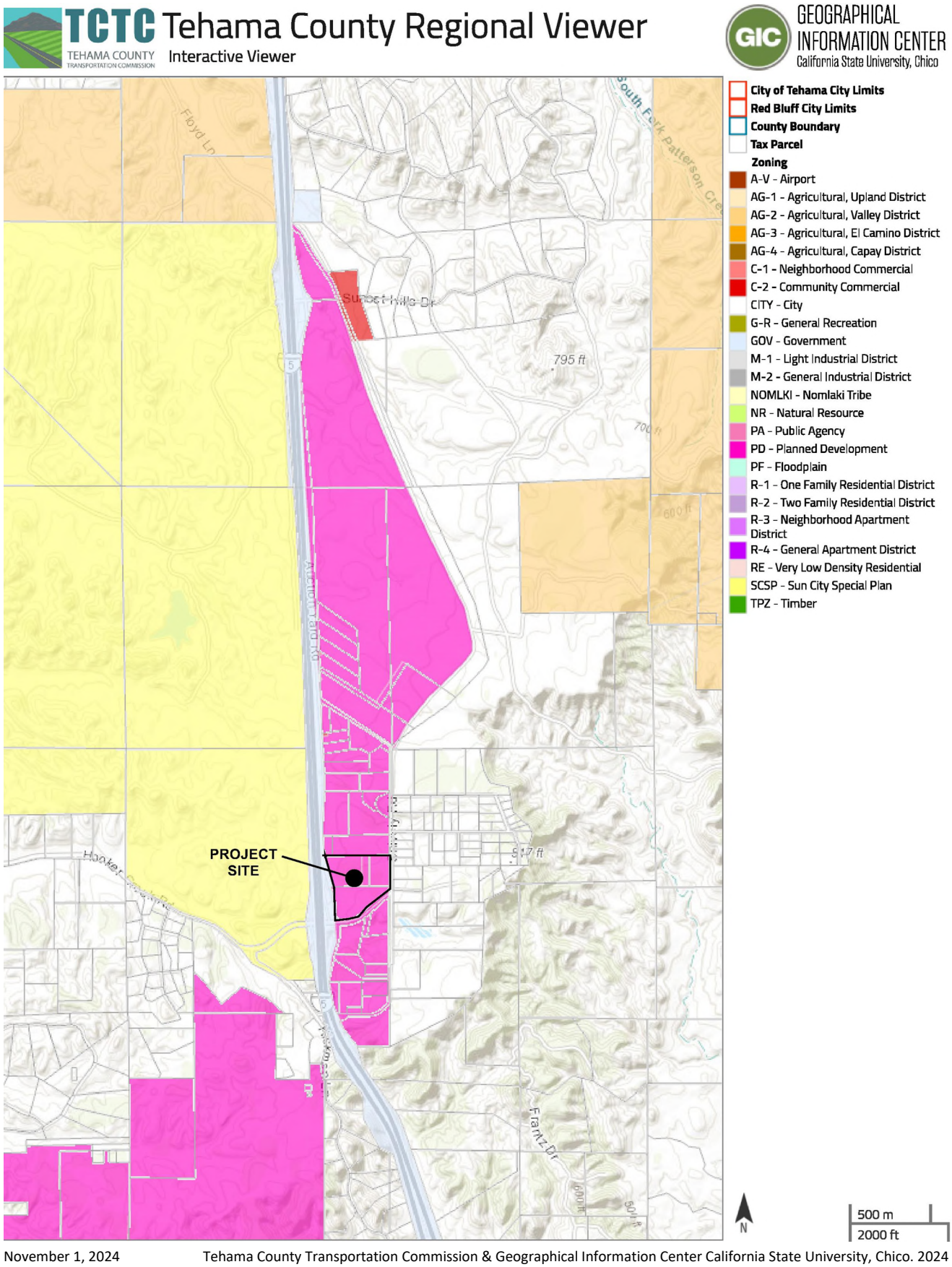


FIGURE LU-1, NORTH I-5 CORRIDOR PLANNING AREA



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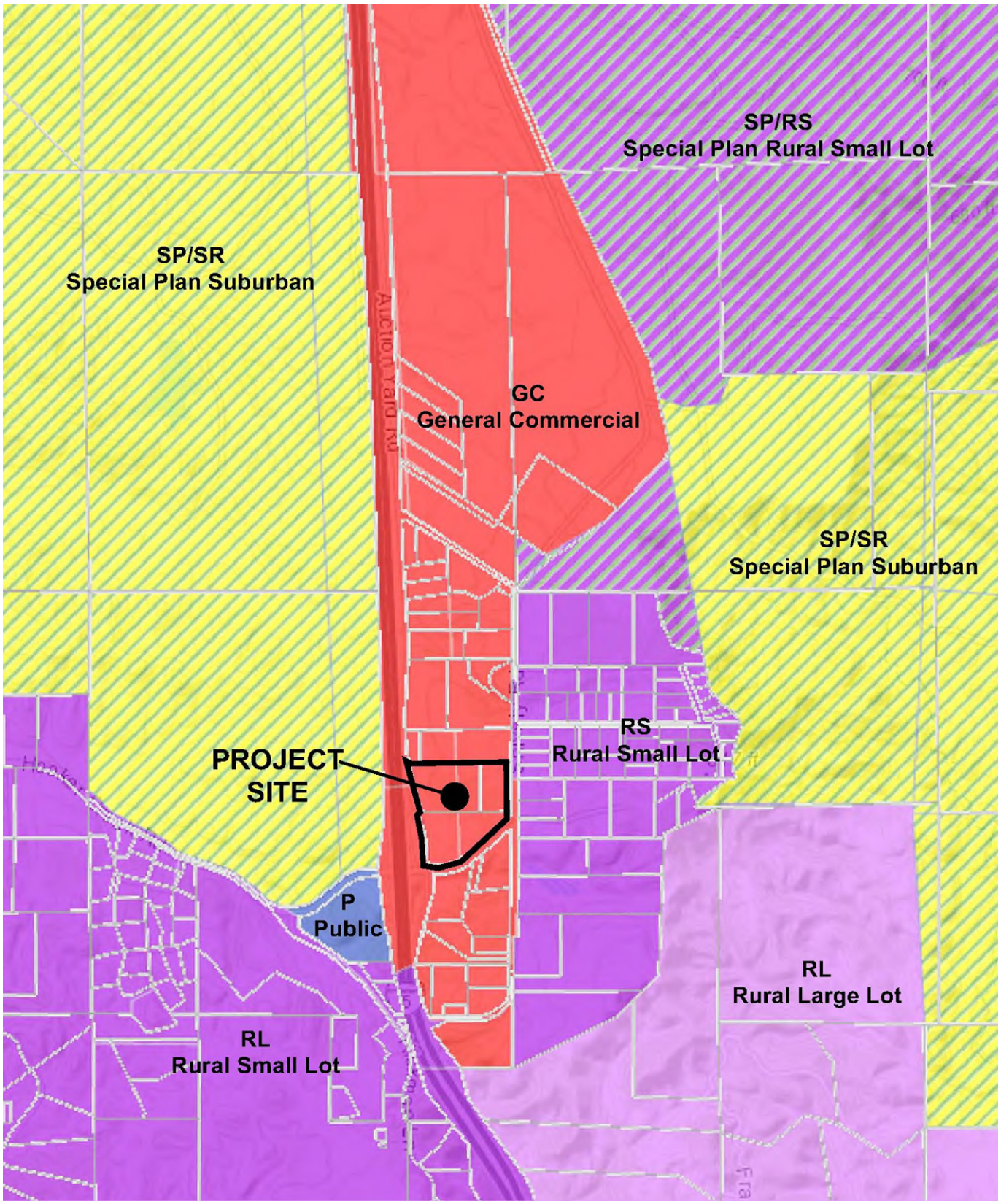
FIGURE LU-2, GENERAL PLAN LAND USE CLASSIFICATIONS



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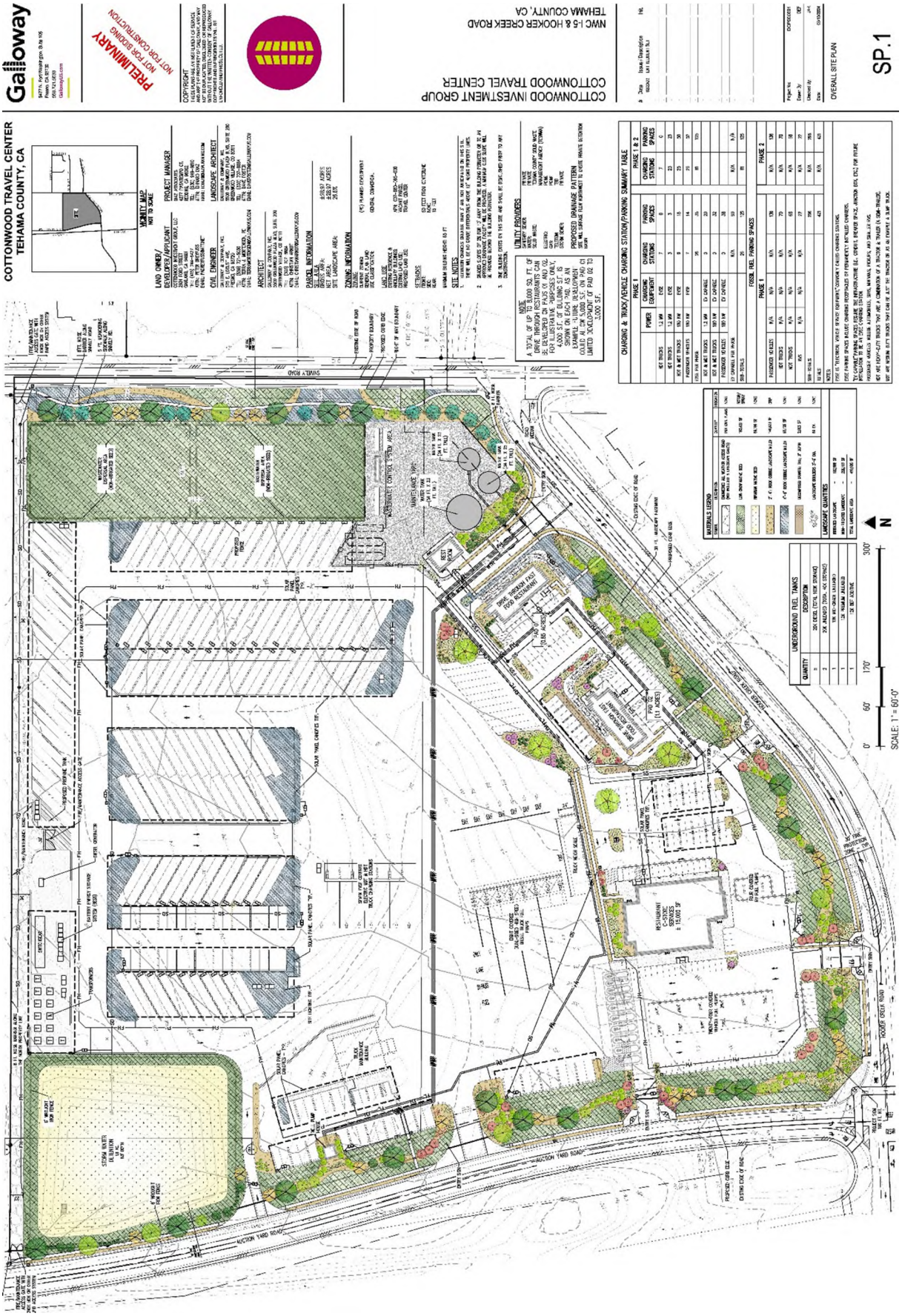
FIGURE LU-3, ZONING DISTRICT DESIGNATIONS

ATTACHMENT J



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FIGURE LU-4, GENERAL COMMERCIAL & RURAL SMALL LOT LAND USE CLASSIFICATIONS

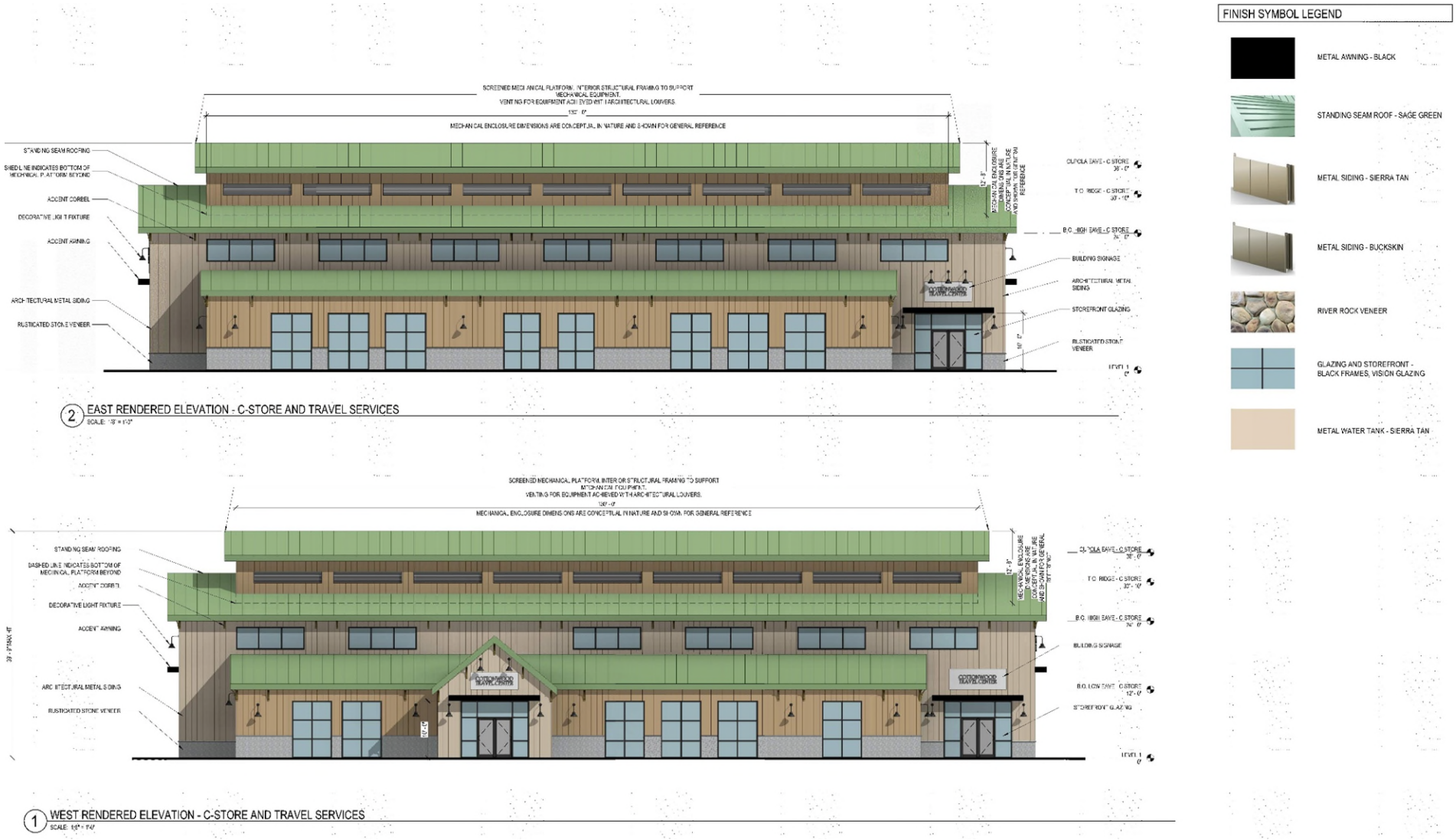


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Site Plan By Galloway & Company, Inc.

FIGURE LU-5, OVERALL SITE PLAN

ATTACHMENT J

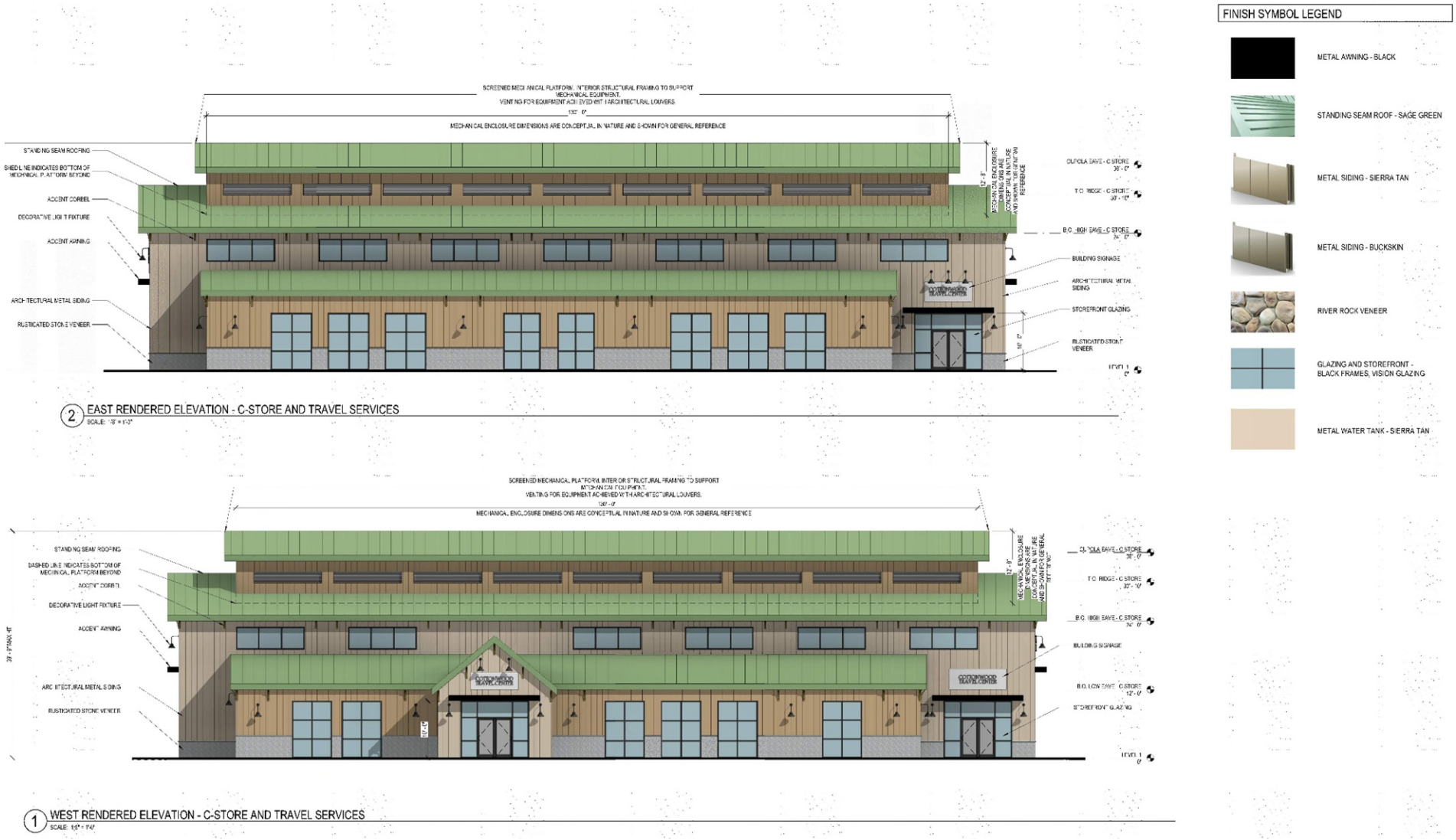


November 1, 2024

Drawing by Galloway & Company, Inc.

