DRAFT INITIAL STUDY and ENVIRONMENTAL CHECKLIST

FOR

GETAWAY HOUSE, INC. MAJOR USE PERMIT

April 2020

Lead Agency:
County of Mendocino

Lead Agency Contact:
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LACO Project No. 9377.00

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I. PROJECT SUMMARY

Date: April 2020

Project Title: Getaway House, Inc. Major Use Permit

Lead Agency: County of Mendocino

Contact: Jesse Davis, Senior Planner
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Planning and Building Services
860 North Bush Street, Ukiah, California 95482

Location: The proposed project is located approximately 3.1 acres east of the unincorporated community of Hopland in Mendocino County, south of Highway 175, along the east side of Old Toll Road, and is identified by Assessor's Parcel Numbers (APNs) 048-270-24, 048-270-23, and a portion of 048-270-22 (Site). The Site comprises a total of 90.87 acres and is accessed via an existing entrance on Old Toll Road (see Figure 1).

Coastal Zone: No

Affected Parcel(s): Assessor's Parcel Number(s) 048-270-24, 048-270-23, and a portion of 048-270-22

Current County of Mendocino Land Use Designation: Rangelands (RL160)

Current County of Mendocino Zoning Designation: Rangeland (R-L 160)

Anticipated Permits and Approvals - REQUIRED:

1) Adoption of Mitigated Negative Declaration (MND) by the County of Mendocino
2) Approval of the Major Use Permit Application by the County of Mendocino

Tribal Cultural Resources: 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 significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

An *Archaeological Survey Report* (Archaeological Report) was prepared by Alta Archaeological Consulting (ALTA) on November 26, 2019, in order to identify any archaeological, historical, or cultural resources within the proposed project area. Due to the sensitive and confidential natural of the report, a copy of the Archaeological Report is not included as an appendix to this Initial Study.

ALTA contacted the Native American Heritage Commission (NAHC) on August 8, 2019, to request a Sacred Lands File (SLF) search and list of Native American contacts in the area. The NAHC response letter, dated August 29, 2019, indicated that a search of the SLF returned a positive result, and included a list of 13 Native American tribes or individuals with cultural affiliations to the area. ALTA sent consultation letters to all 13 contacts on September 6, 2019. Two (2) responses were received. On September 12, the Tribal Historical Preservation Officer (THPO) for the Hopland Band of Pomo Indians requested to be consulted for the

project. On September 18, the THPO for the Kaisha Band of Pomo Indians responded and informed ALTA that the project is outside of the Tribe's aboriginal territory. As of the date of this Initial Study, no additional correspondence has been received (ALTA, 2019).

CEQA Requirement:

The proposed project is subject to the requirements of the California Environmental Quality Act (CEQA). The Lead Agency is the County of Mendocino. The purpose of this Initial Study (IS) is to provide a basis for determining whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration. This IS is intended to satisfy the requirements of the CEQA (Public Resources Code, Div. 13, Sec. 21000-21177) and the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387).

CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts (CEQA Section 20180(c) (2) and State CEQA Guidelines Section 15070(b) (2)).

Section 15063(d) of the State CEQA Guidelines states that an IS shall contain the following information in brief form:

1) A description of the project including the project location
2) Identification of the environmental setting
3) Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to provide evidence to support the entries
4) Discussion of means to mitigate significant effects identified, if any
5) Examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls
6) The name of the person or persons who prepared and/or participated in the Initial Study

II. PROJECT DESCRIPTION

Getaway House, Inc. (Applicant) is requesting the approval of a Major Use Permit to develop a rental recreational vehicle (RV) facility (Outpost) featuring up to 45 company-owned micro-cabin recreational vehicles (RVs), which will be constructed off-site and towed to designated micro-cabin RV pads. Once placed, the micro-cabin RVs will be moved only for repairs or upgrades. The micro-cabin RVs will be booked for nightly stays, and will be placed approximately 50 to 100 feet apart. Each micro-cabin RV will contain an individual bathroom and kitchenette and will be connected to on-site private utilities, including water, septic, and electricity. The Project Site consists of two Assessor's Parcel Numbers (APNs) 048-270-23, and 048-270-24 and totals approximately 90.87 acres in size.