FIGURE LU-6 C-STORE AND TRAVEL SERVICES – SOUTH & NORTH ELEVATIONS

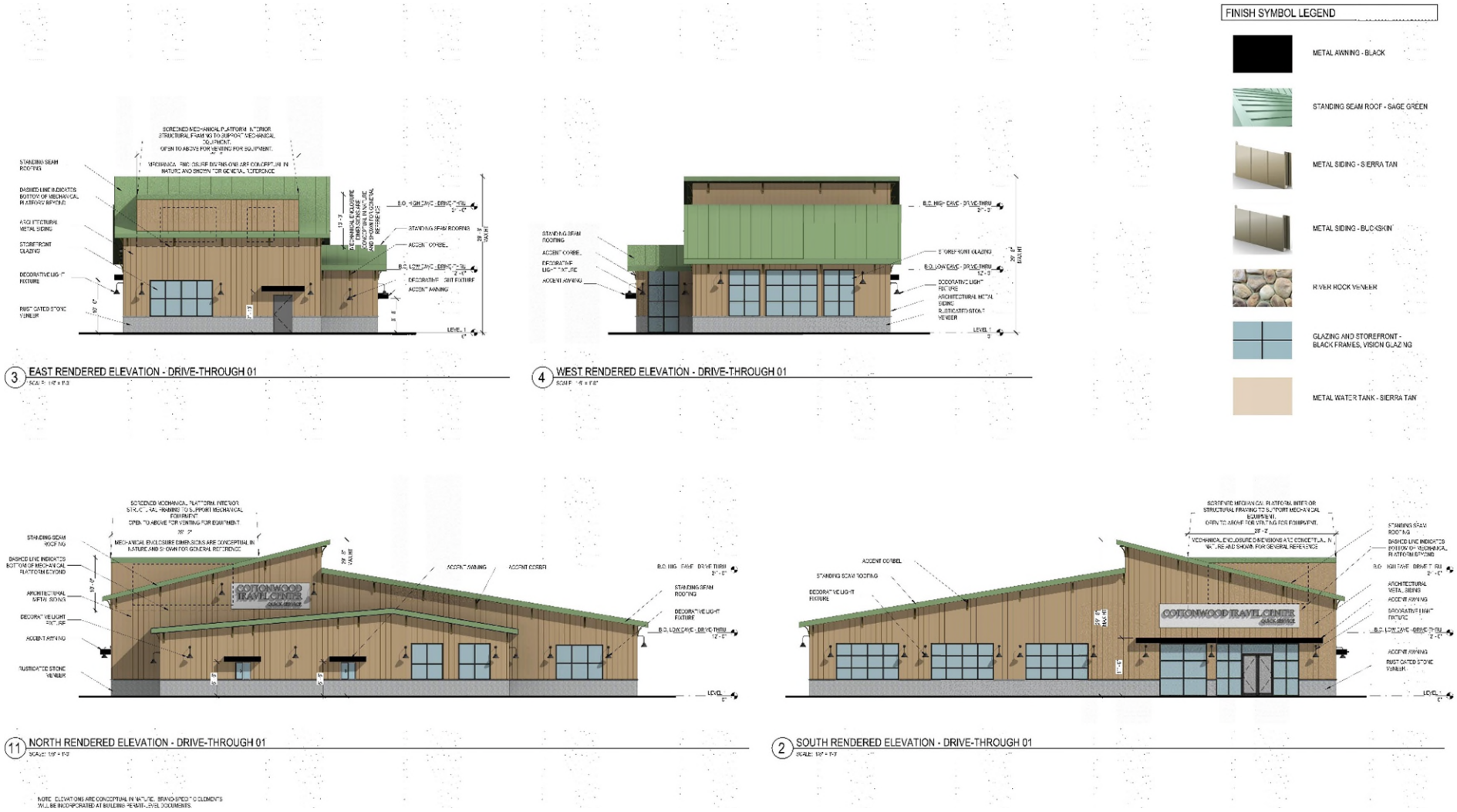
ATTACHMENT J



November 1, 2024

Drawing by Galloway & Company, Inc.

FIGURE LU-7, C-STORE AND TRAVEL SERVICES – EAST & WEST ELEVATIONS



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Drawing by Galloway & Company, Inc.

FIGURE LU-8 DRIVE, THROUGH FAST FOOD RESTAURANT 01 ELEVATIONS

ATTACHMENT J



November 1, 2024

Drawing by Galloway & Company, Inc.

FIGURE LU-9, DRIVE-THROUGH FAST FOOD RESTAURANT 02 ELEVATIONS

ATTACHMENT J

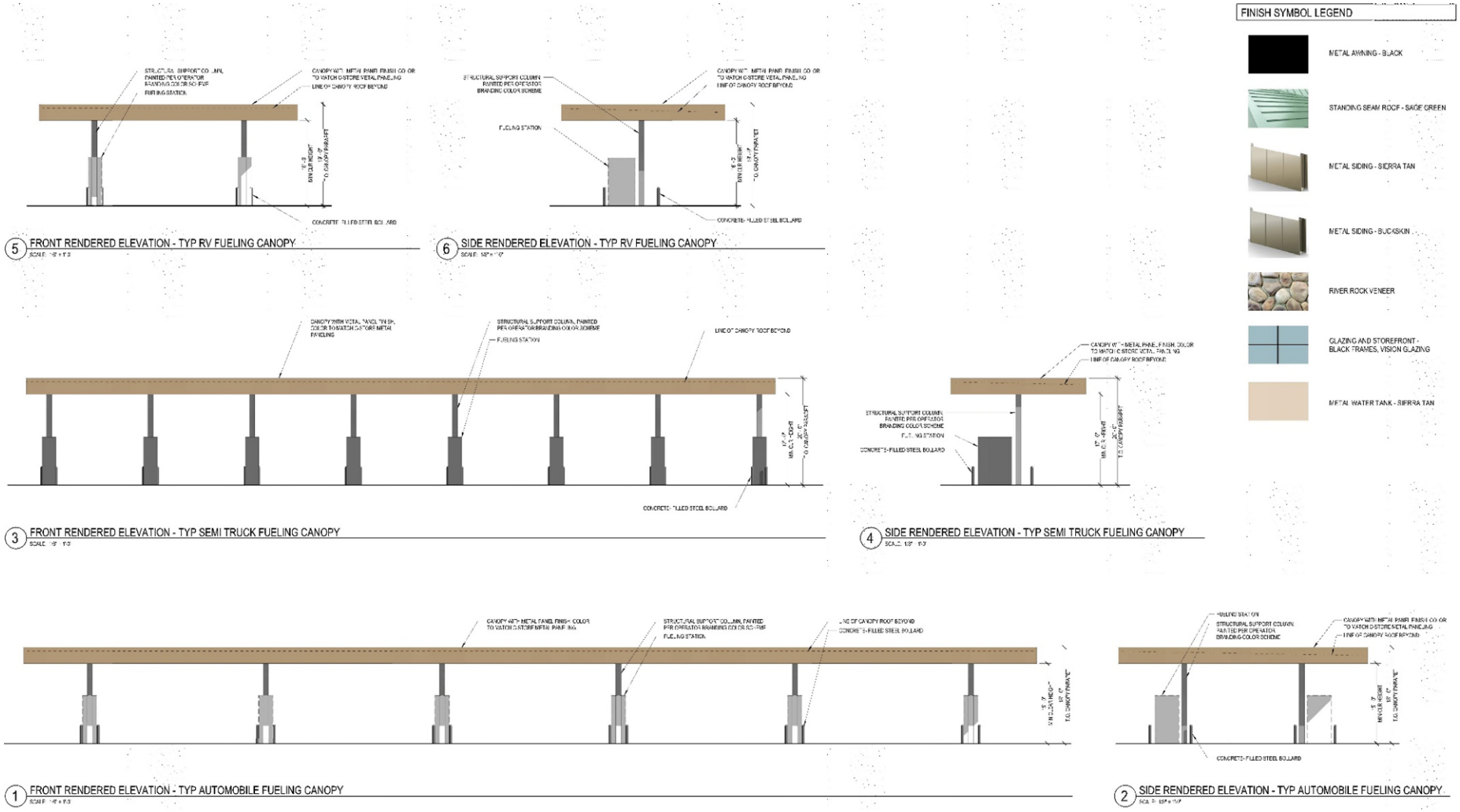


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Drawing by Galloway & Company, Inc.

FIGURE LU-10, TRUCK MAINTENANCE & RESTROOM BUILDING ELEVATIONS

ATTACHMENT J

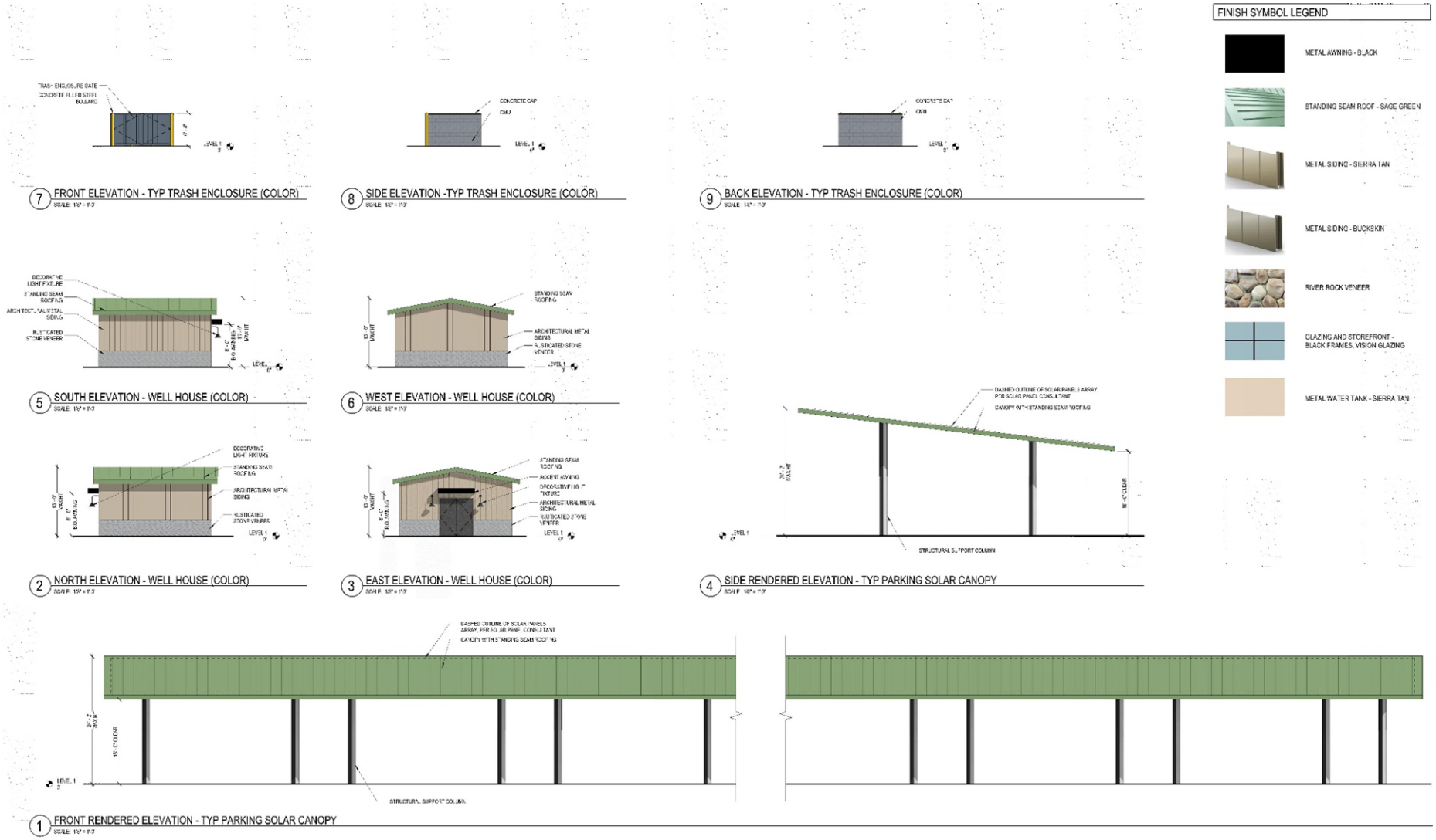


November 1, 2024

Drawing by Galloway & Company, Inc.

FIGURE LU-11, FUELING CANOPY ELEVATIONS

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November 1, 2024

Drawing by Galloway & Company, Inc.

FIGURE LU-12, TYPICAL TRASH ENCLOSURE, WELL HOUSE & SOLAR CANOPIES ELEVATIONS

ATTACHMENT J

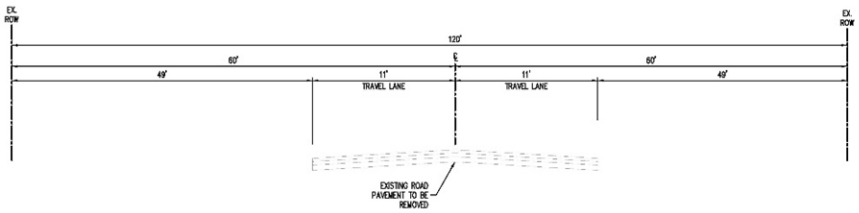


November 1, 2024

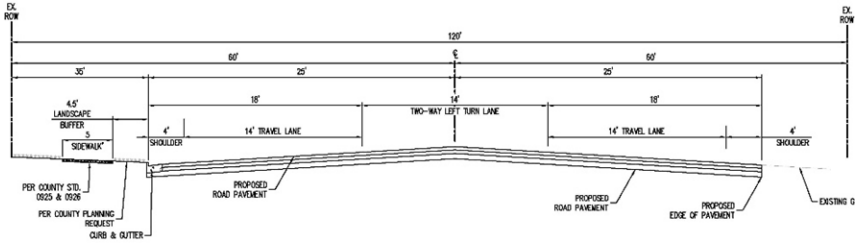
Drawing by Galloway & Company, Inc.

FIGURE LU-13, WATER TANK ELEVATIONS

ATTACHMENT J

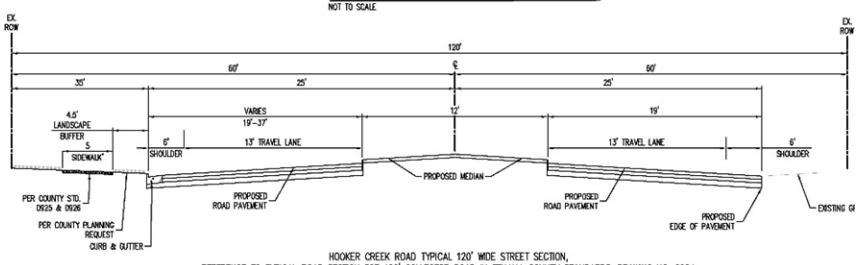


EXISTING HOOKER CREEK ROAD
NOT TO SCALE



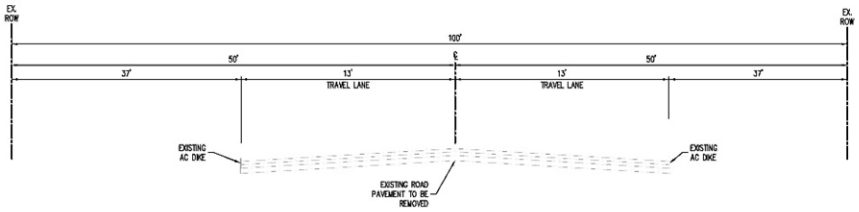
HOOKER CREEK ROAD TYPICAL 120' WIDE STREET SECTION,
REFERENCE TO TYPICAL ROAD SECTION FOR 120' COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0904

HOOKER CREEK ROAD OFF-SITE STREET SECTION A
NOT TO SCALE

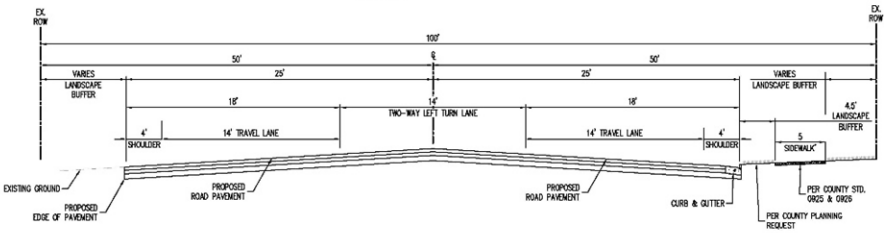


HOOKER CREEK ROAD TYPICAL 120' WIDE STREET SECTION,
REFERENCE TO TYPICAL ROAD SECTION FOR 120' COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0904

HOOKER CREEK ROAD OFF-SITE STREET SECTION B
NOT TO SCALE

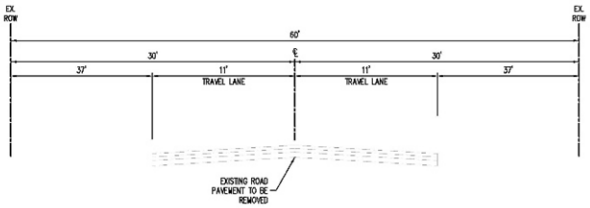


EXISTING AUCTION YARD ROAD
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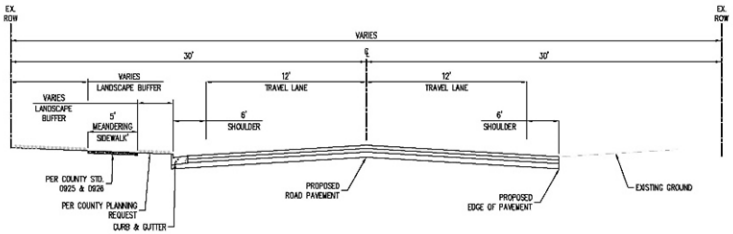


AUCTION YARD ROAD TYPICAL 100' WIDE STREET SECTIONS,
REFERENCE TO TYPICAL ROAD SECTION FOR 100' WIDE COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0904

AUCTION YARD ROAD OFF-SITE STREET SECTION C
NOT TO SCALE



EXISTING SNIVELY ROAD
NOT TO SCALE



SNIVELY ROAD TYPICAL 60' WIDE STREET SECTIONS,
REFERENCE TO TYPICAL ROAD SECTION FOR 60' WIDE COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0902

SNIVELY ROAD OFF-SITE STREET SECTION D
NOT TO SCALE



November 1, 2024

Landscape Plan by Galloway & Company, Inc.

FIGURE LU-15, OVERALL LANDSCAPE SITE PLAN

ATTACHMENT J


Autumn Gold Ginkgo


California Sycamore


Pinyon Pine


Austrian Pine


Coast Live Oak

PLANT SCHEDULE

SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT	CAL / SIZE	HT. X SPD	WATER USE	LIGHT REQ.
DECIDUOUS TREES									
	GIN	23	AUTUMN GOLD GINKGO	GINKGO BILOBA 'AUTUMN GOLD' TM	BOX	24" BOX	30'X20'	MODERATE	SUN
	[illegible]	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
EVERGREEN TREES									
	PIN	19	PINON PINE	PINUS EDULIS	B&B	6' HT.	25'X15'	LOW	SUN
	PIV	18	ALEPPO PINE	PINUS HALEPENSIS	B&B	6' HT.	40'X30'	LOW	SUN/PART SHADE
	QUAG	23	COAST LIVE OAK	QUERCUS AGRIFOLIA	BOX	36" BOX	40'X30'	LOW	ANY
	SEQC	12	GIANT REDWOOD	SEQUOIADENDRON GIGANTEUM	BOX	36" BOX	30'X20'	LOW	SUN
ORNAMENTAL TREES									
	CLA	7%	[illegible]	[illegible]	B&B	[illegible]	[illegible]	[illegible]	SUN/PART SHADE
	CRAB	12	[illegible]	[illegible]	BOX	[illegible]	[illegible]	[illegible]	SUN
SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	CONT	HT. X SPD	WATER USE	LIGHT REQ.	
SHRUBS									
	CAO	64	[illegible]	CALLISTEMON HAGE	#5 CONT.	10'X5'	LOW	SUN	
	[illegible]	105	[illegible]	[illegible]	#5 CONT.	[illegible]	LOW	SUN/PART SHADE	
	PERF	30	HIMALAYAN BORDER JEWEL, FLEECEFLOWER	PERSICARIA AFFINIS 'BORDER JEWEL'	#5 CONT.	1'X3'	LOW	SUN/PART SHADE	
	[illegible]	27	[illegible]	[illegible]	#5 CONT.	[illegible]	LOW	SUN/PART SHADE	
UPRIGHT JUNIPERS									
	JUSS	43	SPARTAN JUNIPER	JUNIPERUS CHINENSIS 'SPARTAN'	#5 CONT.	12'X3'	VERY LOW	SUN	
EVERGREEN SHRUBS									
	AUCU	21	[illegible]	[illegible]	#5 CONT.	[illegible]	LOW	SUN/PART SHADE	
	AWAF	75	AFRICAN LILY	AGAPANTHUS AFRICANUS	#5 CONT.	2'X2'	LOW	PART SUN	
	BEP	16	CALIFORNIA BARBERRY	BERBERIS PINNATA	#5 CONT.	3'X5'	LOW	SUN/PART SHADE	
	COCO	11	SPREADING COTONEASTER	COTONEASTER DIVARICATUS	#5 CONT.	5'X6'	VERY LOW	SUN/PART SHADE	
	COHP	35	CREEPING COTONEASTER	COTONEASTER HORIZONTALIS PERPUSILLUS	#5 CONT.	1'X3'	MODERATE	SUN/PART SHADE	
	[illegible]	36	[illegible]	[illegible]	#5 CONT.	[illegible]	[illegible]	SUN/PART SHADE	
	PIXIE	95	SLOW GROWING DWARF PINE	PINUS MUGO 'SLOW GROWING'	#5 CONT.	5'X4'	LOW	SUN	
	[illegible]	184	[illegible]	[illegible]	#5 CONT.	[illegible]	[illegible]	SUN/PART SHADE	
ORNAMENTAL GRASSES									
	BOGR	120	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILIS 'BLONDE AMBITION'	#1 CONT.	2'X2'	LOW	SUN/PART SHADE	
	[illegible]	114	[illegible]	[illegible]	#1 CONT.	4'X3'	LOW	SUN	
	PEOL	90	KARLEY ROSE FOUNTAIN GRASS	PENNISETUM ORIENTALE 'KARLEY ROSE'	#1 CONT.	2'X2'	LOW	SUN	
PERENNIALS									
	SABY	61	MAY NIGHT SALVIA	SALVIA X SYLVESTRIS 'MAINACHT'	#1 CONT.	2'X2'	VERY LOW	SUN	
SYMBOL	CODE	QTY	COMMON NAME	BOTANICAL NAME	TYPE				
MULCH									
	RK MULCH	34,455 SF	2" ROCK COBBLE MULCH	2" ROCK COBBLE MULCH	MULCH				
	[illegible]	49,516 SF	[illegible]	[illegible]	MULCH				
	[illegible]	2,622 SF	[illegible]	[illegible]	MULCH				
SOD/SEED									
	SFFCA	99,445 SF	[illegible]	[illegible]	SOD				
	SFFCA	16,967 SF	REMAINDER DETENTION NATIVE SEED	REMAINDER DETENTION NATIVE SEED	SEED				


Coast Redwood Aptos Blue


Western Redbud


Royal Purple Smoke Tree


Radiance Abelia


California Barberry


Lemon Bottlebrush


Pink Princess Escallonia


Himalayan Border Jewel


Alpine Currant


Spartan Juniper


African Lily


Spreding Cotoneaster


Ground Cotoneaster


Fortnight Lily


Slowmound Mugo Pine


Star Jasmine


Blond Ambition Blue Grama


Shenandoah Switchgrass


Karley Rose Fountain Grass


May Night Salvia

November 1,, 2024

Prepared by Galloway & Company, Inc.