The micro-cabin RVs, comparable to tiny houses on wheels, are not considered to be structures per the California Building Code (CBC), according to the Building Official of the Mendocino County Department of Planning and Building Services (PBS). The micro-cabin RVs are built by off-site builders who are Recreational Vehicle Industry Association (RVIA)-certified and follow both RVIA and American National Standards Institute (ANSI) standards for the construction of RVs and Park Model RVs. Currently, the three versions of the Applicant's micro-cabin RVs include a 142-square-foot 2-person micro-cabin RV, a 159-square-foot 4-person micro-cabin RV, and a 176-square-foot 2-person accessible micro-cabin RV. Each micro-cabin RV is self-contained with a walk-in shower, toilet, mini-refrigerator, 2-top induction stovetop, kitchen sink, and a seating area. Micro-cabin RVs will be serviced with 50-amp electricity, water, septic, and include heating and air conditioning. The Applicant intends to place up to 45 micro-cabin RVs at the Site, including 30-33 2-person micro-cabin RVs and 8-12 4-person micro-cabin RVs, which could accommodate a total of up to 110 patrons on-site. The 2-person micro-cabin RVs would accommodate up to 2 guests (with one queen bed) and the 4-person micro-cabin RVs (with two queen beds, bunked) would accommodate a maximum of 4 guests at a time. The Applicant estimates a yearly average occupancy rate of 85 percent, with an average length of stay of 1.5 nights per stay. The project would be operated by a full-time General Manager, a full-time Facilities Manager, and six (6) to eight (8) part-time housekeeping staff and supported by company operations based in California and New York.

Associated improvements include the development of primary and internal Site access roads; micro-cabin RV pads for up to 45 micro-cabin RVs; a two-story, 1,344-square-foot building (lodge facility) to house a full-time residence for an on-site manager on the second floor, with the bottom floor comprised of a small office and storage area for daytime staff, an accessible restroom, meeting room, and a laundry area for micro-cabin RV linens; a carport; walking trails; and underground utility line (electricity, water, and wastewater disposal) installation and connections. The carport structure will be constructed on the end of the lodge facility to facilitate loading of supplies for transport to the micro-cabin RVs and for vans delivering supplies to the lodge facility and for storing equipment and firewood. Adjacent to the lodge facility will be a small parking lot with nine (9) parking spaces for employees, including one (1) accessible space. Parking for guests will be located adjacent to the micro-cabin RV for drive-up micro-cabin RVs and in close vicinity to the micro-cabin RVs for walk-up micro-cabin RVs. The parking facility will include a secondary ingress/egress location for the Site to facilitate garbage truck access to trash bins on the end of the parking lot and exiting without backing out of the parking lot. The existing paved access from Old Toll Road will remain as the primary access point and will be widened to accommodate the new primary Site access road.

Each micro-cabin RV pad and micro-cabin RV will be positioned such that views out of the micro-cabin RV window or from the fire pit area will be directed away from another micro-cabin RV pad, road, or walking

path. Areas for the micro-cabin RV pads will be cleared and graded and will be connected by a driveway or a short walking path to the main road. Parking for drive-up micro-cabin RVs will be located adjacent to the micro-cabin RVs, while parking for walk-up micro-cabin RVs will be located a short distance from the micro-cabin RVs. Micro-cabin RV pads and driveways will be largely comprised of subgrade, a subsequent layer of six (6) inches of compacted crushed stone base and topped with three (3) inches of crushed gravel. Pads for accessible micro-cabin RVs will be cut 25 inches deeper than for the standard micro-cabin RVs, while driveways approaching accessible micro-cabin RVs will be 20 feet wide to allow for an accessible parking area and access to a level ramp to the micro-cabin RV door. In addition to the micro-cabin RV, each pad will accommodate a picnic table, Adirondack chairs, and a U.S. Forest Service (USFS)-approved fire pit that can be locked during burn bans.