FIGURE LU-16, PLANT SCHEDULE & IMAGES

ATTACHMENT J



November 1, 2024

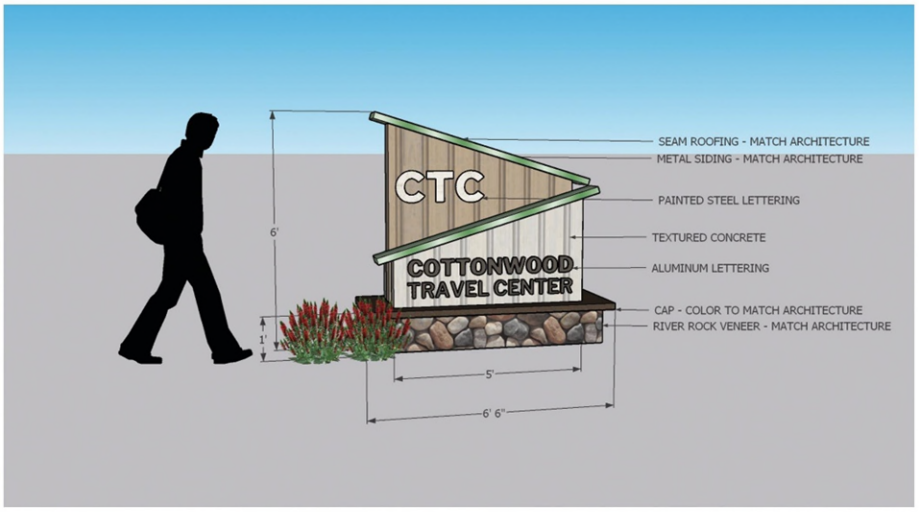
Plan by Galloway & Company, Inc.

FIGURE LU-17, SIGN LOCATION PLAN

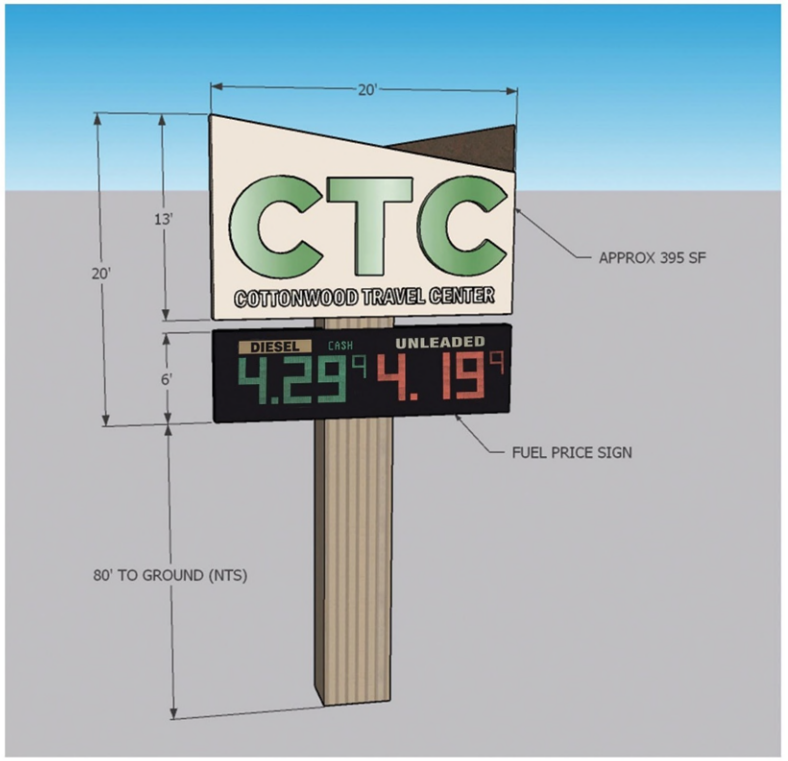
ATTACHMENT J



SIGN CONCEPT 1



SIGN CONCEPT 2



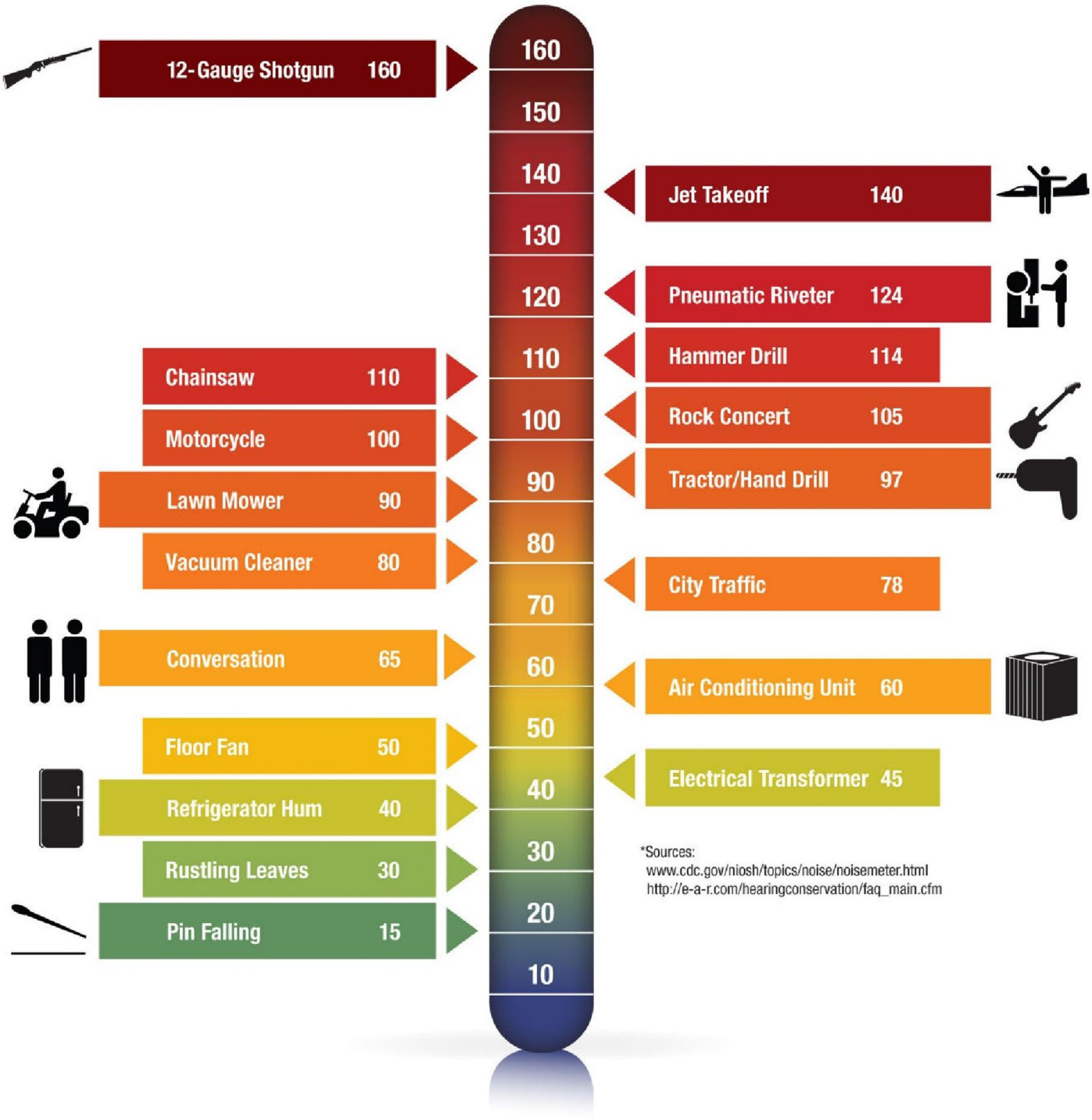
POLE SIGN

November 1, 2024

Figure by Galloway & Company, Inc.

FIGURE LU-18, CONCEPTUAL SIGNAGE

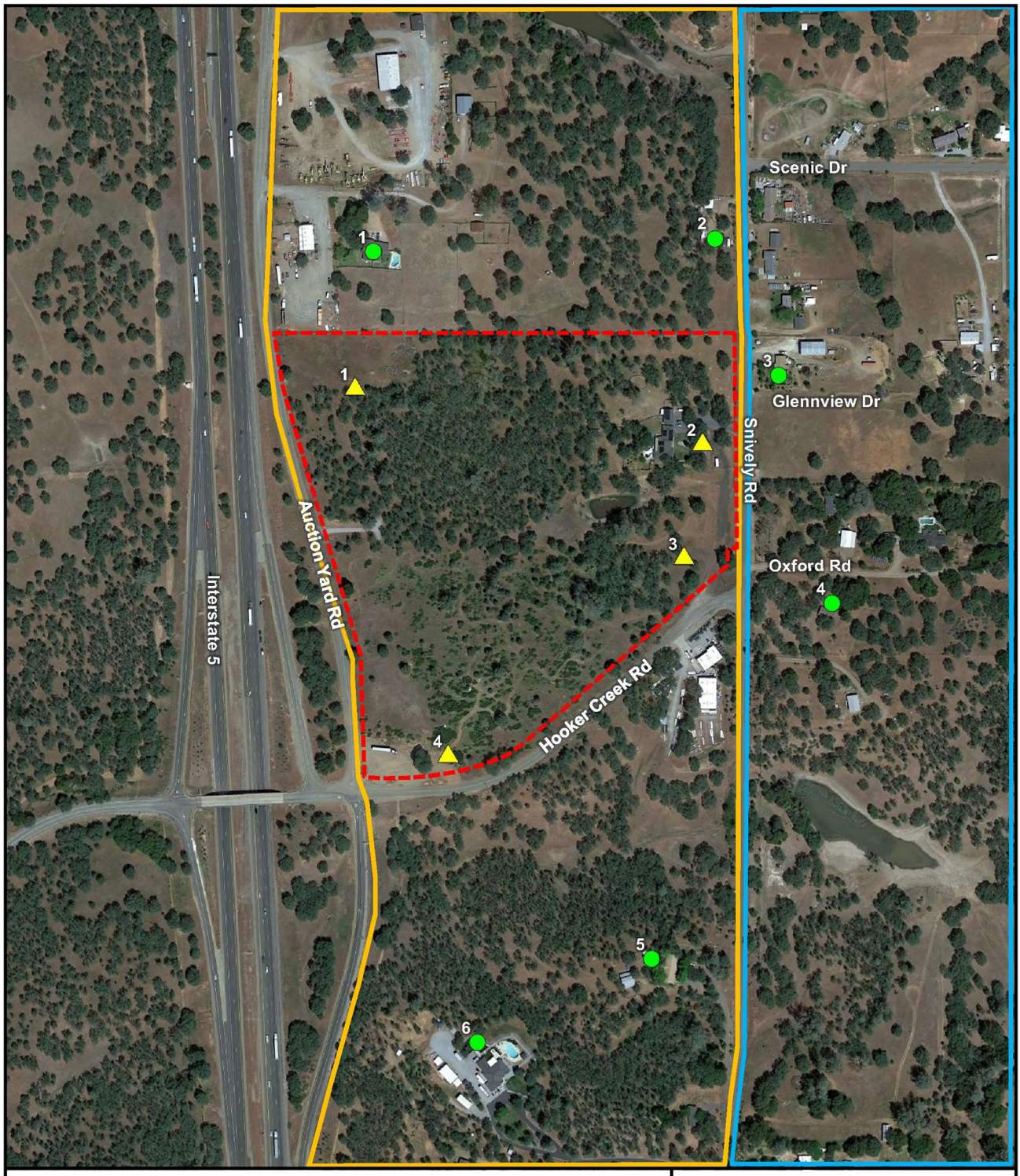
ATTACHMENT J



November 1, 2024

Figure By Bollard Acoustical Consultants

FIGURE N-1, COMMON NOISE LEVELS



November 1, 2024

Figure By Bollard Acoustical Consultants

FIGURE N-2, PROJECT AREA, NOISE SURVEY SITES & NEAREST RESIDENCES



Legend

- Truck Maintenance Building
- Convenience Store
- Fast Food Drive-Through Uses
- Electric Truck Charging Station
- Diesel Truck Fuel Station
- Required 8-foot-tall Noise Barrier
- Tractor Parking - Engine Idling OK
- eTRU Units Only (No Diesel TRUs) & Either No Engine Idling or Install TSE
- eTRU Units Only (No Diesel TRUs), Engine Idling OK
- Diesel TRU Units OK, Engine Idling OK

November 1, 2024

Figure By Bollard Acoustical Consultants

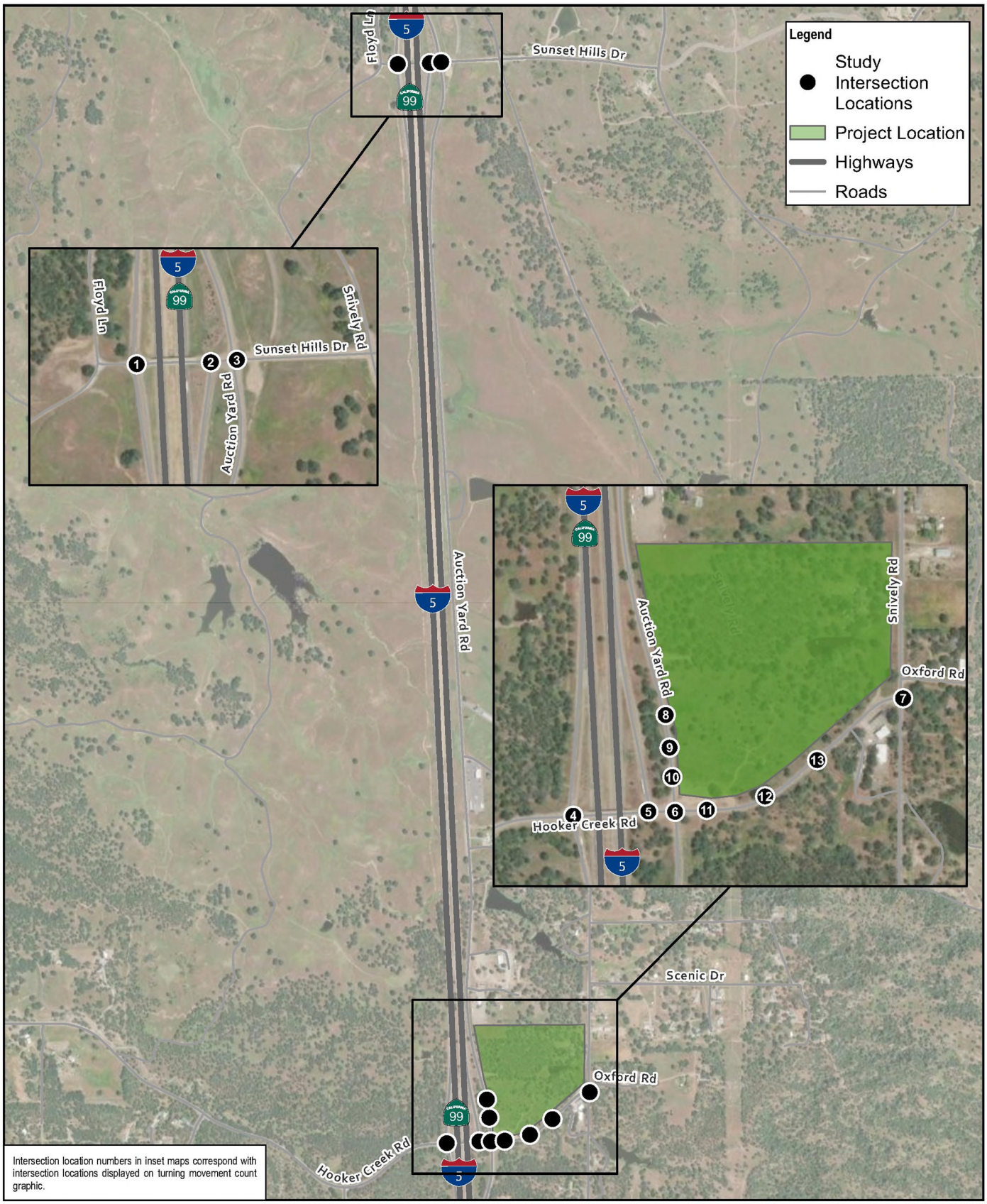
FIGURE N-3, PROPOSED SITE PLAN & NOISE MITIGATION REQUIREMENTS



November 1, 2024

ClimeCo Carbonfund.org; https://carbonfund.org/project/truck-stop-electrification/

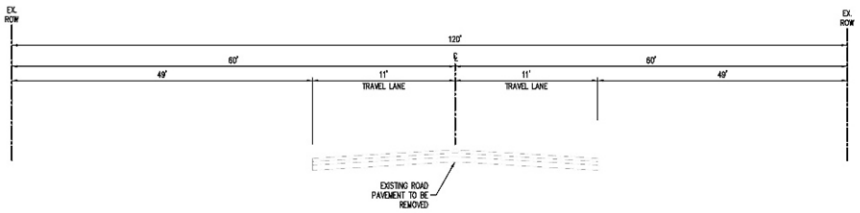
FIGURE N-4, TRUCK STOP ELECTRIFICATION (TSE) SYSTEM



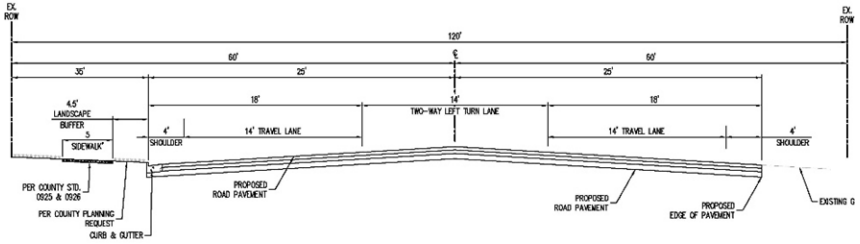
November 1, 2024

Figure By GHD, Inc.