The development footprint proposed in the Major Use Permit application and considered in this Initial Study (IS) is based upon the lot lines identified in the recently completed boundary line adjustment (BLA), approved by the Mendocino County Subdivision Committee at its December 12, 2019 meeting. The BLA modified the northwestern boundary of the parcel identified by APN 048-270-23 and transferred 4.3 acres from the parcel identified by APN 048-270-22 to the parcel identified by APN 0418-270-23. Previously, an existing 60-foot-wide access easement bisected the parcel identified by APN 048-270-22. Under the BLA, the property line between the two parcels was adjusted to follow the northern boundary of the existing easement. As a result, the access easement is now entirely contained within the parcel identified by APN 048-270-23.

Natural Resources

Existing Conditions

A *Getaway House Preliminary Biological Survey* (Preliminary Biological Survey) was prepared by LACO on January 30, 2020 to document species observed on-site (see Appendix B). The biotic site survey was conducted in October 2019, outside the recommended seasonally appropriate time period for both suitable sensitive plant identification and sensitive nesting bird occurrence. As such, the site visit and subsequent report represent a preliminary biological survey of the Site. No sensitive plant species were observed on-site during the field survey, although, as noted, the survey took place outside the appropriate field season. Based on the species identified in the California Natural Diversity Database (CNDDB) records, the range of habitats present, and the geographical range of the various sensitive species, there is the potential for a minimum of three (3) special status plant species to be present on-site, including beaked tracyina (*Tracyina rostrate*) – an annual herb native to California with a California Rare Plant Rank of 1B.2 (rare, threatened, or endangered in California and elsewhere) and known to occur less than three (3) miles away. Bird species observed on-site during the survey were primarily common occurring species expected in upland habitats near and around Hopland; however, three (3) birds of special concern (Nuttall's woodpecker, oak titmouse, and wrentit) by the California Department of Fish and Wildlife (CDFW) were observed within the project boundaries. The three (3) bird species are year-round residents and are potential on-site breeders (LACO, 2020).

In addition, two Class III drainages (stream drainages that only flow during significant rain events) are present in proximity of the proposed lodge facility and the proposed primary access road. Both drainages flow west to pass under Old Toll Road through culverts and proceed towards McDowell Creek and ultimately the Russian River. The drainages have defined erosional channels approximately 1 to 4 feet wide with a discontinuous overstory canopy consisting primarily of interior live oak, blue oak, valley oak, coyote brush, and bitter cherry. Smaller Class III drainages flow east towards McDowell Creek originating near the summit of the Site. McDowell Creek (Class I stream) occurs on the property along the north and east flanks; however, no development is proposed within 300 feet of McDowell Creek.

Project Impacts

Although the Site is not subject to an adopted tree protection ordinance, habitat conservation plans, or other similar regulation, under the proposed project, tree and vegetation removal will be minimized to the greatest extent feasible, restricting tree and vegetation removal, at a maximum, to the footprints of the micro-cabin RV pads, access roads/trails, lodge facility and parking area, and as required by CalFire for fire suppression. Maintaining a forested Site aligns with the Applicant's vision of the development as an escape to nature for the guests. The trees will not only serve as continued habitat, but will also provide shading and development screening to maintain the forested nature of the Site. Based on the current site layout shown on Figure 2, development is proposed, and limited to, areas covering approximately 6.05-percent of the 90.87-acre Site, or 5.49 acres. Within the 5.49 acres proposed for development, tree and vegetation removal will be primarily limited to the areas proposed for new road construction and road widening. The final locations of the micro-cabin RV pads and walking trails will have the flexibility to shift slightly, as needed during construction, to retain trees and vegetation that may be located within the footprint currently proposed for development. In addition, seasonally-appropriate biological surveys and a wetland delineation will be completed prior to implementation of the project and will inform the final development layout.