FIGURE T-1, PROJECT LOCATION & STUDY INTERSECTION LOCATIONS

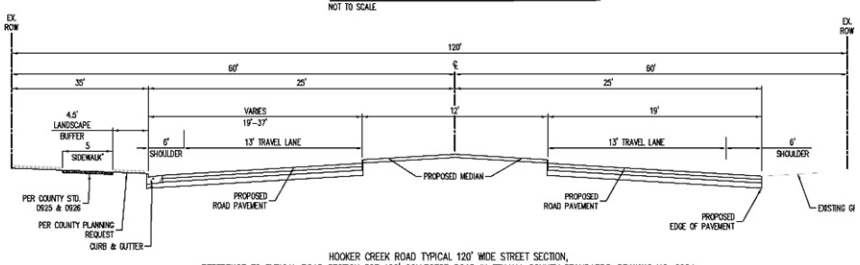


EXISTING HOOKER CREEK ROAD
NOT TO SCALE



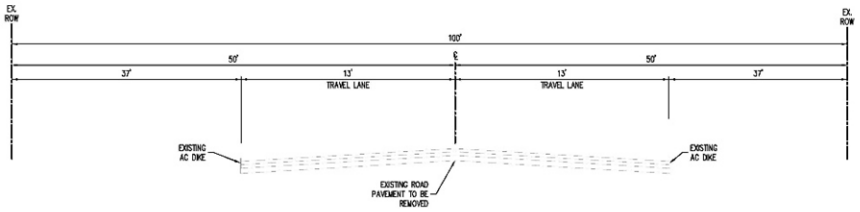
HOOKER CREEK ROAD TYPICAL 120' WIDE STREET SECTION,
REFERENCE TO TYPICAL ROAD SECTION FOR 120' COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0904

HOOKER CREEK ROAD OFF-SITE STREET SECTION A
NOT TO SCALE

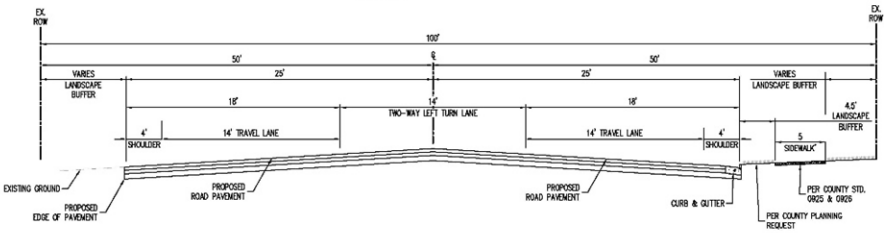


HOOKER CREEK ROAD TYPICAL 120' WIDE STREET SECTION,
REFERENCE TO TYPICAL ROAD SECTION FOR 120' COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0904

HOOKER CREEK ROAD OFF-SITE STREET SECTION B
NOT TO SCALE

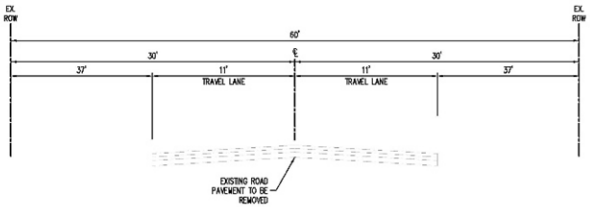


EXISTING AUCTION YARD ROAD
NOT TO SCALE

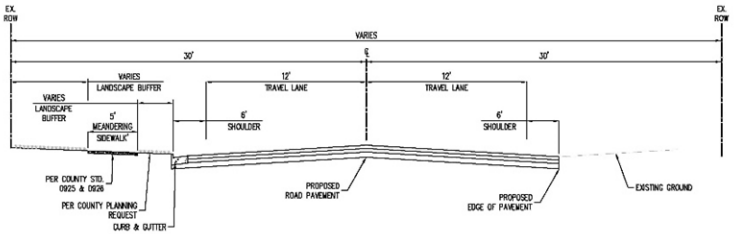


AUCTION YARD ROAD TYPICAL 100' WIDE STREET SECTIONS,
REFERENCE TO TYPICAL ROAD SECTION FOR 100' WIDE COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0904

AUCTION YARD ROAD OFF-SITE STREET SECTION C
NOT TO SCALE



EXISTING SNIVELY ROAD
NOT TO SCALE



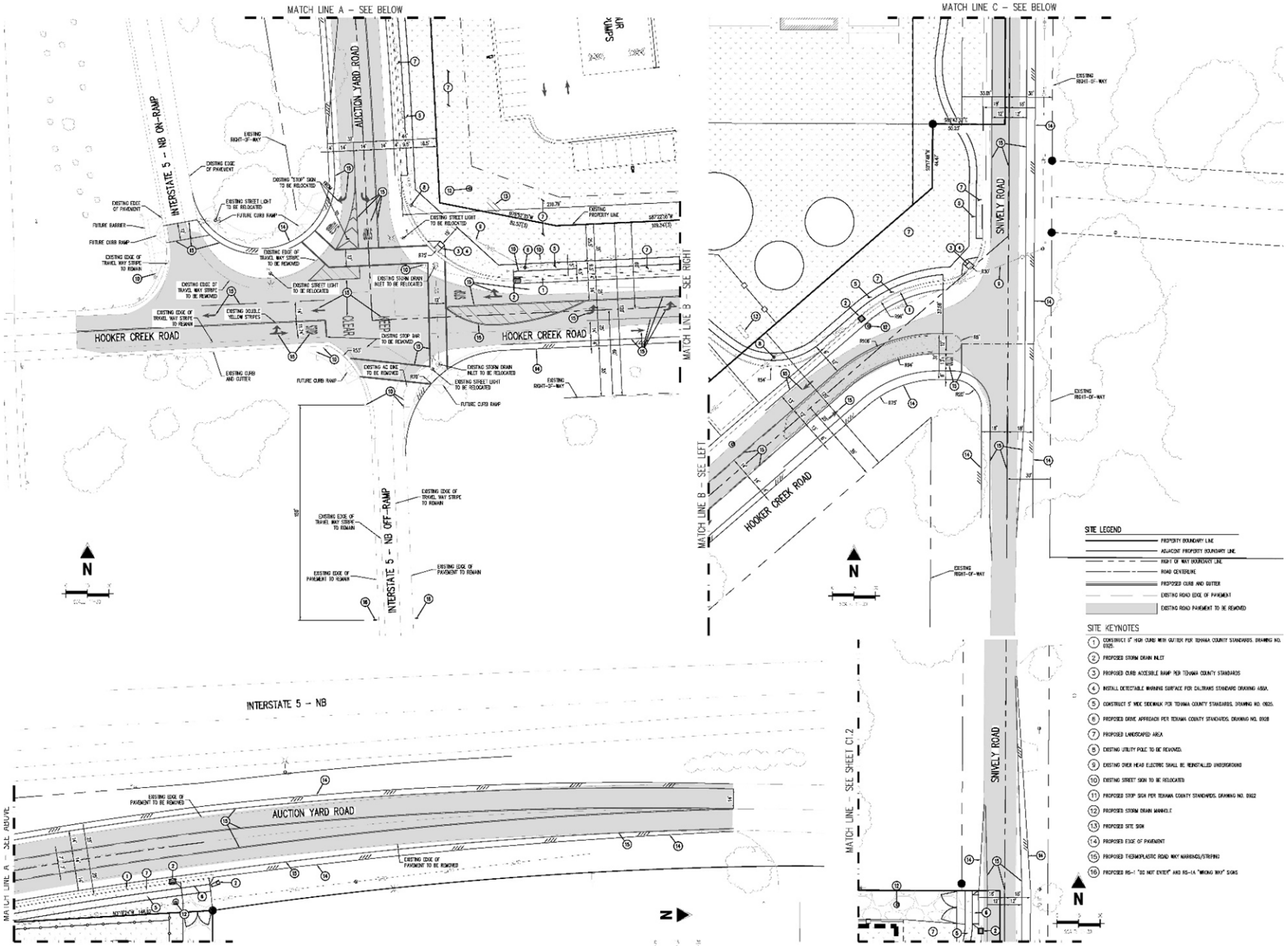
SNIVELY ROAD TYPICAL 60' WIDE STREET SECTIONS,
REFERENCE TO TYPICAL ROAD SECTION FOR 60' WIDE COLLECTOR ROAD IN TEHAMA COUNTY STANDARDS. DRAWING NO. 0902

SNIVELY ROAD OFF-SITE STREET SECTION D
NOT TO SCALE

November 1, 2024

Drawing by Galloway & Company, Inc.

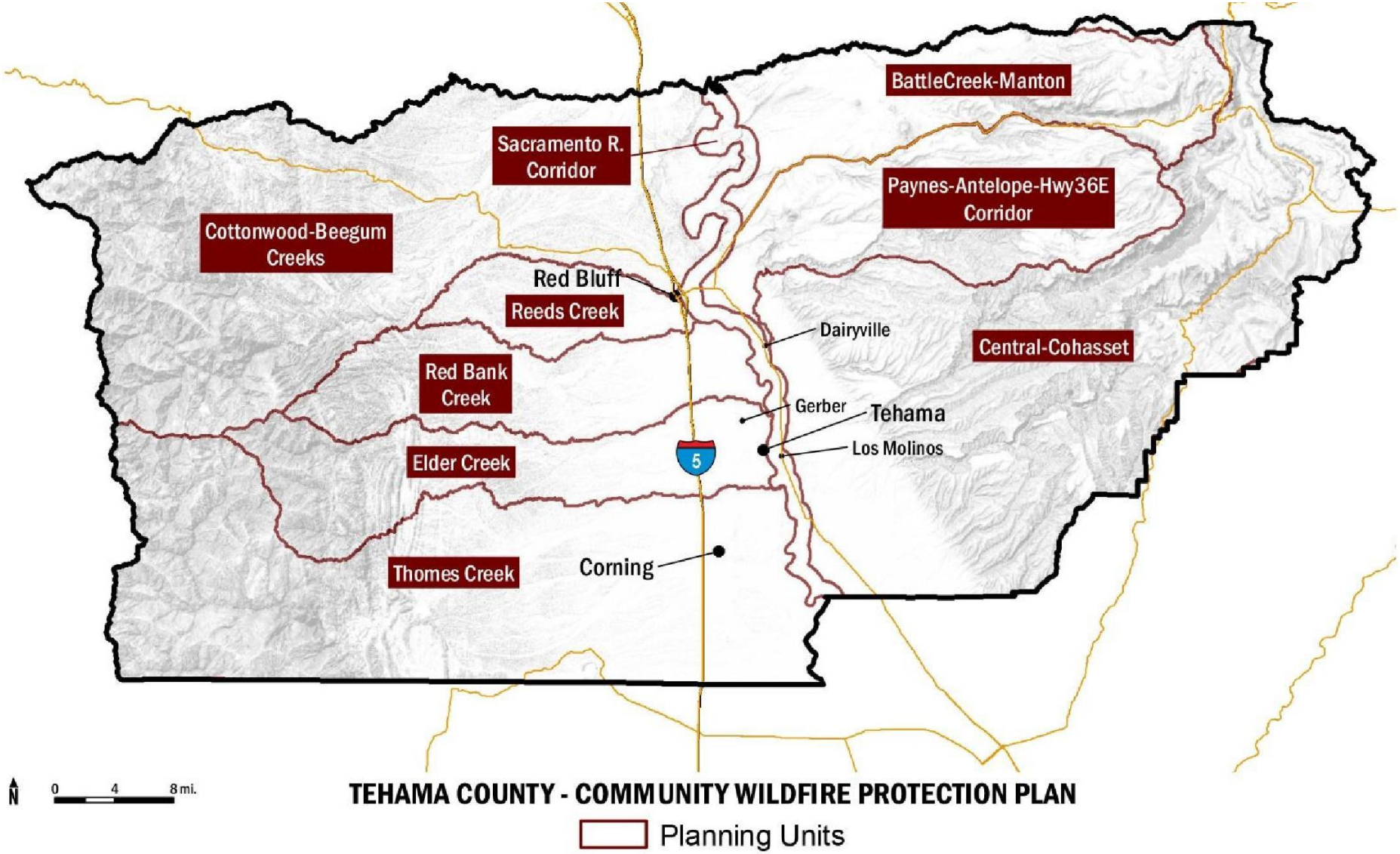
FIGURE T-2, EXISTING & PROPOSED HOOKER CREEK, AUCTION YARD, AND SNIVELY ROAD SECTIONS



November 1, 2024

Drawing by Galloway & Company, Inc.

FIGURE T-3, SITE PLAN STREET INTERSECTION ENLARGEMENT SHEET C1.4



November 1, 2024

Resource Conservation District of Tehama County. April 2017.
Tehama East and Tehama West Community Wildfire Protection Plan Update

FIGURE WF-1, COMMUNITY WILDFIRE PROTECTION PLANNING UNITS

Comments

Upon my review of the 300 page study presented by the Planning Department, I have the following comments:

The location itself seems to discount the fact that a similar facility (TA in Corning) shut down on 10/15/2024 for financial reasons according to various news articles. One article that talked about the closing facility was in the Red Bluff Daily News 09/25/2024. The site does not seem like it would reasonably be supported when a similar location less than 30 miles away recently failed. The facility was projected to have laid off 45 workers. The proposed facility would not significantly impact the County with employment opportunities nor would its location to other businesses improve those businesses economically. The economic impact cannot be predicted for other businesses in the area.

It appears that the facility violates the Tehama County Zoning Code (2019) because it expressly **prohibits travel centers or truck stops**. This facility is described as a truck stop. It seems unreasonable to allow this to progress any further when this code is either outdated or is being discounted in favor of the code below and I would offer that codes should not contradict one another:

17.02.040 - Relationship to other regulations and to private restrictions.

A.

Where conflict occurs between the regulations of the zoning code and any building code or other regulations within the county the more restrictive of any of such regulations shall apply.

B.

It is not intended that the zoning code shall interfere with or abrogate or annul any easements, covenants or other agreements now in effect; provided, however, that where the zoning code imposes a greater restriction or regulation, or by easements, covenants or agreements, the provisions of the zoning code shall apply.

Use of a Tehama County Municipal Code to validate this permit seems inconsistent when considering the zoning mechanism.

P1-1

Additionally, the fact that a restroom facility is being advertised is meaningless as a perfectly good rest stop exists a couple miles south of the proposed facility.

The Tehama County General Plan is beyond outdated (2009-2029) and has failed to adequately forecast growth in this area and the Tehama County General Plan is an outdated and false rendering of reality for development/economic purposes. Other developments have attempted to come in (Del Webb, 9 mile, and Celebrity City) and have failed to progress. In fact, I would state that the Tehama County General Plan is inaccurate with respect to development, should not be relied upon as an accurate factual basis for anything and needs to be rewritten to address the lack of growth and has no factual bearing on this permit. Increases in facilities and housing have been insignificant and so has enrollment at the Red Bluff High School as evidenced by building permits and enrollment data respectively. Zoning Codes and Municipal Codes should be consistent with one another.

P1-2

Increased traffic on Hooker Creek would make pedestrians and bicycles even more at risk than they are already due to 0 bike paths or reasonable space to traverse on the shoulder of the road which is nonexistent. There is literally no space to walk or bike. The increased traffic could cause increased

P1-3

accidents or fatalities to pedestrians. Additionally, Hooker Creek Road is bumpy and curvy and in relatively poor and inconsistent condition. Additional traffic would not improve the road conditions. P1-3 Cont.

Groundwater is an issue in our area and the report fails to adequately describe WHERE the well is that DWR is reported to have obtained the statistics used in the report. P1-4

The location is in an extremely high fire danger area with homes along Hooker Creek that would have more fire danger exposure due to the nature of the proposed facility, additional traffic and flammable contents of items being sold. P1-5

The project identifies truck scales which would duplicate scales that already are present in Cottonwood just to the north of the planned facility.

Traffic, noise, odor, air quality, aesthetic concerns and zoning along with the current real estate market will potentially adversely affect the values of real estate close to the project and directly impact wildlife and the quality of life those who live there have expected. P16

Finally, I question some points that I heard made by citizens regarding power. I have heard that there is no way adequate power can be obtained to fulfill the state's requirements for this establishment. There is language in the study that suggests that compliance would be delayed and obtained later. I would like to see the power issue properly solidified. State regulations MUST BE followed and all building codes enforced. P1-7

I hope my comments will be properly reviewed and reflected. **I do not support a use permit being issued for this project.**

Jenny M. Alexander 11/12/25

Eihnard Diaz

From: Susan Messler <suzysdrift@gmail.com>
Sent: Thursday, November 13, 2025 10:00 AM
To: Jessica Martinez
Subject: Public Comment on proposed Travel Center

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from suzysdrift@gmail.com. Learn why this is important

Planning Director,

I am writing to voice my support for the proposed Travel Center at I-5 and Hooker Creek. I am in favor of growth for Tehama County and look forward to the new businesses and new tax base added to our county. P2-1

Sincerely

Susan Messler
915 Lakeside Dr #5, Red Bluff, CA 96080
530-736-5831

****CAUTION: This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.****

November 23, 2025

Tehama County Planning Department
Attn: Jessica Martinez, Planning Director
Courthouse Annex, Room I
444 Oak Street
Red Bluff, CA 96080
530-527-2200
Email – jmartinez@tehama.gov

Dear Jessica,

I'm writing to **oppose** the Truck Stop Development project that is to be located at Auction Yard Road and Hooker Creek in Cottonwood. I live within three miles of this proposed development and foresee more negative than positive impacts for a truck stop in this location.

This stretch of freeway, starting at the Northbound Rest Area and continuing until the Cottonwood Bridge is already congested and strained to handle the amount of vehicular traffic it sees on a regular basis. Adding a truck stop (plus restaurants, if they build out) will only increase the congestion and possibility for accidents and delays. This impacts all drivers, but most of all those who live in the area who will now be faced with this increase in traffic just to get to and from their homes. P3-1

The traffic will not be limited to passing truckers or locals, but will include transients both on foot and driving, and an influx of criminality that accompanies those populations. Cottonwood does not have a dedicated police force to manage crime and Tehama County Sherrif is already spread thin. This leaves the homeowners at a much greater risk for their personal safety and property being threatened. It is already difficult enough for our area to stop criminals let alone what would happen if a large truck stop is added. P3-2

Another concern I have with this large development is well water. The area in question has historically deep wells and allowing a development of this size and amount of water use will have dramatic negative impact on the surrounding area. Drought is a constant threat and the community is dependent on the water not running out. P3-3

Being an Architect, I am pro-development, but this area is not a suitable location for a truck stop or commercial development of this magnitude.

Best Regards,

Antoinette McNulty, Architect
18495 Del Mar Drive, Cottonwood, CA 96022

To: Tehama County
Jessica Martinez
444 Oak Street, RM /I Red Bluff, CA 96080
jmartinez@tehama.gov

From: Michael and Karyn Frawley
17000 North Granite Drive
Cottonwood CA. 96022

Cell (619) 851-5193
Karynandmike530@gmail.com

Subject: Cottonwood Travel Center Proposal

We were invited to a community meeting regarding the Cottonwood Travel Center proposal by the Cottonwood Investment Group at Evergreen Elementary School on November 5, 2025. We received notification of the meeting on October 16, 2025. We were told that the project was open to public review between October 14, 20025 and November 29, 2025. We attended the presentation and have concerns with the project.

We reside at 17000 North Granite Drive approximately 0.6 miles in a straight line from our porch to the south west corner of the proposed travel center at the Intersection of Hooker Creek and Auction Yard Road. We purchased our property in 2003 because of the country quiet and beautiful views of Mount Shasta and Lassen from our property. In 2008 we built our house on the property and currently enjoy beautiful country vistas of the mountains and hills and a view that will now include a truck stop if the project moves forward.

I (Michael) attended the meeting on November 5th and I have some concerns about the project and some overlooked areas in the proposal. I will follow the format of the Community Presentation for easy reference.

Concerning notification, we heard rumors of the project several years ago and contacted Tehama County Planning Department and were told it was a Tehama County Public Works project and nothing official. We were not notified in the early stages and we feel we were misled and not able to voice our concerns when the plan was in its infancy. When we received the notice of Community Meeting by the development group, we did not feel that Tehama County was upfront with our community about the project. Further we felt like the community meeting was a sales pitch at the last minute as the project is pushed through the approval process.

The project is proposed to be at the Intersection of Hooker Creek Road and Auction Yard Road. Our community is part of the North Hyland Estates HOA located at the Intersection of Hooker Creek Road and North Granit Drive approximately 3200 feet west of the project on Hooker Creek Road. We are in the “Invitation Sent” perimeter and there were several neighbors from the HOA at the meeting.

They opened their presentation with an overview of the project and mentioned the site was selected for it proximity to Grants Pass and would accommodate the truckers who routinely park on the freeway. I tried to raise my first concern at that time and they said they would take comments at each section but the meeting fell apart and they tried to power through to the end before comments were heard.

My first concern is that we currently are not impacted by truckers parking on the freeway when Grants pass is snowed in and we don't even see an increase in truckers when they close I-5 at the Fawndale Exit during winter storms. Most truck traffic stays put in the Rest Areas to the south of Hooker Creek or move north to Fawndale exit which is forty miles to our North. Even when Cottonwood experiences winter storms we don't have truckers lined up on Auction Yard Road and the freeway as was depicted by the presenter.

As far as "Truck Traffic" goes in our area, we get some traffic from truckers dodging the scales and taking the surface streets in a circuitous route on Hooker Creek west then north to Bowman and then east bound on Bowman where they reenter the freeway. This traffic has increased in the opposite direction with the new Southbound scales. Cal Trans or Tehama County have erected a "No Vehicles over 65' "sign at the freeway off ramp and Hooker Creek Road warning westbound traffic of the prohibition. I don't believe that the sign impedes the scale dodgers but gives California Highway Patrol (CHP) Enforcement powers.