Access and Circulation

The Site is bordered to the north by Highway 175, a two-lane highway managed by Caltrans, and to the west by Old Toll Road, a two-lane minor arterial road managed by the Mendocino County Department of Transportation (MCDOT). Currently, the Site is accessed via a paved entrance to Old Toll Road on the western side of the Site and under the project, access to the Site would continue to be provided at this location. The Applicant is proposing to expand the existing site entrance to accommodate the new primary Site access road. The new access road will be utilized as the primary Site access, with the existing paved driveway to be utilized for emergency access only. A secondary ingress/egress point to serve the lodge facility and employee parking area is proposed to the southwest of the proposed employee parking area adjacent to the lodge facility.

Many of the internal access roads proposed to serve the project currently exist as trails and off-road-vehicle paths; however, they exhibit minimal use and will need to be upgraded, and in some cases expanded, to meet current standards and adequately serve the proposed development. A preliminary roadway design has been completed for the project and project roads will comply with CalFire road standards for residential development. Under the project, the existing private encroachment off Old Toll Road will be improved to a two-lane entrance/exit with paved aprons on Old Toll House and widened to 24 feet in width to meet County encroachment standards. The main access road constructed for micro-cabin RV access will consists of a 20-foot wide two-way road, with the exception of an 800-foot section within a steep canyon, which will be constructed as a 12-foot-wide roadway to limit the environmental footprint. Midway up this section of road a CalFire standard turnout will be constructed. Secondary access roads to micro-cabin RV sites will be 12-foot-wide, with turnouts located, as necessary. Dead-end access roads will have hammerhead turnarounds which comply with CalFire standards. The micro-cabin RVs will be accessed from the main road by 9-foot wide aggregate base driveways and 6-foot wide walking paths. All roads and driveways will be designed and constructed using general engineering practices. The access roads will have a maximum grade of 16-percent, with a minimum inside radius of 50 feet, and will be constructed with compacted aggregate base and a surface treatment of chip seal or asphalt concrete for traction and reduced maintenance.

The existing private road will be gated beyond the new project access approximately 225 feet upslope of the existing gate location, with signage and gates to deter guests from utilizing the driveway that serves the adjacent private residence. Access over the private driveway by guests and employees will be allowed only during an emergency exiting situation such as a wildland fire, or for fire vehicle access only.

Utilities and Services

The Applicant proposes to provide on-site private utilities, including water, wastewater treatment, and electricity, as described below. The Site is located outside the service boundaries of the Hopland Public Utilities District (Hopland PUD). All utility lines will be trenched below-ground in or adjacent to the roads.

Water

Domestic water will be provided to the lodge facility and each micro-cabin RV via a proposed well (to be located on an adjacent property) and private water system. The proposed water system will be permitted through the California Department of Public Health (CDPH) and the California Code of Regulations Title 22 California Safe Drinking Water Act as a transient non-community water system. The project proposes a greater number of service connections than the number permitted by the local agency (Mendocino County Division of Environmental Health). The new well will be required to be constructed in accordance with the California Well Standards (Department of Water Resources Bulletin 74-90).

The well will be installed, west of the Site in the Sanel Valley floor in the vicinity of existing producing agricultural wells. Brutocao Vineyards, Inc. has granted the Applicant permission to drill a well on an adjacent property owned by Brutocao Vineyards, including one of three parcels (APNs 048-270-021, 048-270-020, or 048-260-050). Under the agreement dated January 9, 2020, the water is to be used solely by the Applicant for the project, is nontransferable, is not to be used for agriculture, and the amount of water to be pumped is not to exceed 5,000 gallons per day.

Based on operational Getaway House sites with similar cabin counts, and as explained in the *Getaway Outpost Estimated Water Use Technical Memo* (Water Use Memo) prepared by LACO Associates and dated March 25, 2020 (see Appendix C), an estimate of water demand in gallons per day (GPD) for the proposed development is summarized below in Table 1, which indicates the water supply system will require a minimum flow capacity of 4,073.50 gallons of water per day.

Table 1: Summary of Proposed Facilities and Estimated Water Demand

Type of Occupancy	Number of Units	GPD/Unit	GPD
Micro-cabin RV[1]	45	54.3	2,443.50
Managers Unit[1]	2-bedroom residence	400	400
First-floor Laundry area[3]	36 loads	30	1,080
First-floor Employee restroom[3]	10 employees	15	150
		TOTAL GALLONS PER DAY	**4,073.50**

[1]Based on water usage estimates detailed in the Water Use Memo

[2]Based on commercial washing machine water usage data provided for proposed units

[3]Based on water flow of fixtures to be installed

To reduce water demand of the micro-cabin RVs, managers unit, and employee restroom, low flow plumbing fixtures, including shower heads, faucets, and toilets, would be installed.