We currently see some vehicle traffic on the proposed property where trucks will stop prior to the scales, commercial vehicles stop to rendezvous prior to or after jobs, and private vehicles using the area as a rest area or dump station. Big Rigs will stop there and on the entrance ramp from time to time.

P4-1

The presenter talked about the benefits of the Travel Center to our local community citing jobs, grocery, retail, Increased Tax revenue, clean transportation infrastructure, New Fire Protection Infrastructure, 24/7 Manned and Video Security, and a Commitment to the Community for sustainability and safety.

Local Jobs, I question local jobs as a perk as the contractors that will build the travel center will most likely be from out of town. If the developers hire twenty employees at minimum wage, how much will that impact or benefit our community when it reduces I-5 travelers/tourists from visiting and buying from Red Bluff/Cottonwood and Anderson businesses and communities. Has Tehama County researched the impact to our small businesses and tourism this Travel Center will have on our local communities? I don't believe we saw any benefit in our community from jobs when they widened I-5 or built the new scale facility. We are losing our small businesses at an alarming rate.

Grocery? An expanded "Convenience Store" only offers expensive items that are more needed by the traveling consumer. While occasionally "locals" may need a "staple

item", it will be the exception, not the rule. It won't take long for discerning locals to learn Walmart (10 miles away) fits their budget. We live in the country and know that Holiday market is 6 miles up the freeway and Red Bluff is 6 miles the other way. While supporting our local grocery stores and small business, which currently employ many more community members than the Travel Center ever will, is part of the country lifestyle most of us elected when we moved out here and made our plans to build and reside in the country.

Sales Tax Revenue? Tax Revenue may be positively impacted but at what cost to our safety/security, privacy and our sense of community. The community that decided to live in the area knew of the zoning and commercial nature of Auction Yard Road being a frontage road and easy access to I-5. The travel center is a departure from the scope of what was on the community plans. The developers were trying to push that the current zoning and truck traffic will not be much different than if a repair facility was in one of the lots on Auction Yard. We believe that a repair facility with several trucks a day is much different than a Travel Center with 421 Parking Spaces and 44 fuel pumps. The hourly turnover is a dramatic change to the norms of the area and the intent of the planning for the area. Has Tehama County researched the impact on property values and associated property tax revenue loss? P4-2

EV infrastructure? There are charging stations in Red Bluff and Cottonwood. Not a perk for our community. There will be a lithium battery storage facility for the EV and power grid which can be problematic to the community. When those catch on fire mass evacuations take place. Recently there was a similar fire in the Bay Area that caused evacuations for several days. A battery fire at the Travel Center has the potential to wipe out whole communities. What impact will this have our fire insurance rates?

New Fire Protection Infrastructure and Tanker Truck? They present this like it benefits the community. Their fire prevention system is for self-preservation of their property, not ours. A Manned 24/7 Fire Station would benefit the community. Our insurance rates are extreme because of our lack of proximity to a manned fire station. The county should consider having developers build and fund a fire station and public safety complex that would benefit the area not build a travel center that increases risk despite their systems they say will mitigate hazard only on THEIR property. I am sure with the volume of travelers and truckers staying on site at the travel center that Fire, Medical, and Police services will increase and the response times from our area stations will be impacted by their demand for public safety. Security guards do not have police powers and our Safety budget is already stress resulting in under paid and under staffed law enforcement agencies. Has Tehama County researched the crime statistics from other rural Travel Centers? P4-3

Fire Infrastructure, we had a wonderful presentation on their hydrant and water system. How about Tehama County further the protection to the outlying neighborhood with a municipal hydrant system? If they have a lithium battery fire in their EV Infrastructure, I am sure we will be evacuated from our homes and a hydrant system ½ mile away would be convenient for the water tender. I believe the Presenter was focused on the site fire

and safety and they think a water tender purchase for Cal Fire solves our concerns. We have more concerns about Fire and Safety that need to be addressed at the State and County level.

P4-3 Cont.

24/7 Manned and Video Security? This is a hot topic at the meeting. The members of the community brought up crime on the project. Truck Stops Travel Centers are notorious for prostitution and illegal drug activity as well as a meet up place for transfer of stolen goods and property. When asked about the security of the adjacent area the presenter deferred and said that would be Tehama County Sheriff issue. We know that Tehama County Sheriff is undermanned and won't be responding to the Travel Center and surrounding area for suspicious persons call when the overflow of criminal activity takes to our neighborhood. They already won't respond or address our mail theft issues or other property crimes, or enforce traffic and safety issues from the trucks and cars that stop at the proposed site. We know that private security has no jurisdiction off site and will shoo the bad element off property onto ours. Then our quality of life is affected as our children and neighbors pass through the area going to work and school will be victimized or exposed to the criminal, homeless, and random wayward travelers that frequent travel centers.

P4-4

Commitment to Community, Sustainability and Safety? Tehama County and their development group's idea of commitment to community is not in our best interest, just theirs. When our concerns were brought up they deferred to other agencies in essence PASSING THE BUCK Other agencies such as Cal Fire, Cal Trans, Fish and Game, California Water Resource and Safety and Fire agencies may have only reviewed the plans of the project and not the neighborhood. Nobody has approached us and asked how the travel center would impact us nor did any of the studies that were presented include our neighborhood on the other side of the freeway.

Access and Traffic? Hooker Creek Road has north and south SINGLE lane entrance and exit ramps from I-5. In the current configuration this will not support a travel center with 421 parking spaces and 44 fuel pumps. The turnover rate will cause gridlock and noise. When asked about the traffic study they only spoke of their project and deferred to Cal Trans. Many community members in the area were concerned as their access to their properties will be impacted by the turnover of the travel center and altered traffic patterns to and from their homes. Has Tehama County or the developer approached Cal Trans and asked for a traffic study or engineering report on having multiple semi-trucks on the Hooker Creek overpass? Multiple trucks trying to make a left hand turn on to North/South bound I-5 from a single lane onto a single lane on/off ramps will definitely be a safety concern for the community including school buses, emergency vehicles and commuters (local and patrons of the travel center).

P4-5

Adopt a Road? They promoted a program called "Adopt a Road" and how wonderful it would be to have a sign that says somebody adopted our road and cleans up the trash quarterly. That's sounds nice but the reality of it is that the patrons of the travel center will increase daily trash in the area and that should be addressed daily if not hourly. As a community we already have to clean up trash several times a year where the county

P4-6

falls short and green waste fails to clean up after themselves. The Hooker Creek corridor can go from a pleasant country road to blight in minutes and if it wasn't for the local neighbor's cleaning up if would look terrible. Currently it takes several weeks for County to respond when people discard their household goods (including mattresses, appliance, tires and household trash) in the Hooker Creek "natural road turnouts". I have little faith in a Program that has proven it doesn't work in the Bay area. The freeway corridors with those signs are littered with trash and overgrown with weeds. I am sure if we called about trash we would be deferred to some non-government entity that paid for the sign and they would ask if we wanted to volunteer to clean up the trash next quarter. A dumping ground for trash destroys neighborhoods and property values. Tehama County Public Works department is understaffed and cannot keep up with the current needs NOW, let alone when travelers/truckers drive through our neighborhoods.

P4-6 Cont.

Water Supply? They told us all about the wells and stated the project will have NO impact on our wells. For several years now Tehama Count and the California Water Resource Board has been telling us of severe issues with our water basin and they need to monitor and meter our wells. They are so concerned with how many showers my family takes and how much water is used for landscaping that they think it's alright to allow a travel center in our area that will use **56,000 gallons per DAY,** as a conservative estimate? We already see water level changes in drought years. This development will further compound the issue. There is not a solution or remedy to the community issue. They said they had a plan and it's approved. I guess the question is what is the remedy for the community when the plan fails? Do they drill me another well? Do they reset my pump at a different depth? Do they truck water in for our animals when the well goes dry? Does the county revoke their operating permit? What happens if the gas tanks fail and destroy our water? Has California Environmental Health and Safety been asked to evaluate their Run-off plan to cover all potential failures/hazards? Water is a big issue and our communities best interested has not been evaluated for this project.

P4-7

Noise Attenuation? With 421 parking spaces and 44 fuel pumps and trucks idling overnight, traffic flowing 24/7 for fuel and food, the **Noise level** will significantly increase for the neighborhoods/communities in the surrounding areas not considered in the Noise Study. Even though they say they provide HVAC so the trucks don't have to idle, truth is all truck stops are noisy. It is insulting for the developer and Tehama County to ignore trucks need to refrigerate cargo? Will the semi-trucks use the HVAC system for that issue/need? From the fast-food drive-thru, public address system telling the truckers their shower is ready, idling trucks running refers, and regeneration cycles, truck stops are noisy. Further the trucks approaching the ramps with their Jacobs brakes at all hours will be noisy. When asked about noise they said we can get copies of the noise study online and they **tested the noise levels at the property line** and showed us a diagram. Again, this is another example where they said we project a certain level and if we miss so be it, we'll cross that bridge when we get there. It's easier not to have a problem than remedy a problem. Their answer is ignoring the inevitable problem, that is not solvable AFTER the build. We all know it's going to be loud and sound doesn't know where the property lines are. Being only 0.62 miles from

P4-8

where they did their sound study the gentlemen said they **weren't required to venture out to the neighborhood** that their study and analysis a was done on the perimeter. How is this going to affect my neighborhood on North Granite Drive and the whole surrounding area? Right now, we hear very little freeway traffic and its almost silent overnight. I think a travel center operating 24/7 exceeds the expectation we all have for country living. P4-8 Cont.

Light Pollution: We were told that light would be reflected down to some night sky standard. I can currently see the lights form the Billboard and street lamps on the overpass at eye level. At 0.62 miles away I am looking straight into the project zone and when they clear the trees and build infrastructure, I am bound to see it and the projected light. The light from this project has not been fairly considered for our communities. The minimum standard should not be the goal just because it meets the developers plans. P4-9

Wild Life and Country living: Has Tehama County officials researched the impact to our endangered wild life? Communities, around this project will see a reduction on the wild life that frequent our homes. Tehama county has long been known for it's natural beauty and natural resources than make it a community with common goals. Enjoy our rural, natural environment that is home not just to untamed animals/wildlife but also endangered species such as Bald and Golden Eagles. This project destroys both for our local residents who live near this development. P4-10

Tehama County officials need to look past the developers estimated tax revenue and honestly consider the negative impacts this project has on our small communities. The impact is significant and life changing for many of long time Tehama County residents. You voted down the Oakland Zoo's Tembo Elephant Reserve on the outskirts of the County, that would have brought many high paying jobs (more than this project) which would have supported our small Red Bluff business, housing and schools while not increasing crime or pollution but support this project?

In closing I would like to ask the County to Reject the plan for The Cottonwood Travel Center and look at projects that would enhance our way of life in Tehama County. A Truckstop although it has great merit for the traveling community it doesn't really benefit our rural community.

Thank You
Michael and Karyn Frawley

CC:

US House of Representatives Doug La Malfa CA01DL.Outreach@mail.house.gov

California State Senator Megan Dahle **Senator.Dahle@outreach.senate.ca.gov**

North Hyland Estates HOA President Duke Cheek cheeksville@gmail.com

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California
Department of Conservation
Geologic Energy Management Division

Gavin Newsom, Governor
Jennifer Lucchesi, Director
715 P Street, MS 1803
Sacramento, CA. 95814
T: (916) 445-5986

11/3/2025

VIA EMAIL

Tehama County
Jessica Martinez
444 Oak Street, RM /I Red Bluff, CA 96080
jmartinez@tehama.gov

Assessor Parcel Number(s): *007-080-029, 065, & 066*
Property Owner(s): *N/A*
Project Location Address: *Northeast Corner of the I-5 North bound off-ramp and Hooker Creek Road*

PROJECT TITLE: SCH2025100910 *UP#23-01 Cottonwood Travel Center*

Public Resources Code (PRC) section 3208.1 establishes re-abandonment responsibility when previously plugged and abandoned oil, gas or geothermal wells will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near previously abandoned oil, gas, and geothermal wells.

The California Geologic Energy Management Division (CalGEM) has received the above-referenced project dated *10/20/2025*. To assist local permitting agencies, property owners, and developers in making safe and practical land use decisions regarding potential development near oil, gas, or geothermal wells, CalGEM provides a table in the attached enclosure of the wells within the parcel boundary or in its vicinity, based on CalGEM's Well Finder database (https://maps.conservation.ca.gov/doggr/wellfinder/). A1-1

CalGEM categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking at the landowner's expense if there is a need to access a well. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment (consisting of well servicing rig, pumping equipment, pipe trailer) to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure. Impermeable barriers such as asphalt, concrete, and plastic may trap hazardous gases and liquids underneath and could create a safety hazard if built over a well that later develops a leak.

CalGEM recommends that any well for which access is impeded or built over, against CalGEM's

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advice, should be evaluated by a qualified petroleum professional for compliance with the statutory objectives of isolating all hydrocarbon-bearing strata; protecting underground and surface waters; prevention of subsequent damage to life, health, property, and other resources; and prevention of loss of oil, gas, or reservoir energy. CalGEM recommends that wells that do not meet these standards are abandoned or re-abandoned prior to construction. The well information can be accessed through CalGEM's Well Finder database mentioned above. PRC section 3208, subdivision (a), provides the primary statutory authority for CalGEM to oversee adequate abandonment of wells. Additionally, CalGEM has developed the regulatory guidance for operators to be followed during well abandonment, which are listed within California Code of Regulation, title 14 (CCR) section 1723 and associated sub-sections (for onshore wells), and section 1745 and associated sub-sections (for offshore wells).

There is no guarantee that a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. Due to the inability to predict all subsurface conditions or changes, it always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. CalGEM acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantee that such abandoned wells will not leak.

CalGEM advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations in Latitude and Longitude, NAD 83 decimal format, and leak testing results should be provided to CalGEM. CalGEM expects any wells found leaking to be reported to CalGEM immediately.

PRC section 3208.1 gives CalGEM the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for re-abandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.

2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be re-abandoned, or to follow the advice of the supervisor or district deputy not to undertake construction that impedes access, then the person or entity causing the construction over or near the well shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.

3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an

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affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the re-abandonment.

Should any wells require abandonment or re-abandonment, the responsible party must submit a Notice of Intention (NOI) to CalGEM through WellSTAR. The NOI form can be accessed in the 'Plugging and Abandonment' section of the following link: https://www.conservation.ca.gov/calgem/for_operators.

No well work may be performed on any oil, gas, or geothermal well without written approval from CalGEM. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. CalGEM also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR section1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below the surface of the ground. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from CalGEM is required before work can start.

CalGEM makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, CalGEM recommends that information regarding the below identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

2. CalGEM recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC section 3106, CalGEM has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to CalGEM's authority to order work on wells pursuant to PRC sections 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC sections 3236, 3236.5, and 3359 for violations within CalGEM's jurisdictional authority. CalGEM does not regulate grading, excavations, or other land use issues.

Should you have any questions, or if any wells are encountered that were not part of this letter, contact CalGEM at *916-322-1110* or via email at CalGEMNorthern@conservation.ca.gov.

Docusign Envelope ID: 9CA68F79-8A31-49BD-AED9-DCF0F2A9244F

Sincerely,

May Soe

May Soe
Supervising Oil and Gas Engineer – Northern District

Enclosure

cc: *Jessica Martinez – Director of Planning, jmartinez@tehama.gov*

Docusign Envelope ID: 9CA68F79-8A31-49BD-AED9-DCF0F2A9244F

Enclosure: The wells listed below are reported to be located within and nearby the parcel boundary and may have future access impeded.

API No.	Well Name
No wells in project area	


Well Finder
CalGEM GIS Powered by WellSTAR
Search Map Layers
Snively Rd
Snively Rd
200ft
40.289107 -122.271835 Degrees
Well
Operator Hooker Dome Syndicate, Ltd.
Lease Cassidy
Well Number 1
API 0410300179
Well Type Dry Hole
Well Status Plugged
View Well in WellSTAR Dashboard: About Wells
View Well Record
Get Driving Directions
Zoom to
Vantor | CalGEM GIS Unit | Geologic Energy Management Division, California Department of Con...

Eihnard Diaz

From: Battles, Michael@DOT <Michael.Battles@dot.ca.gov>
Sent: Monday, December 1, 2025 9:44 AM
To: Jessica Martinez
Cc: Grah, Kathy M@DOT; Babcock, Kelly M@DOT; Clark, Skip@DOT
Subject: Hydraulics Comments From Caltrans District 2 Not Addressed In MND---Cottonwood Travel Center

Good morning Jessica,

It was just brought to my attention that comments made back in August 2024 by Caltrans Hydraulics department were not addressed in the MND. Those comments were as follows:

- *Demonstrate that all rain runoff drains away from the state highway and all state highway drainage systems, or provide a drainage report and drainage plans that show no negative impacts to the state highway and its drainage systems.*

A2-1

Out Hydraulics Engineer will not be able to perform his analysis without the above information. Please let me know if you have any questions.

Sincerely,

Mike Battles
Local Development Review Coordinator
Caltrans District 2

******CAUTION: This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email.******

From: Battles, Michael@DOT <Michael.Battles@dot.ca.gov>
Sent: Monday, December 15, 2025 2:59 PM
To: Jessica Martinez <jmartinez@tehama.gov>
Cc: Grah, Kathy M@DOT <kathy.grah@dot.ca.gov>; Babcock, Kelly M@DOT <kelly.babcock@dot.ca.gov>; Clark, Skip@DOT <Skip.Clark@dot.ca.gov>
Subject: Caltrans District 2 Traffic Operations Comments---Cottonwood Travel Center

Good afternoon Jessica,

Caltrans District 2 Traffic Operations has completed a review of the IS/MND for the proposed Cottonwood Travel Center. The MND includes a discussion of transportation analysis and recommended improvements mostly commensurable with the previously approved traffic study dated May 30, 2024. The exception to this are the following recommendations identified in **Sections 6.3 and 6.4 of the Traffic Impact Analysis Memorandum (TIAM)**.

"To accommodate the freeway mainline and ramp merge traffic volumes (Table 5.21), the following
recommended improvements are identified:

- *Location 4: I-5 NB MAINLINE, BETWEEN HOOKER CREEK RD AND SUNSET HILLS DR*

Widen NB I-5 from 2-lanes to 3-lanes.

- *Location 6: I-5 NB MAINLINE, SUNSET HILLS DR ON RAMP MERGE*

Widen NB I-5 from 2-lanes to 3-lanes.

- *Location 7: I-5 NB MAINLINE, NORTH OF SUNSET HILLS DR*

Widen NB I-5 from 2-lanes to 3-lanes.

- *Location 8: I-5 SB MAINLINE, NORTH OF SUNSET HILLS DR*

Widen SB I-5 from 2-lanes to 3-lanes."

Caltrans requests that these improvements listed in Sections 6.3 and 6.4 of the TIAM be addressed in the IS/MND. Specifically, Caltrans would like the IS/MND to clarify the intent of recommendations in the context of a Traffic Impact Analysis and how it relates to CEQA mitigations.

A review of the geometry of onramps expected to receive traffic from the proposed development, promulgated by a November 20, 2025 email from Tehama County, identified that the NB onramp at Sunset Hills Dr and the SB onramp at Hooker Creek Rd contain merge lengths less than current Highway Design Manual standards. In the email, Tehama County requested Caltrans review of the following:

- *Adequacy of the existing acceleration and deceleration lengths,*
- *Expected truck acceleration performance relative to freeway operating speeds, and*
- *Overall merge/diverge safety at the NB and SB ramps at both Sunset Hills and Hooker Creek.*

A3-1

The scope of the request by the County is outside the Caltrans Local Development Review process. A 5-Year Table B Accident Record was generated, and no pattern of collisions related to merging were identified. Despite the absence of existing collision patterns, the additional volumes

expected to be generated by the facility may influence ramp operations and safety. Caltrans agrees with the request from Tehama County and recommends that the project proponent conduct an analysis of the ramps identified above to assess the potential project impacts to Interstate 5 ramp merge safety.

A3-1 Cont.

Thank you and please let me know if there are any questions.

Sincerely,

Mike Battles
Local Development Review Coordinator
Caltrans District 2

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RESPONSE TO COMMENTS

U.P. #23-01
Cottonwood Travel Center
CEQA Mitigated Negative Declaration

BACKGROUND

On October 14, 2025, the Tehama County Planning Department submitted the Use Permit #23-01; Cottonwood Travel Center CEQA Mitigated Negative Declaration (IS/MND), the Notice of Completion & Environmental Document Transmittal (NOC), and the Notice of Intention (NOI) to the State Clearinghouse, which began a 45-day Local Public Review period ending on November 29, 2025. The State Review Period, which started on October 20, 2025, ended on November 18th. The IS/MND and NOI were also filed on October 14, 2-025, with the Tehama County Clerk & Recorder's Office. The NOI specifically noted that comments after reading the Mitigated Negative Declaration were to be made to the Planning Department in writing, "and should address only significant environmental impacts."

COMMENT RESPONSE FRAMEWORK

CEQA Guidelines, Section 15074(b) states that before approving the proposed project, Tehama County, as the lead agency under CEQA, will consider the IS/MND with any comments received during the public review period.

Section 15074(b) of the CEQA Guidelines (14 CCR 15074(b)) states that "Prior to approving a project, the decision-making body (Planning Commission) of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis."

Although specifically applicable to comments on EIR's, CEQA Guidelines Section 15204 (c) advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence," otherwise known as facts to support the comments evaluation. Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility."

Furthermore, CEQA Guidelines Section 15145, *Speculation*, provides that, "If, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact."

During the public review and comment period, the Tehama County Planning Department received four public comment e-mails and two State Agency comments, one letter, and one e-mail. Although CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.) do not explicitly require Tehama County as the lead agency to provide written responses to comments received on an IS/MND, Tehama County has done so voluntarily.

The responses to comments clarify or expand information already presented in the Draft IS/MND. These responses do not change the significance of determinations made or the severity of potential environmental impacts evaluated in the Draft IS/MND. Section 15073.5(c)(4) of the CEQA Guidelines permits adding new information within an IS/MND if the additional information "merely clarifies, amplifies, or makes insignificant modifications to the negative declaration." No changes to the Draft IS/MND are required; therefore, no errata are necessary. The Draft IS/MND dated October 6, 2025, in combination with the Responses to Comments below, constitutes the Final IS/MND for the Use Permit #23-01; Cottonwood Travel Center Project. Comments are italicized.

COMMENTERS

The following is a list of persons who submitted comments during the public review period from October 14 through November 29, and of the State Agencies that commented during the State review period from October 20 through November 18, 2025.

Comment letters and e-mail comments are given letters and numbers for reference purposes. Where the same comment has been made more than once, a response may refer the commenter to a Master Response addressing the particular issue when the comments are similar. However, a Master Response may provide more information and may not provide a complete response, particularly if the comment is not supported by substantial evidence or relevant to the County's statutory responsibility.

COMMENTING PERSON		
Reference	**Commenting Person**	**Comment Date**
P1	Jenny M. Alexander	November 12. 2025
P2	Susan Messler	November 13. 2025
P3	Antoinette McNulty, Architect	November 23. 2025
P4	Michael & Karyn Frawley	November 27. 2025
COMMENTING AGENCY		
A1	California Department of Conservation, Geologic Energy Management Division	November 3. 2025
A2	California Department of Transportation, District 2, Hydraulics Department	November 26, 2025
A3	California Department of Transportation, District 2, Traffic Operations	December 15, 2025

MASTER RESPONSES

The issues addressed in the Master Responses concern water, land use, fire protection, security, and traffic.

MR-1 – WATER

Comments

Concerns focused on the water supply, particularly groundwater impacts on the surrounding area, especially during drought years.

Responses

The MND Initial Study addresses water issues in Sections X – HYDROLOGY & WATER QUALITY and XIX – UTILITIES & SERVICES. The technical evaluation of existing conditions and potential impacts due to the proposed project is addressed in the June 28, 2023, Hydrogeological Analysis for the Proposed Cottonwood Travel Center, Tehama County, California, prepared by Lawrence & Associates. Responses were primarily derived from pages X-15 through 17 in Section X. Hydrology & Water Quality.

- The proposed Project will require the construction of a new well to serve three water tanks, each of which supplies potable, fire-hydrant, and sprinkler water systems. The proposed Project's total water demand is approximately 40 acre-feet per year. Potable water demand is approximately 18.5 acre-feet per year, and landscape irrigation water usage is estimated at 21.1 acre-feet per year. It should be noted that the landscape irrigation demand is high since the July demand, which is the highest water usage month, was used to calculate the entire year.

- At a distance of about 500 to 1,000 feet, the maximum interference would be about one foot during a dry period before landscape grow-in. From 1,000 feet to about one mile the interference would be between one-half and one foot. At approximately two miles, the interference would be less than half a foot. On average, after landscape grow-in, interference at all distances would be less than about one-third of a foot (less than four inches).

- During a drought, water level declines from Project pumping will be added to those caused by drought. Although water levels in the Redding basin, and all its subbasins, decline during drought, they recover to normal levels afterward, illustrating that the basin is in a steady state, where inflows equal outflows. That is, the removal of water from the basin (from pumping or other means) does not exceed recharge to the basin.

- Groundwater level variations during drought conditions have been between approximately 7 and 10.5 feet in the Project area, based on a nearby well monitored by the Department of Water Resources (DWR). For example, during the critically dry 1976-77 drought, the water level declined by 10.4 feet. At the end of that drought, water levels recovered up to pre-drought levels within six years. During the years of 1987 through 1992, the water level also declined by about 7.6 feet and recovered within three years. Recent water levels (last measurement made in January 2023) are similar to the end of that period, which is to be expected because there have been a series of dry years recently. In this most recent period, water levels have declined by approximately 7.2 feet (2019 to January 2023).

- Properly constructed individual wells in this area should be able to continue to produce water under similar, or worse, drought conditions. This is easily achieved in the Project vicinity because the available water column (the height of water in a well) in deeper wells is of sufficient thickness. The water column available in the vicinity ranges from approximately 40 to over 400 feet. Assuming a drought water decline of 20 feet (approximately twice the amount of the historical maximum), plus Project interference of at most one foot, wells with a minimum water column of 20 feet would still contain sufficient water and would not go dry. At water columns of 20 to 400 feet, 1 foot of interference represents about 5% to 0.3% of the water column. Considering the adjacent potential developments, cumulative interference would represent about 1.5% to 25% of the minimum observed water column.

- Based on the small percentage that Project pumping would represent of the basin's sustainable yield and considering historic drought water-level declines of approximately 10 feet, the aquifer would not be substantially depleted during average, single-dry, or multiple-dry years with the Project under cumulative conditions with and without the Nine-Mile Hill Project. Groundwater impacts would be **less than significant**.

MR-2 – LAND USE

Comments

Land use-related comments were generally the followings.

- "Even though residents decided to live in the area, knowing the zoning and commercial nature of Auction Yard Road area, being a frontage road with easy access to I-5, the proposed project is a departure from the scope of what was on the community plans."

- "The proposed project violates the Tehama County Zoning Code, which expressly prohibits travel centers or truck stops."

- "The Tehama County General Plan (2009-2029) is outdated (2009-2029) failing to adequately forecast growth in this area, resulting in a false sense of reality for development/economic purposes. Developments such as Nine-Mile Hill and Celebrity City) and have failed to progress. The General Plan should not be relied on as an accurate factual basis for anything and needs to be rewritten to address the lack of growth, and has no factual bearing on the proposed Project Use Permit approval."

Responses

The MND Initial Study addresses land use issues in the Environmental Checklist Form Chapter and Section XI – Land Use. The following addresses the comments raised.

- The Project site is located in the County's "North I-5 Corridor Planning Area" in the north-central portion of the County along the I-5 corridor. The North I-5 Corridor Planning Area includes the City of Red Bluff, the planned Lake California community, and the unincorporated Bowman Area. This Area is expected to accommodate a significant portion of the County's projected growth over the next 20 years. (Page XI-1)

- The Tehama County General Plan classifies the proposed Project site as GC – General Commercial. General commercial uses are intended to be located along arterial streets or in conjunction with business parks. The intent of this land use designation is to provide

for a wide range of goods and services, as required by residents or businesses, that are inappropriate in community or neighborhood centers due to size or operating characteristics, or are not economically feasible in such centers. (Page XI-2)

- The proposed Project site is located in the PD, Planned Development District, as designated by the Tehama County Municipal Code. The PD District is intended to apply to parcels of land that, in the opinion of the planning commission, are suitable for and of sufficient acreage to contain a planned community or development. The specific regulations set out in Zoning Code Chapter 17.38 and the general rules set forth in Zoning Code Chapter 17.08 shall apply in all PD districts, except that where conflict occurs, the regulations specified in Zoning Code Chapter 17.38 shall apply. Uses permitted in a PD District include all uses permitted in Residential, Commercial, Industrial, and S Zoning Districts, subject to use permit approval. (Page XI-3)

- Based on the definition of an auto and truck station in the Tehama County Zoning Code, neither a travel center nor a truck stop would be permitted to be developed in Tehama County. However, since the proposed Project Site is zoned Planned Development, which requires Use Permit approval, a travel center could be considered for approval by the Planning Commission, provided all findings can be made pursuant to Tehama County Municipal Code Section 17.70.040. (Environmental Checklist Form Chapter, page 6)

- The Planning Commission shall grant a use permit only if, from the facts presented with the application or at the public hearing or as determined by the investigation, the following conditions have been found:

    A. That the location, size, design and operating characteristics of the proposed use will be compatible with and will not adversely affect or be materially detrimental to adjacent uses, buildings or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities; to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use;

    B. That the impacts, as described in subsection B of Section 17.70.040, and the location of the proposed use are consistent with the county general plan;

    C. That the proposed use at its proposed location will provide a service or facility which will contribute to the general well-being of the surrounding neighborhood or community. (Pages XI-6 and XI-7)

- On pages XI-9 through XI-16, the MND Initial Study presents findings that the Planning Commission must consider to approve the project. Furthermore, a critical component necessary to make the findings is addressed beginning in the fourth full paragraph of page XI-10. Specifically,

    > The Use Permit application must adhere to Chapter 17.08 – General Provisions and Exceptions. Section 17.08.080 – Development Design Standards, where “Any commercial or industrial building or complex that exceeds ten thousand square feet of impervious surface shall be required to meet the minimum design standards prior to plot plan approval for a building permit” for the following Items A through E. Since the proposed Project contains a 15,000-square-foot commercial building

within an area exceeding 10,000 square feet, the Development Design Standards identified below are addressed in the applicable Project Plan Sheets submitted with the Use Permit Application.

Items A through E address Building Design, Color, Building Materials, Screening of Roof Equipment, and Screening of refuse, storage, and equipment areas. In addition, design standards for landscaping, signs, and off-street parking apply to all commercial zones regardless of size.

- The Tehama County General Plan Update 2009-2029 (General Plan) is a statement of public policy reflecting the aspirations and values of Tehama County residents, which is adopted by their elected representatives – the Board of Supervisors. The General Plan serves to "provide a direction for the future growth of the County in the next twenty years. The Tehama County General Plan is a comprehensive document that provides policies and guidelines for the future expansion and development of the community. The General Plan helps express how the citizens of Tehama County wish to see development in their community occur, and it serves as a planning guidebook to decision-makers, staff, and citizens. The General Plan serves as the foundation for various planning documents that help support and implement the General Plan, including the Tehama County Zoning Ordinance; the Tehama County Land Development and Engineering Design Standards; area plans; and other planning documents."

- The State of California Governor's Office of Land Use and Climate Innovation (LCI) and referred to as the Office of Planning and Research (OPR), is required by Government Code Section 65040.2 to adopt and periodically revise the State General Plan Guidelines (GPG) for the preparation and content of general plans for all cities and counties in California. The GPG serves as the "how to" resource for drafting a general plan.

  GPG Chapter 2: A Vision for Long-Range Planning provides the following discussion regarding the "Long-Term Perspective" for a general plan.[1]

  > "Since the general plan affects the welfare of current and future generations, state law requires that the plan take a long–term perspective (Gov. Code § 65300). The general plan projects conditions and needs into the future as a basis for determining objectives. It also establishes long–term policy for day–to–day decision–making based upon those objectives.
  >
  > The time frames for effective planning vary among issues. The housing element, for example, specifically involves time increments of five or eight years, according to the HCD schedule. Sewer, water, and road systems are generally designed with a 30– to 50–year lifespan. Capital improvement planning is typically based upon a five– or seven–year term. Economic trends may change rapidly in response to outside forces. Climate change is affecting local governments now, but longer term planning should anticipate the significant changes in the environmental setting associated with a changing climate as indicated by the best available science.
  >
  > Differences in time frame also affect the formulation of general plan goals, objectives, policies, and implementation measures. Goals and objectives are longer term, specific policies are shorter in their outcomes, and implementation programs have the shortest span because they must quickly respond to the

[1] LCI. *Chapter 2: A Vision for Long-Range Planning*. Pages 22 & 23. Website accessed March 31, 2026.

demands of new funding sources, the results of their own activities, and the jurisdiction's immediate needs and problems.

Most jurisdictions have selected 20 years as the horizon for the general plan. The horizon does not mark an end point but rather provides a general context in which to make shorter–term decisions. The local jurisdiction may choose a time horizon that serves its particular needs including a later horizon year time frame to address long term issues like climate change and land use."

MR-3 – FIRE

Comments

- *Fire-related comments raised concerns about "fire hazard exposure, given the nature of the proposed project in an extremely high fire danger area."*
- *Questions arose about "how the proposed project's fire protection systems would benefit the community."*
- *Concerns were raised regarding the battery storage facility (BESS).*

Responses

The MND Initial Study addresses fire-protection issues in Chapter 2.0. Project Description, Section IX – Hazards & Hazardous Materials, Section XV – Public Services, Section XX – Wildfire, and Section XIX – Utilities & Services. The following addresses the comments raised.

- Even though the proposed Project site is designated as a Very High Fire Hazard Severity Zone (VHFHSZ), the Project site, due to its location and ease of access to and from I-5 from either Hooker Creek or Auction Yard Road, could be considered less prone to wildfire impacts when compared to other areas in the County. Areas further from I-5 and more inland, where access, topography, fuel types, loads, and arrangement create environments that are more prone to man-made or lightning strikes and, when wildfires do occur, are more difficult to combat.
- The Project site's existing proximity to County firefighting resources, in addition to the onsite water resources available for fire suppression, would serve to reduce the potential for the Project to exacerbate existing fire hazard risks. Compliance with PRC Section 4290 and Section 4291, Tehama Municipal County Code Chapter 9.05 – Fire Hazard Abatement and Tehama County Fire Safe Regulations (Chapter 9.14), and the proposed County Fire Department Conditions of Approval related to fire safety results in reducing operational fire impacts. Additionally, proposed landscaping with associated trees provides a long-term opportunity to lower the fire danger in the area by spacing tree plantings and eliminating fuel ladders. (Page XX-6)
- The proposed Project will provide three full-access driveways along Hooker Creek Road, two full-access driveways, and one egress driveway along Auction Yard Road. In addition, along the northern property line of the Project, between Snively and Auction Yard Road, an all-weather, unobstructed 20-foot-wide driveway, situated within a 30-foot-wide clear area, will provide emergency access only to fire, law enforcement, and medical personnel. At the Snively and Auction Road entrances, 14-foot-wide gates equipped with a Knox Rapid Access System will control access. The proposed Project does not include adding

new overhead power lines or other infrastructure or features that are expected to exacerbate wildfire risk or result in additional temporary or permanent impacts. Existing overhead facilities along Auction Yard, Hooker Creek, and Snively Roads, directly fronting the Project site, would be underground.

- A Type 1 Tactical Water Tender capable of holding 2,000 gallons will be provided as part of the proposed Project, similar to the County Tactical Water Tender specification currently in place. This equipment will be added to one of three volunteer companies with an initial response to the area. All buildings will have sprinkler systems installed, and a 120,000-gallon fire sprinkler tank will be constructed. In addition, a 300,000-gallon fire hydrant water tank will be constructed.
- Ten fire hydrants will be installed as part of the proposed Project, as shown on Utility Plan Sheets C4.1, C4.2, and C4.3, at the following locations.
    1. In the northeastern corner of the site, adjacent to Snively Road.
    2. Along Hooker Creek Road east of the third driveway near Snively Road.
    3. South of the Drive-Through Fast-Food Restaurant on Pad 02, east of the C-Store.
    4. At the northwestern corner of the site, adjacent to Auction Yard Road.
    5. Along Auction Yard Road on the south side of the second driveway.
    6. Along Hooker Creek Road east of the first driveway.
    7. At the south end of the passenger vehicle solar panel canopies, east of the "four covered RV fuel pumps."
    8. North of the Drive-Through Fast-Food Restaurant on Pad 01.
    9. At the north end of the largest truck parking solar panel canopy, west of the Wastewater Dispersal Area.
    10. At the northwest corner of the truck parking solar panel canopy, east of the Storm Water Detention Pond.
- A dedicated water line will loop the fire hydrants to be served by the 300,000-gallon water tank. Water will continue to be pumped to the water tanks in case electrical power is interrupted by the Project's 1.5 MW diesel generator for backup purposes only. Another emergency generator may also be provided in the well and pump house located near Auction Yard Road, south of the stormwater detention pond. (Page 2-121)
- All Project-related operations will be conducted in compliance with the standards of the California Occupational Safety and Health Act (CAL-OSHA).
- The Tehama County Fire Department has also imposed preliminary conditions of approval regarding fire protection. Refer to Appendix B – Tehama County Fire Department Use Permit #23-01 Conditions for the Tehama County Fire Department Protection and Planning Bureau, September 11, 2024, letter identifying the then Project-related conditions of approval, including but not limited to the following. (Page IX-15)
    - A Tactical Water Tender shall be required to meet the County Tactical Water Tender specifications currently in place. The Tehama County Fire Department shall encumber the funds from the Project developer to purchase this apparatus prior to issuing the grading permits.

- As depicted in **Figure 2-3, Overall Site Plan**, along the northern Project boundary, a 20-foot-wide all-weather emergency access road with 14-foot-wide entrance gates (with a "Knox" padlock rapid entry system) within a 30-foot-wide easement will provide unobstructed access for only emergency vehicles and civilian evacuation concurrently between Snively and Auction Yard Roads. In addition, three driveways along Auction Yard Road and three along Hooker Creek Road will provide public access to the Project.[2]
- Water for emergency "fire flow" use shall be provided at a minimum rate for a duration of 2 hours in accordance with Appendix B, Table B105.1(1) of the current edition of the California Fire Code.
- An automatic sprinkler system that meets or exceeds the current National Fire Protection Association (NFPA) 13 Standard, Standard for the Installation of Sprinkler Systems, shall be installed in all currently proposed buildings except for the 1,500 square foot restroom building.
- A detailed fire flow and sprinkler calculation sheet shall be provided to determine the storage capacity of the two water tanks, one of which is dedicated to the fire hydrant system and the other to the sprinkler system.
- The ten fire hydrants to be installed shall be marked and flow tested as required by the NFPA 291, Recommended Practice for Fire Flow Testing and Marking of Hydrants. (Page XV-4 and XV-5)

- The proposed Project must comply with the defensible space standards outlined in California Public Resources Code 4291, including standards outlined in Chapter 9.05 – Fire Abatement and Tehama County Fire Safe Regulations (Chapter 9.14), as well as the proposed Project Conditions of Approval. The proposed Project would also comply with all applicable California Fire Code requirements for constructing and operating Project-related activities in a VHFHSZ, including, but not limited to, specific requirements for water supply, signage, and fire department access. (Page XX-6)
- The gated emergency access driveway also provides emergency access to the Battery Energy Storage System (BESS) facilities, if necessary.
- Regarding potential fire risks associated with the Battery Energy Storage System (BESS) facilities and the use of lithium-ion batteries, the MND provided the following background information.

  > On January 16, 2025, at the Vistra battery storage facility at the Moss Landing power plant, a fire broke out. However, it should be recognized that the Moss Landing storage facility is significantly larger than the proposed CTC BESS system. The Moss Landing battery facility measured 300 MW in peak output capacity, whereas the proposed Project's battery peak hour output is 1.5 MW.
  >
  > "Existing law, until June 30, 2029, authorizes a person proposing an energy storage system capable of storing 200 megawatt-hours (MWh) or more of energy

[2] Refer to Galloway & Company, Inc. Project Plans *Site Plan Sheet, C1.0, C1.1* and *C1.2* on file with the Tehama County Planning Department.

to submit an application for certification with the State Energy Resources Conservation and Development Commission of the site and related facility."

In response to the Vistra battery storage facility fire, AB 303 was introduced on January 23, 2025. "The bill would prohibit the authorization of a development project that includes a battery energy storage system capable of storing 200 megawatt-hours or more of energy if the development project is located within 3,200 feet of a sensitive receptor or is located on an environmentally sensitive site, as specified."

- Existing law and the proposed AB 303 would not apply to the Project's BESS facility. However, EATON Corporation BESS systems include design features to mitigate fire risks, alarm and monitoring systems to detect emergencies, and automatic shutdown of the BESS system.