The project water system will include a raw water supply pipe with booster pumps to supply a raw water storage tank at the upper elevation of the project area. The anticipated volume of the raw water tank, to be constructed using materials that meet appropriate CalFire standards, is currently estimated at 20,000 gallons, which will include standby water volume for fire flow to on-site hydrants, the fire sprinkler system in the lodge facility, and the supply for daily flow of the treated water for use by the micro-cabin RVs and lodge facility. As required in the conditions received from CalFire on January 15, 2020, a minimum 5,000 gallon dedicated water storage will be provided on-site for emergency water use and is included in the 20,000 gallon tank mentioned previously. There will be an independent untreated water main system transporting water from the 20,000 gallon tank to the hydrants and the fire sprinkler system in the lodge facility. Although the micro-cabin RVs are exempt from fire sprinklers, a fire supply riser will be placed within 150 feet of each proposed micro-cabin RV pad. A building will be constructed adjacent to the raw water tank to house the booster pumps or transfer pumps to supply the raw water to the water treatment system and hydrants. A water treatment system will be housed in the building to provide filtration as needed, according to water quality from the well source and disinfection requirements to meet State of California Title 22 public health standards.

The water treatment system will likely be a package unit to be determined upon a review of the water quality analysis. Treated water will be stored for distribution in a 6,000 gallon tank located next to the treatment building and will be connected to a booster pump system and pressure tank for pressurization of the water system. The water mains will be constructed of C900 and schedule 40 PVC and HDPE water piping, and will be buried under the access roads, micro-cabin RV driveways, and walking access paths to the extent feasible. Each of the micro-cabin RVs will be connected to the potable water system via a no freeze assembly manufactured by Thermaline.

Wastewater

Wastewater will be managed using a proposed on-site wastewater disposal system. As shown on the Figure 2, wastewater generated at each of the micro-cabin RVs and the lodge facility will be gravity fed into septic tank/pump basin units serving up to 3 or 4 micro-cain RVs, and the lodge facility, together with joint lift stations, as needed, to a series of septic tanks and into wastewater treatment modules. Treated effluent will be disposed of using a pressurized drip irrigation system to be placed in the basin in the central portion of the Site, as indicated on Figure 2, where the most suitable soils for septic system treatment and percolation exist on the Site. A seasonal creek is located in the southern portion of the Site and project components will observe a minimum 50-foot setback from this resource, in compliance with County requirements.

An estimate of wastewater flows in gallons per day (GPD) for the proposed development is summarized below in Table 2, which indicates flows to the on-site wastewater system (OWTS) will be approximately 4,073.50 GPD, based on the Water Use Memo prepared for the proposed development.

Table 2: Summary of Proposed Facilities Estimated Wastewater Flows

Type of Occupancy	Number of Units	GPD/Unit	GPD
Micro-cabin RV[1]	45	54.3	2,443.50
Managers Unit[1]	2-bedroom residence	400	400
First-floor Laundry area[2]	36 loads	30	1,080
First-floor Employee restroom[3]	10 employees	15	150
		TOTAL GALLONS PER DAY	**4,073.50**

[1]Based on water usage estimates detailed in the Water Use Memo
[2]Based on commercial washing machine water usage data provided for proposed units
[3]Based on water flow of fixtures to be installed

It should be noted that the septic system to serve the proposed development will need to be designed for a minimum flow capacity of 6,030 gallons of wastewater per day in accordance with the County of Mendocino 1991 Uniform Plumbing Code (Plumbing Code), and as shown in Table 3, below. Based on the Water Use Memo, and as shown in Table 2, above, wastewater flow estimates based on the Plumbing Code do not meet the specific usage profile, and are more than the anticipated daily flows, of a Getaway Outpost.