  "In the very unlikely event of thermal runaway, smoke, or fire, the system will operate as follows:

  - Each control cabinet has an integral fire control panel. Upon signal transmission, a fire suppression agent (Novec 1230 Fire Protection Fluid) is released to reduce damage to the battery cabinets.
  - Upon receiving a critical alarm signal from the batteries (smoke/fire detection), the system will immediately notify a pre-determined contact at the fire station and send a notice to the Travel Center operator through the remote monitoring web interface." (Pages XX-7 and XX-8)

MR-4 – LAW ENFORCEMENT

Comments

- *Expressed were concerns regarding "pedestrian- and vehicle-occupied transients, and the influx of criminality that accompanies those populations, leaving residents at a much greater risk of their personal and property safety being threatened."*
- *"The Tehama County Sheriff's Office is undermanned and won't respond to the proposed project and the surrounding area due to criminal activity. Quality of life will be affected."*

Responses

The MND Initial Study addresses Security-related issues in Section XV – Public Services. The following addresses the comments raised.

- The Tehama County Sheriff's Office currently provides law enforcement protection services to the Project area. The proposed Project is not expected to significantly increase response times to the Project site, increase demand for sheriff's protection services, or require additional law enforcement facilities.
- The County requires developers to pay a Development Impact Fee that would be used to meet the demand for public facilities, including law enforcement facilities, created by development. In addition, as part of the Use Permit entitlement and CEQA review process, the Sheriff's Office would review the Project and provide comments and/or conditions of approval. To date none have been received by the Planning Department.

- The Project Applicant has committed to implementing safety and security measures associated with the operation of the proposed Project. These include, but are not limited to, the following measures.

  Adequate Lighting. One of the primary safety measures is providing adequate lighting throughout the Project area. Well-lit areas contribute to a heightened sense of security by deterring potential criminal activity and promoting visibility. Illuminated parking areas, walkways, and fueling areas create a safer environment, allowing drivers to navigate and locate their vehicles easily.

  Video Surveillance. Advanced video surveillance systems to monitor the premises will help to deter potential criminal activity. Strategically placed cameras continuously monitor parking and fueling areas, driveway entrances, building access and egress points, and other critical locations, such as under the solar canopies and the backup diesel generator and battery storage areas. Video surveillance serves as a deterrent to potential criminals and aids in identifying and resolving security incidents. The presence of surveillance systems fosters a sense of safety and provides valuable evidence in the event of any untoward incidents.

  Security Personnel. Dedicated security personnel will be contracted to provide 24-hour security to patrol the premises, ensuring the safety of employees, drivers, and their vehicles. These professionals are trained to identify and address security concerns promptly. Security personnel provide a visible presence that deters criminal activities and assists drivers in need. Not only will security personnel patrol within the Project site, but also along the perimeter of the site, including Auction Yard, Hooker Creek, and Snively Roads, as well as the northern boundary driveway between Auction Yard Road and Snively Road.

  Mitigation Measure PS-2 addresses the provision of licensed security personnel to ensure that this service is implemented as part of the proposed Project.

  Secure Parking Areas. The proposed Project offers designated parking areas specifically designed to accommodate various types of vehicles and trucks. Project-related areas, such as the Maintenance Yard, where the three water tanks and the Wastewater System Control area are located, the Wastewater Dispersal area, Energy Equipment area, where the electrical transformers, battery energy storage system, diesel generator, switchgear, and propane tank(s) are located, and the Detention Pond area, will all be enclosed with secure fencing. These areas, along with the six driveways that control entry and egress points, will be monitored via video and patrolled by security personnel. In addition, along the northern property line of the Project, between Snively and Auction Yard Road, a 30-foot-wide emergency access with a 20-foot-wide all-weather road will be gated and fenced, providing access only to fire, law enforcement, and medical personnel. A solid 8-foot-high noise barrier will help restrict unauthorized access. By restricting access to the various areas within the travel center to authorized individuals only, the risk of unauthorized entry and potential theft is reduced. Security features provide all users of the travel center with peace of mind, allowing them to rest and sleep without worrying about the safety of their vehicles, personal belongings, and truck-associated cargo.

Emergency Services and Communication. The Travel Center will prioritize emergency preparedness by providing access to emergency services and communication facilities. Devoted emergency call boxes will be strategically located throughout the Project site. These call boxes will enable the public to quickly summon assistance in the event of emergencies or incidents that require immediate attention. (Pages XV-5 and XV-6)

MR-5 – TRAFFIC

Comments

- *Concerns expressed about "I-5 congestion and that adding the proposed project, including the restaurants, will increase congestion and the likelihood of accidents and delays."*
- *"There are no impacts from truckers parking on I-5 when "Grants Pass" is snowed in. Some trucks and vehicles stop at the proposed project site, using it as a rest area or dump station."*
- *There will be "potential gridlock resulting from the I-5 and Hooker Creek Road north and southbound on and off-ramps.*
- *"Access to local properties would be impacted by the "turnover rate" of the proposed project and "altered" traffic patterns to and from residences.*
- *"Multiple trucks trying to make a left-hand turn onto North/South-bound I-5 from a single lane onto a single lane on/off ramps will definitely be a safety concern."*
- *"Increased traffic on Hooker Creek Road would make pedestrians and bicycles even more at risk than currently due to the lack of bike paths or reasonable space to traverse on the shoulder of the road, which is nonexistent. There is literally no space to walk or bike. The increased traffic could cause increased accidents or fatalities to pedestrians."*
- *"Hooker Creek Road is bumpy, curvy, and in relatively poor and inconsistent condition."*
- *"Additional traffic would not improve the road conditions."*

Responses

The MND Initial Study addresses traffic-related issues in Chapter 2.0. Project Description and Section XVII – Transportation. The technical evaluation of existing conditions and potential impacts of the proposed project is addressed in the GHD, Inc., May 30, 2024, Traffic Impact Analysis Memorandum, and the June 17, 2024, Vehicle Miles Traveled Estimate for Consideration of Air Quality Impacts from Mobile Sources Memorandum.

- Project roadway improvements to Hooker Creek Road and Auction Yard Road will provide functional ingress and egress to and from the proposed Project site as required by the County. Adequate truck radii will be provided in accordance with Caltrans and County standards for trucks exiting and entering I-5 ramps, as well as those entering and leaving the Project site. Curbs, gutters, and sidewalks will be constructed along Auction Yard, Hooker Creek, and Snively Roads abutting the Project site. A median east of the easternmost driveway on Hooker Creek Road will serve to minimize truck access onto Snively Road. (Page 2-9)

- Based on the Project's trip distribution, it was estimated that ninety percent (90%) of the vehicles to/from the Project will be travelers already on I-5 and will simply be exiting/re-entering the freeway after using retail services provided at the Project. These trips do not contribute to an increase in vehicle miles travelled (VMT) and are trips that are diverted from the "local" facility, I-5. The drivers for these trips have choices of where to shop for retail services, and the Project provides a new alternative. It was estimated that five (5) percent of the vehicles to/from the Project will be travelers already on the nearby County roads. The drivers of these vehicles will have new access to retail convenience items, fast food, quick-serve restaurants, fuel, and employment. These trips will result in a reduced VMT due to the Project's services.

  Conversely, VMT will increase for deliveries, facility servicing, and employee trips. Estimates are that three (3) percent of the vehicles to/from the Project will be for professional services that provide deliveries and general services to the Project. A portion of these trips would fit under the first category, "Trips already on the freeway." However, based on the rural location of the Project, the delivery/facility servicing trips will contribute to an increase in VMT as compared to existing trips for existing services. Estimates that two (2) percent of the vehicles to/from the Project will be for employees. (Page XVII-15)

- Within the vicinity of the Project site, accident data was collected, of which eight were either on I-5 lanes or off-ramps, and one was an accident on Hickman Lane off Hooker Creek Road. The accident data was collected from About My.Accident.org between February 22, 2021, and November 29, 2023. In total, nine accidents were identified, of which seven were collisions. None of the accidents occurred at the I-5 on- and off-ramp intersections with Hooker Creek Road or at the Hooker Creek and Auction Yard Road and Snively Road intersections. Historical accident data indicate that commercial vehicles are successfully using I-5 and the roads adjacent and/or in the vicinity of the proposed Project. (Page XVII-16)

- Based on an email received by the Tehama Planning Department on November 26, 2025, Caltrans noted that "A review of the geometry of onramps expected to received traffic from the proposed development identified that the NB Onramp at Sunset Hills, and the SB on-ramp at Hook Creek Rd have shorter Merge Length than current Highway Design Manual Standards. A 5-Year Table B Accident Record was run for the Sunset Hills and Hooker Creek Ramps. No pattern of collisions was identified." (Refer to the Commenting Agency, Reference A3, from the California Department of Transportation, District 2, Traffic Operations, dated November 26, 2025)

Commenters need to take into consideration the discussion regarding "cumulative" development options beginning on pages XVII-6 and XVII-7, which states:

- Due to the potential development of the approved Nine-Mile Hill Development, this Transportation Section addresses cumulative traffic-related issues with and without the Nine-Mile Hill Development. As part of the TIAM, two cumulative scenarios were considered as part of the Mobility Assessment (Non-CEQA Assessment) to assess roadway capacity:

  - Cumulative Conditions – Option A
    - Cumulative Conditions with Background Growth for level of service (LOS) and Vehicular Queues (No Project)

- Cumulative Conditions with Background Growth for LOS and Vehicular Queues (Plus Project)

- Cumulative Conditions – Option B
  - Cumulative Conditions with Nine-Mile Hill Development and Background Growth for LOS and Vehicular Queues (No Project)
  - Cumulative Conditions with Nine-Mile Development and Background Growth for LOS and Vehicular Queues (Plus Project)

As discussed in the TIAM, "Although the Nine-Mile Hill Development received entitlements from Tehama County in 2006 and was expected to break ground shortly thereafter, to date no construction has commenced on the site, and no publicly available information currently exists to suggest when, and if, the Nine-Mile Hill Development will indeed move forward."[3]

CEQA Guidelines Section 15130 et al. requires an analysis of the cumulative impacts of a proposed project in conjunction with other closely related past, present, and reasonably foreseeable probable future projects that affect or could affect the Project area. Although publicly available information suggests that, at this point in time, the Nine-Mile Hill Development appears speculative, it was nonetheless analyzed and included as Option B in this Cumulative Conditions transportation analysis as a worst-case scenario (i.e., greatest possible future buildout). However, given Nine-Mile Hill's apparent non-active status and the lack of information to support a reasonable expectation that the development will move forward, GHD believes Option A represents the most likely future projected buildout upon which to base the CEQA cumulative analysis."[4]

The cumulative scenarios in the traffic analysis under Option A do not include the additional traffic generated by the Nine-Mile Project, while the traffic analysis under Option B includes the additional vehicle trips associated with the Nine-Mile Project. Therefore, the traffic analysis evaluated the impacts associated with the Option B additional vehicle trips of the Nine-Mile Project."

In order to obtain an in-depth, clear understanding of existing conditions, potential impacts on roadway, bicycle, and pedestrian facilities, and associated mitigation measures, the MND Initial Study's evaluations begin on page XVII-8 through XVII-12 in Section XVII. Transportation needs to be reviewed. The following provides pertinent information.

- It needs to be recognized that "Intersection LOS Methodologies evaluate AM and PM peak hour conditions, taking into account intersection geometry, traffic volumes, and queuing constraints when calculating delay. LOS "A" conditions find that vehicular turning movements are easily made, and nearly all drivers find freedom of operation. LOS "F" results in jammed conditions. Vehicular back-ups from other locations restrict or prevent movement. Traffic volumes may vary widely, depending principally on the downstream vehicle backup conditions.

  Freeway LOS methodologies for multilane freeways and ramp junctions consider the number of lanes, lane width, speed along the segment, right-side clearance,

[3] GHD. May 30, 2024. *Traffic Impact Analysis Memorandum*. Page 23.
[4] IBID.

divergence/merge vehicle demand, segment vehicle demand, peak hour factor, and truck percentage when calculating the corresponding LOS.

Tehama County LOS standards identify minimum LOS and roadway safety standards to plan for roadway improvements as new development occurs. LOS “A” through “D” is acceptable for County roads during the peak hours. Caltrans's Transportation Impact Study Guidelines (TISG) identify that Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities; however, Caltrans acknowledges that this may not always be feasible.

For the purpose of providing LOS information only, consistent with Caltrans District 2 practice and Tehama County policy, the TIAM considered LOS “D” as the acceptable threshold for all intersections and I-5 facilities. LOS “A” – “D” will be considered as meeting the LOS guidelines, and LOS “E” and “F” will be considered not to meet the LOS guidelines.

Vehicular queues for the study intersections for Weekday AM and PM peak hours were estimated and compared to the available vehicular storage. The queues are estimated using methods based on a combination of traffic volumes, traffic type (e.g., heavy vs. light), roadway geometry, and traffic controls. Since queue lengths fluctuate throughout the analysis periods, for analysis purposes, the 95th percentile queue is considered acceptable if it does not extend back (i.e., spill-back) into an adjacent intersection.

Under conditions where queue spill-back is estimated to occur, the queuing is considered a potentially significant impact because the queuing may substantially increase hazards and/or result in inadequate emergency access. When this queuing condition is estimated to occur, conditions of approval or mitigation measures are included to mitigate to a less than significant Project impact.

The proposed Project is anticipated to generate an estimated 512 new net vehicle trips during the AM peak hour, 547 new net vehicle trips during the PM peak hour, and 9,340 daily trips. The trips are the total of the entering and exiting driveway trips. A vehicle that enters the development and then exists is counted as two trips.

Intersection and I-5 on-and-off ramp locations that could potentially be affected by the Project are identified in **Table T-1, Study Locations**. Pages XVII-7 and XVII-8).

Recommended improvements to address the traffic back-up and traffic spill-back queues are identified in Mitigation Measure T-5, which identifies the necessary improvements to address queuing.

As identified, the proposed Project is anticipated to generate an estimated 512 new net vehicle trips during the AM peak hour, 547 new net vehicle trips during the PM peak hour, and 9,340 daily trips. As a result, queue lengths will exceed available storage for various Project conditions identified, resulting in potentially significant Project-related impacts. However, Mitigation Measure T-5 is proposed to reduce the potential impacts to a less than significant level. (Page XVII-12)

- Overall, from a transportation and traffic-related perspective, the implementation of the proposed project would not conflict with the implementation of the County’s Tehama County General Plan Update 2009-2029, the 2025 Tehama County Regional Transportation Plan, the 2019 Tehama County Active Transportation Plan, or Tehama

County Chapter 2 – Road Policies and Drainage Design Standards. Potential impacts are reduced to **less than significant levels**. (Page XVII-12)

Table T-1
Study Locations

Intersection	Location – No Project Conditions
1	I-5 Southbound (SB) Ramps & Sunset Hills Drive (Dr)
2	I-5 Northbound (NB) Off Ramp & Sunset Hills Drive Dr
3	I-5 NB On Ramp/Auction Yard Road (Rd) & Sunset Hills Dr
4	I-5 SB Ramps & Hooker Creek Rd
5	I-5 NB Ramps & Hooker Creek Rd
6	I-5 NB Off Ramp/Auction Yard Rd & Hooker Creek Rd
7	Snively Rd & Hooker Creek Rd
Intersection	**Location – With Project Conditions**
8	Auction Yard Rd & Northerly Exit Project (PRJ) Driveway (DWY)
9	Auction Yard Rd & Main Truck Access PRJ DWY
10	Auction Yard Rd & Southerly PRJ DWY
11	Hooker Creek Rd & Westerly PRJ DWY
12	Hooker Creek Rd & Middle PRJ DWY
13	Hooker Creek Rd & Easterly PRJ DWY

PUBLIC COMMENTS

COMMENTING PERSON P1 – Jenny M. Alexander

P1-1 *The comment asserts that the proposed "project violates the Tehama County Zoning Code, which expressly prohibits travel centers or truck stops."*

Response – Refer to Master Response MR-2 addressing the Tehama County General Plan and Zoning Code, and how the proposed project is consistent with the General Plan and allowable by the Zoning Code through the Use Permit process. Zoning codes govern land use, whereas building codes address construction.

P1–2 *The comment expressed that "the Tehama County General Plan (2009-2029) is outdated (2009-2029) failing to adequately forecast growth in this area, resulting in a false sense of reality for development/economic purposes. Developments such as Nine-Mile Hill and Celebrity City) and have failed to progress. The General Plan should not be relied on as an accurate factual basis for anything and needs to be rewritten to address the lack of growth and has no factual bearing on the proposed Project Use Permit approval."*

Response – Master Response MR-2 discusses the long-term nature of a General Plan.

P1–3 *The commenter states that "increased traffic on Hooker Creek Road would make pedestrians and bicycles even more at risk than currently due to the lack of bike paths or reasonable space to traverse on the shoulder of the road, which is nonexistent. There is literally no space to walk or bike. Increased traffic could lead to more accidents or pedestrian fatalities. Additionally, 'Hooker Creek Road is bumpy, curvy, and in relatively poor and inconsistent condition.' Additional traffic would not improve the road conditions."*

Response – Master Response MR-5 – TRAFFIC, addresses road improvements required to meet County Standards.

P1-4 *The commenter stated that "groundwater is an issue, and the report fails to describe the well from which DWR is reported to have obtained the statistics used in the report."*

Response – Master Response MR-1 – WATER addresses groundwater. Refer to the June 28, 2023, Hydrogeological Analysis for the Proposed Cottonwood Travel Center, Tehama County, California, prepared by Lawrence & Associates. Provided is an April 10, 2026, Memo from Lawrence & Associates addressing the referenced DWR Well, which is referenced in pages 4, 18, and Figure 11 of the report. The well name per DWR is 34N04W35B0001M and is located approximately 1,400 feet north of the project site. Figure 4 from the report is attached to the memo, with Well 34N04W35B0001M called out for ease of reference.

P1-5 *Concerns were expressed regarding fire danger.*

Response – Master Response MR-3 addresses fire protection requirements imposed at the state and local level as project conditions of approval, in addition to the mitigation measures imposed by the MND.

P1-6 *The comment identifies that "traffic, noise, odor, air quality, aesthetic concerns and zoning along with the current real estate market will potentially adversely affect the values of real estate close to the project and directly impact wildlife and the quality of life those who live there have expected."*

Response – Master Responses MR-2 – LAND USE and MR-4 address traffic. Refer to the MND Section I, Aesthetics, Section III, Air Quality, Section IV. Biological Resources, Section XI, Land Use, Section XIII, Noise, Section XIV, Public Services, Section XVII, Transportation, and Section XIX, Utility & Service Systems to address the environmental issues raised. Real estate market values are not an environmental issue. The comment does not provide substantial evidence and is speculative in nature.

P1-7 *The commenter questions "whether adequate power can be obtained to fulfill the state's requirements for the proposed project, and the study (MND) suggests that compliance would be delayed and obtained later."*

Response – The MND provides full disclosure regarding the provision of power to the proposed project. The Environmental Checklist Form Chapter, Page 6, Paragraph 6 states that "Initially, EVSE and EV Capable parking spaces for trucks and passenger vehicles will be provided between 2026 and 2032. As additional electrical power sources are developed, which include solar power, battery backup, and additional PG&E capacity, more EVSE parking spaces will become available. PG&E provided an Electrical Service Availability letter (essentially a "Will Serve" letter), to provide up to 12 megawatts (MW) of electrical power available to the Project by 2032."

Response – MND Attachment A – Cottonwood Travel Center Preliminary Electrical Charging Description dated July 26, 2024, provides additional information regarding the phasing over an initial six-year period using the three Distributed Energy Resources (DER) to export active power to the project's electric power system. These DERs include solar photovoltaic, battery energy storage systems (BESS), and microgrid controllers, as well as a diesel generator for emergency backup, only. PG&E power will be the primary initial power source. The DERs are expandable, whereas reliance on PG&E power will be contactable.

COMMENTING PERSON P2 – Susan Messler

P2-1 *The commenter expressed "full support for the proposed project."*

Response – The comment is not environment-related; therefore, a response is not provided.

COMMENTING PERSON P3 – Antoinette McNulty, Architect

P3-1 *The commenter expressed concerns that "existing I-5 traffic congestion will worsen" and the "possibility for accidents and delays."*

Response – The comment does not provide substantial evidence and is speculative in nature. Regardless, Master Response M-4 – TRAFFIC addresses the commenter's concerns.

P3-2 *The commenter raised security-related issues.*

Response – Master Response M-3 – FIRE PROTECTION & SECURITY addresses the commenter's security concerns.

P3-3 *The commenter expressed concerns regarding "water availability, particularly during droughts."*

Response – The comment does not provide substantial evidence and is speculative in nature. However, Master Response M-3 – WATER addresses the commenter's concerns.

COMMENTING PERSONS P4 – Michael & Karyn Frawley

P4-1 *The commenters noted that "there are no impacts from truckers parking on I-5 when 'Grants Pass' is snowed in." It was noted that "some trucks and vehicles stop at the proposed project site, using it as a rest area or dump station."*

Response – The comment does not provide substantial evidence and is speculative in nature. Regardless, Master Response M-4 – TRAFFIC addresses the commenter's concerns.