Table 3: Summary of Septic System Sizing Criteria

Type of Occupancy	Number of Units	GPD/Unit	GPD
Micro-cabin RV[1]	45	100	4,500
Managers Unit[1]	2-bedroom residence	150	300
First-floor Laundry area[2]	36 loads	30	1,080
First-floor Employee restroom[3]	10 employees	15	150
		TOTAL GALLONS PER DAY	**6,030**

[1]Based on the County of Mendocino 1991 Uniform Plumbing Code
[2]Based on Commercial washing machine water usage data provided for proposed units
[3]Based on water flow of fixtures to be installed

Electricity

Pacific Gas & Electric Company (PG&E) will provide electricity to the Site. No connections to PG&E distribution lines currently exist on-site, but a connection will be established as part of the proposed project. The residence located adjacent to the west of the Site is served by a PG&E connection.

Electrical power at the Site will feed from existing overhead PG&E power lines, then transition to underground-buried conduit feeding a transformer in the vicinity of the lodge facility. The power distribution system from the existing overhead system along Highway 175 to the initial transformer and meter riser on-site will be a PG&E system. Down-stream of the initial electric meter, the system will become private and will feed the lodge facility with secondary power. Secondary power will then be reverse-transformed back to primary power and feed the Site's other uses through an underground conduit system to private transformers within 400 feet of the various micro-cabin RVs that the system will feed, in addition to serving the water treatment plant, booster pumps, and the wastewater treatment plant. Each of the micro-cabin RVs will be provided with an electric riser and a 50-amp breaker to connect to the electric system. The treatment plants will be served by a standard electrical panel appropriate for their power demand. The project owner will be responsible for maintenance and repairs of the private electric system.

A back-up generator powered by propane is also proposed to provide electricity to the water treatment plants and potable water supply distribution system during temporary power outages. An additional unit may also be provided at the lodge building.

Storm Drainage

Storm drainage would primarily infiltrate throughout the Site, except in areas where the lodge facility, micro-cabin RVs and micro-cabin RV pads, or access roads will be placed. However, a significant amount of runoff is not anticipated, as the majority of the 90.87-acre Site will remain undeveloped. During

construction, Best Management Practices (BMPs) will be implemented to prevent the discharge of construction waste, debris, or contaminants from construction materials, tools, and equipment from leaving the Site.

Solid Waste

The Site would be served by a local service provider for solid waste service, which would be collected from the trash bin enclosure to be located in the employee parking area adjacent to the lodge facility. The micro-cabin RV keepers would be responsible for collecting solid waste from the Site and individual micro-cabin RVs and transporting it to the Site's secured trash bin location.

III. PROJECT SETTING AND LOCATION

The approximately 90.87-acre Site, identified by Assessor's Parcel Numbers (APNs) 048-270-23 and 048-270-24, is currently undeveloped, with no existing structures or utilities on-site. The Site is currently zoned as Rangeland (R-L 160) under the Mendocino County Zoning Code and has a land use designation of Rangelands (RL160) under the Mendocino County General Plan. The Site is located 3.1 miles east of the Town of Hopland in unincorporated Mendocino County, on the east side of Old Toll Road approximately 0.2 miles south of the intersection of Old Toll Road and Highway 175. Surrounding uses include a residence to the west, vineyards and Old Toll Road to the west, vineyards to the east, vacant land and Highway 175 to the north, vacant lands to the south, and the Hopland Rancheria to the northeast. The Site is located within the upper Russian River watershed and is bordered to the north by Dooley Creek and to the east by McDowell Valley Creek.

The Site is located within the Russian River watershed and is comprised of blue oak, live oak, and grassland habitats, as noted in the Preliminary Biological Survey. The blue oak habitat is dominated by canopy trees, including blue oak, California bay, valley oak, and California black oak. The understory vegetation associated with the oak woodland includes common manzanita, blue dicks, and coyote brush. Adjacent to the blue oak habitat are grassland habitats, dominated by non-native grasses (LACO, 2020).