P4-2 *This comment addresses that "even though residents decided to live in the area, knowing the zoning and commercial nature of Auction Yard Road area, being a frontage road with easy access to I-5, the proposed project is a departure from the scope of what was on the community plans."*

Response – The comment does not address how the proposed project is a "departure from the scope of what was on the community plans. However, Response MR-2 LAND USE does address why the proposed project is consistent with the General Plan.

P4-3 *The commenter addressed concerns regarding battery-related fires, fire risks, and security concerns.*

Response – The comment does not provide substantial evidence and is general. Regardless, Master Response M-3 – FIRE PROTECTION & SECURITY, addresses the commenter's concerns.

P4-4 *The commenters expand on their concerns regarding security issues.*

Response – The comment does not provide substantial evidence and is speculative. Regardless, Master Response M-3 – FIRE PROTECTION & SECURITY, addresses the commenter's security concerns.

P4-5 *The commenters expressed concerns regarding "potential gridlock resulting from the I-5 and Hooker Creek Road north and southbound on and off-ramps. Access to local properties would be impacted by the 'turnover rate' of the proposed project and 'altered' traffic patterns to and from residences." Also noted was that "Multiple trucks trying to make a left-hand turn onto North/South-bound I-5 from a single lane onto a single lane on/off ramps will definitely be a safety concern."*

Response – The comment does not provide substantial evidence and is speculative. However, Master Response M-4 – TRAFFIC addresses the commenter's concerns.

P4-6 *The comments raised questions regarding "solid waste being disposed of along Hooker Creek Road, comparing the proposed project's Adopt-A-Road Program to control litter to Bay Area freeway corridors with those signs are (sic) littered with trash and overgrown with weeds."*

Response – Mitigation Measure US-1 in Section XIX – Utilities and Service Systems, beginning on page XIX-8, is proposed to reduce potential impacts related to trash disposal along Hooker Creek Road. The Mitigation Measure calls for evaluating and implementing

an “Adopt-A-Road Program. The Project developer, owner, or operator would be responsible for the Program costs.

Response – According to an internet search, “The Adopt-A-Road program in San Luis Obispo is currently operational and actively working.” Refer to the web page, https://www.bing.com/search?pglt=425&q=is+san+luis+obispo+adopt+a+road+prgram+working&cvid. The commenters do not propose alternative solutions.

P4-7 *Concerns were expressed regarding the water supply and impacts on neighboring wells. In addition, water quality concerns regarding project run-off, particularly if the “gas tanks fail.”*

Response – Master Response M-3 – WATER addresses the commenter’s concerns about the water supply and its associated impacts on neighboring wells.

Response – Regarding water quality concerns related to stormwater drainage, refer to pages X-13 through X-15 in Section X – HYDROLOGY AND WATER QUALITY and Section XIX – UTILITIES AND SERVICE SYSTEMS, beginning on page XIX-6. The State Water Regional Control Board requires an Industrial General Storm Water Permit, which mandates stormwater quality monitoring, water testing, and reporting certain stormwater discharges from the property, and requires the submission of an annual report to the SWRCB.

Response – Section VII – GEOLOGY AND SOILS, beginning on page VII-7, third paragraph specifically addresses potential non-stormwater discharges that could result from activities such as discharge or accidental spills of hazardous substances such as fuels, oils, concrete, paints, solvents, cleaners, or other construction materials. However, local, state, and federal laws and regulations require the Project to comply with the requirements of the Industrial General Stormwater Permit. The Tehama County Environmental Health Department is the administering agency and the Certified Unified Program Agency (CUPA) for Tehama County, responsible for regulating hazardous materials handlers, hazardous waste generators, underground storage tank facilities, above-ground storage tanks, and stationary sources that handle regulated substances.

Response – Additional discussion regarding hazardous materials such as gasoline is provided in Section IX – HAZARDS AND HAZARDOUS MATERIALS, on page IX-5, last paragraph, and also beginning in the last paragraph of page IX-11.

Response – Underground fuel storage tanks are subject to Underground Storage Tank (UST) Regulations (CCR, Title 23, Chapter 16), effective January 1, 2026. The UST Program is designed to protect the environment and public health by regulating the storage of hazardous substances and petroleum products underground. Key requirements include:

- Leak Prevention: USTs must have leak-prevention systems, including secondary containment and leak-interception devices.
- Testing and Monitoring: USTs must be tested and monitored to promptly detect leaks. Leak detection equipment must have a high probability of detection and false alarm rate.

- Inspections and Compliance: Regular inspections and compliance with state laws and regulations are mandatory.
- These regulations are enforced through local agencies and require adherence to specific guidelines to ensure safety and environmental protection.

P4-8 *The commenters stated that "the noise level will significantly increase for the neighborhoods/communities in the surrounding areas not considered in the Noise Study. Even though they say they provide HVAC so the trucks don't have to idle, truth is all truck stops are noisy. It is insulting for the developer and Tehama County to ignore trucks need to refrigerate cargo? (sic) Will the semi-trucks use the HVAC system for that issue/need? From the fast-food drive-thru, public address system telling the truckers their shower is ready, idling trucks running refers, and regeneration cycles, truck stops are noisy." Assertions were made that the noise analysis only tested the noise levels at the property line and the study is ignoring the inevitable problem."*

Response – MND Section XIII – NOISE and the technical evaluation of existing conditions and potential impacts is addressed in the October 25, 2024, Environmental Noise & Vibration Assessment Cottonwood Travel Center, Tehama County, California, by Bollard Acoustical Consultants (BAC), which addresses the issues and questions raised by the commenters.

Response – Noise level measurements were taken at four locations used to determine ambient noise levels at the six nearest residences surrounding the project site. It needs to be understood that the closer one is to a noise source, the louder the impact. The greater the distance results in less impact. As identified in Section XIII – NOISE, Table N-8 (page XII11), the proposed project will not result in substantial increases in traffic noise levels relative to existing conditions at the six closest noise-sensitive residences and was considered less than significant. Since the commenter's residence is 0.62 miles from the proposed project, the noise impact would be even less.

Response – Noise impacts related to on-site circulation, refrigeration unit operations, truck idling, truck maintenance operations, and on-site emergency diesel generator were discussed and evaluated in pages XIII-14 through XIII-19.

Response – The combination of the above noise sources was determined to have a potentially significant impact on the closest noise-sensitive residences. Therefore, mitigation was required.

Response – The Transport Refrigeration Units (TRUs, referred to as "refers"), the on-site truck idling, and the on-site diesel generator individually result in potentially significant noise impacts; however, the on-site automobile and truck circulation and the Truck Maintenance operations do not individually result in potential significant noise impacts. Regardless, the MND requires mitigation measures to be imposed, also as conditions of approval, to reduce the potential significant impacts to less than significant levels. Mitigation measures N-2 through N-5 are to be incorporated into the project improvement plans and applicable building permit plans.

Response – Mitigation Measure N-6 on page XIII-23 requires that annual noise monitoring by a qualified acoustical consultant shall be conducted at the nearest residences, or as close as practical to those residences, to verify project noise generation is in full

compliance with the applicable Tehama County noise standards. After three consecutive years if the project is in full compliance with the applicable County noise standards, the duration between noise compliance monitoring shall be decreased from annual monitoring to monitoring every five years. If monitoring determines that "aspects of the Project are generating noise levels in excess of the applicable Tehama County noise standards at any of the nearest residences to the Project site, additional noise mitigation measures shall be determined and implemented for the source(s) responsible for the identified exceedance."

Response – Beginning in the last paragraph of Page XIII-23, it is stated that "However, it should be recognized that over the ensuing years, more and more EV vehicles and trucks will be placed into service. The Project is designed to allow the conversion of currently proposed standard parking stalls to EV charging stations as demand continues to grow. The additional EV vehicles, trucks, and associated charging facilities will result in the Project in and of itself reducing the noise effects experienced by traditional vehicles and trucks. Therefore, vehicular noise impacts in the Project vicinity are anticipated to decline over time, commensurate with passenger car and truck fleet turnover."

P4-9 *The commenters stated that they "can currently see the lights form (sic) the Billboard and street lamps on the overpass at eye level. At 0.62 miles away I am looking straight into the project zone and when they clear the trees and build infrastructure, I am bound to see it and the projected light. The light from this project has not been fairly considered for our communities."*

Response – MND Section I – AETHETICS discusses on page I-4, beginning in the third full paragraph light and glare and associated sensitivity. It is noted that "Overall, light levels are of high to low intensity from I-5 to the west and from the north and east due to the mix of commercial/industrial development and semi-rural residential land uses."

Response – Beginning on page I-9, under Checklist item d), a response is provided to the question if the project would "Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?"

Response – A lighting plan was submitted as part of the Use Permit application that complies with the guidelines provided by the International Dark-Sky Association Model Lighting Ordinance, which includes guidelines stating that night lighting shall be limited to that necessary for security, safety, and identification. Direct night lighting shall also be screened from adjacent residential and commercial areas and not be directed upward or beyond the boundaries of the Project site on which residences or buildings are located. By adhering to the Project's proposed lighting plan, the potential for increased light to adversely affect nighttime views is decreased, and the impacts associated with light will be reduced to a less than significant level."

P4-10 *The comment questioned if "Tehama County officials researched the impact to our endangered wild life (sic)? Communities, around this project will see a reduction on the wild life (sic) that frequent our homes. Tehama county has long been known for it's natural beauty and natural resources than (sic) make it a community with common goals. Enjoy our rural, natural environment that is home not just to untamed animals/wildlife but also endangered species such as Bald and Golden Eagles This project destroys both for our local residents who live near this development."*

Response – MND Section IV – BIOLOGICAL RESOURCES addresses wildlife resources, in particular, endangered species and eagles. In addition, several biological resource reports are identified and provided in MND Attachments C1 through C6. The reports present the findings of reconnaissance- and survey-level evaluations of vegetation, wildlife, and aquatic (wetlands) resources, identifying the potential presence and distribution of common and special-status plant and wildlife species and sensitive natural habitats. Potential impacts on the referenced biological resources, including oak woodlands, that would result from implementing the proposed Project are identified and discussed. Mitigation measures that would reduce the potential impacts to a less than significant level are advanced for implementation.

Response – Special-Status Plant and Wildlife Species are evaluated beginning on page IV-4 through IV-7, then again beginning on pages IV-10 through I4. The U.S. Fish and Wildlife Service (USFWS) administers the Bald and Golden Eagle Protection Act (16 USC 668). A list of regionally occurring special-status species in the vicinity of the project area was compiled from the CNDDB, USFWS, and CNPS lists.

Response – MND Table BR-2 (pages IV-12 and 13) and Table 2 Special Status Species with the Potential to Occur at the Study Area in the August 2022 ESA Biological Constraints Report (MND Attachment C1) provide a summary of the special status species, their general habitat requirements, and an assessment of their potential to occur within the vicinity of the study area. The ENPLAN January 26, 2023, Cottonwood Travel Center Draft Biological/Wetland Impact Analysis and Mitigation Measures report (Attachment C4) confirmed the ESA analysis. There are no existing large bodies of water with adequate fish habitat for the Bald eagle. The Golden Eagle was not referenced in any of the technical reports.

Response –The CEQA MND and all the biological resource technical reports were reviewed by the Tehama County Planning Department and the California Department of Fish and Wildlife (CDFW). Reviews were undertaken, and early consultation comment letters were provided to the Planning Department on March 14, 2022, and August 20, 2024. The CDFW did not comment on the adequacy of the MND during the agency review period from October 20 through November 18, 2025.

The CDFW is a State Trustee Agency with jurisdiction over the natural resources affected by the project. CDFW manages and oversees the administration of the project to ensure compliance with state laws and regulations. The CDFW is also a responsible CEQA agency that has discretionary approval power over the project and must respond to the County, as Lead Agency, to ensure that the CEQA documents comply with CEQA. The CDFW did not comment on the adequacy of the MND during the 30-day CEQA review period.

COMMENTING AGENCIES

COMMENTING AGENCY A1 – California Department of Conservation, Geologic Energy Management Division

A1 *The commenting agency provided a letter stating that "Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near previously abandoned oil, gas, and geothermal wells. To assist local permitting agencies, property owners, and developers in making safe and practical land use decisions regarding potential development near oil, gas, or geothermal wells, CalGEM provides a table."*

Response – There are no oil or gas wells identified on the property in the "Well Finder" database. The closest well was on APN 007-090-031, which is a 30-acre parcel east of 17040 Snively Road, about 2,000 feet south of the Hooker Creek & Snively Road intersection, and another 1,100 feet east of Snively Road.

COMMENTING AGENCY A2 – California Department of Transportation, District 2, Hydraulics Department

A2-1 *Via email, the commenting agency stated "that comments made back in August 2024 by Caltrans Hydraulics department were not addressed in the MND." Those comments were as follows:*

> *"Demonstrate that all rain runoff drains away from the state highway and all state highway drainage systems, or provide a drainage report and drainage plans that show no negative impacts to the state highway and its drainage systems."*

Response – Caltrans hydraulic comments were addressed in the Cottonwood Travel Center MND and provided as Attachments to the Initial Study & MND in the following reports.

Attachment F – Final Storm Water/Hydrology Study for Entitlement Purposes, June 10, 2024, by Galloway & Company, Inc. The report discusses water quality treatment (pages 8, 12) and storm drainage conveyance facilities (pages 12-15) resulting in a conclusion (page 15) that "The calculations demonstrate that the post-Project flow at the discharge points can be designed to be less than or equal to the pre-Project flow, thereby meeting requirements described in Section 2.1 and Tehama County Regulations requiring a hydrology analysis to meet drainage design requirements. The final design will be provided at the permitting stage." Please review Figures A and Appendix D Drawings EX1 and DR1 through DR4.

Attachment H – Water-Quality Impacts Analysis for the Proposed Cottonwood Travel Center, March 10, 2023, Revised May 29, 2024, by Lawrence & Associates, report shows that water quality was addressed on pages 11, 12, and 18 through 22.

COMMENTING AGENCY A3 – California Department of Transportation, District 2, Traffic Operations

A3-1 *Via email, the commenting agency stated "A review of the geometry of onramps expected to receive traffic from the proposed development, promulgated by a November 20, 2025 email from Tehama County (Regional Transportation Commission), identified that the NB onramp at Sunset Hills Dr and the SB onramp at Hooker Creek Rd contain merge lengths less than current Highway Design Manual standards."*

The email then stated, "The scope of the request by the County is outside the Caltrans Local Development Review process. A 5-Year Table B Accident Record was generated, and no pattern of collisions related to merging were identified. Despite the absence of existing collision patterns, the additional volumes expected to be generated by the facility may influence ramp operations and safety. Caltrans agrees with the request from Tehama County and recommends that the project proponent conduct an analysis of the ramps identified above to assess the potential project impacts to Interstate 5 ramp merge safety."

Response – Caltrans's recommendation to conduct an analysis of ramps to assess potential project impacts on Interstate 5 ramp-merge safety was reviewed by the Tehama County Planning and Public Works Departments. The e-mail stated that the Caltrans recommendation is "outside the Caltrans Local Development Review process," and "their "5-Year Table B Accident Record was generated, and no pattern of collisions related to merging was identified." Therefore, it was determined that no further analysis should be undertaken.

LAWRENCE & ASSOCIATES
ENGINEERS & GEOLOGISTS

Memo

To: Jessica Martinez, Tehama County Planning Director

From: Bonnie Lampley

CC: Eihnard Diaz

Date: April 10, 206

Re: Response to Question re Well Referenced in CTC Water Report

PROFESSIONAL GEOLOGIST
BONNIE E. LAMPLEY
No. HG626
CERTIFIED HYDROGEOLOGIST
STATE OF CALIFORNIA

Jessica,

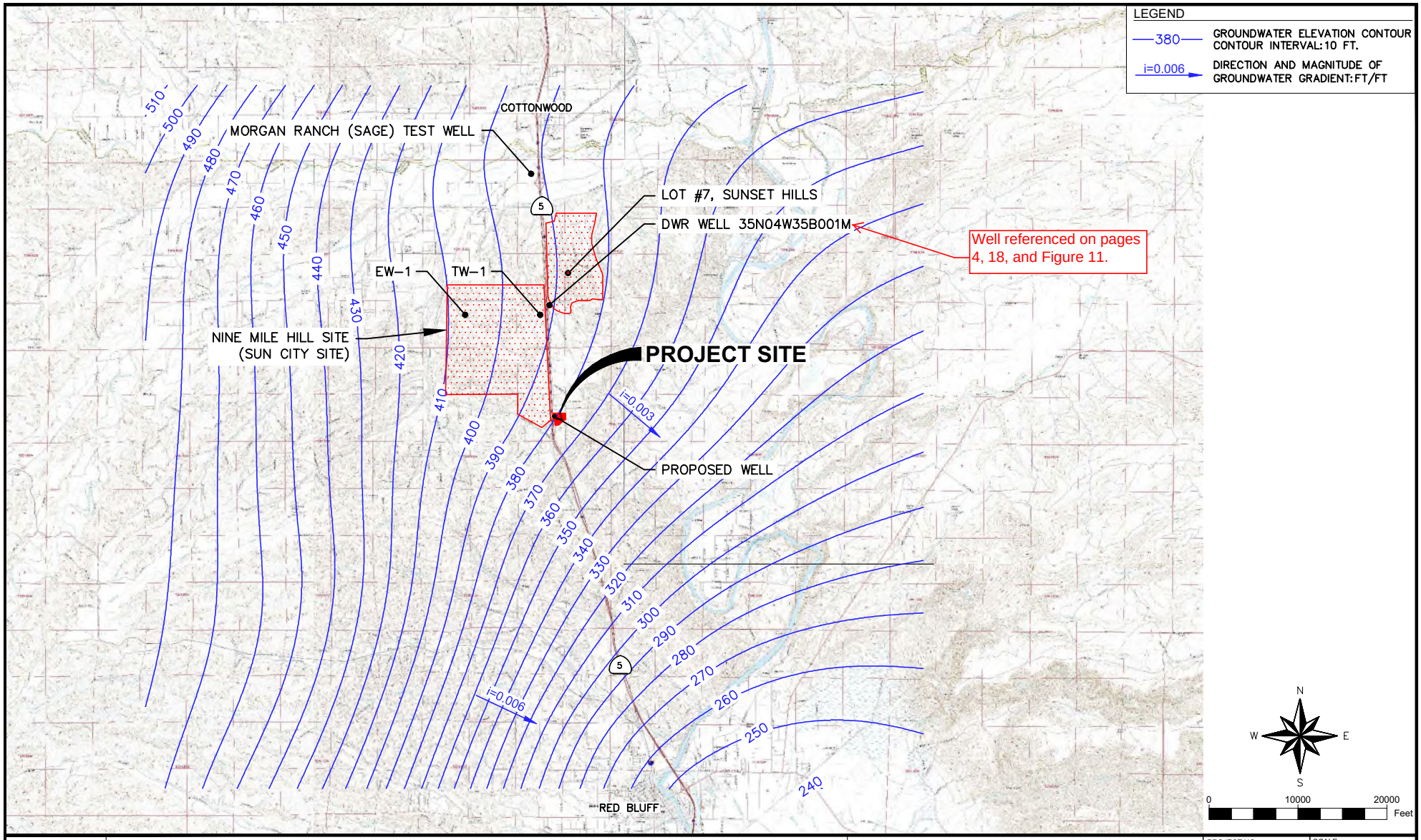
This memo is in response to a question from the public about a well referenced on pages 4, 18, and Figure 11 of our report, *Hydrogeological Analysis for the Proposed Cottonwood Travel Center, Tehama County, California*, last revision June 28, 2023.

Our report stated the following:

> *Groundwater level variations during drought conditions have been between approximately 7 and 10.5 feet in the Project area, based on a nearby well monitored by the Department of Water Resources (DWR).*

The location of the well was referred to in Figure 11 of our report and shown on Figure 4, although the well name wasn't explicitly stated in the introductory summary. The well name per DWR is 34N04W35B0001M and it is located approximately 1,400 feet north of the Cottonwood Travel Center project site. Figure 4 from our report is attached to this memo, with well 34N04W35B0001M called out for ease of reference.

ATTACHMENT K



LAWRENCE & ASSOCIATES
ENGINEERS & GEOLOGISTS

MARCH 2022 GROUNDWATER ELEVATION CONTOURS
FROM: DEPARTMENT OF WATER RESOURCES

WATER SUPPLY EVALUATION

COTTONWOOD INVESTMENT GROUP, LLC.
COTTONWOOD TRAVEL CENTER

PROJECT NO: 022076.00	SCALE: 1" = 10,000'
DRAWN BY: J. BEERS	DATE: 2/9/2023
CHECKED BY: B. LAMPLEY	FIGURE 4

P:\022076.00 cottonwood travel center\site gw.dwg J.R.B. 2/9/2023

ATTACHMENT K