Elevations at the Site range between approximately 650 feet and 820 feet above mean sea level (amsl). Portions of the Site, along its northern and eastern perimeters, are located within a 100-year flood zone (Zone A), as shown on Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) panel number 06045C1852F, effective June 2, 2011; however, the majority of the Site is mapped as "Area of Minimal Flood Hazard" (Zone X). Based on the Preliminary Site Diagram prepared LACO Associates in January 2020 (Figure 2), the micro-cabin RVs and two-story lodge facility with on-site manager's residence are proposed to be located outside the areas of 100-year flood. Soils are mapped by Natural Resources Conservation Services (NRCS) as Hopland-Woodin soil complex soils, primarily a deep yellow-red soil originating from shale or sandstone parent materials from upland sources (NRCS, 1997).

IV. ENVIRONMENTAL EFFECTS

An environmental checklist follows this section, and addresses all potential adverse effects resulting from the proposed project. No significant adverse effects are expected from any of the proposed activities.

V. 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 checklists on the following pages.

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

An explanation for all checklist responses is included, and all answers take into account the whole action involved and the following types of impacts: off-site and on-site; cumulative and project-level; indirect and direct; and construction and operational. The explanation of each issue identifies (a) the threshold of significance, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. The mitigation measures recommended for the project are included in Appendix A.

In the checklist the following definitions are used:

"**Potentially Significant Impact**" means there is substantial evidence that an effect may be significant.

"**Potentially Significant Unless Mitigation Incorporated**" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"**Less Than Significant Impact"** means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"**No Impact"** means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the proposed project.

DETERMINATION: (To be completed by the Lead Agency on the basis of this initial evaluation)

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

Signature Date

Jesse Davis, Senior Planner
Name and Title

I. **AESTHETICS**. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) 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 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on aesthetics if it would have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway; substantially degrade the existing visual character or quality of public views of the site and its surroundings (if the project is in a non-urbanized area) or conflict with applicable zoning and other regulations governing scenic quality (if the project is in an urbanized area); or create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

DISCUSSION

As noted in Chapter 4 (Resource Management Element) of the Mendocino County General Plan (August 2009), the County of Mendocino (County) is a predominately rural county, with most of the land in forest or agricultural production, both of which are considered open spaces that add to the quality of life of the County's residents and attract tourists. The Site is currently undeveloped and forested and would predominately remain as such, as the Applicant will retain existing trees to the greatest extent feasible, restricting tree and vegetation removal, at a maximum, to the footprints of the micro-cabin RV pads, access roads/trails, lodge facility and parking area, and as required by CalFire for fire suppression. Maintaining a forested Site aligns with the Applicant's vision of the development as an escape to nature for the guests. The trees will not only serve as continued habitat, but also will provide shading and development screening to maintain the forested nature of the Site. The majority of the development proposed on-site is within the eastern and central portions of the Site and would be interspersed throughout the Site's existing vegetation. Based on the current site layout shown on Figure 2, development is proposed, and limited to, areas covering approximately 6.05-percent of the 90.87-acre Site, or 5.49 acres. Within the 5.49 acres proposed for development, tree and vegetation removal will be primarily limited to the areas proposed for new road construction and road widening. Construction of the micro-cabin RV pads and walking trails will have the flexibility to shift slightly, as needed, to retain trees and vegetation that may be located within the footprint currently proposed for development.

I.a) Due to the Site's topography and steep slope adjacent to Highway 175, it is anticipated that public views of the Site from this roadway would remain unchanged and would continue to be of forested hillside. Along Old Toll Road, the new Site entrance would be visible. The full-time residence for the on-site manager and small office and storage area for daytime staff are proposed near the Site's western boundary, it is expected that these buildings would be partly shielded from persons traveling along Old Toll

Road, due to existing trees along the Site's Old Toll Road frontage. Since the Site is not a designated scenic vista and visual changes would only be anticipated along Old Toll Road, a less than significant impact would occur.

I.b) Per Chapter 4 of the Mendocino County General Plan (2009), there are no officially designated State Scenic Highways in Mendocino County, although there are two designated State Scenic Byways through forests, which include the North Central Coast Heritage Corridor on State Route 1 and the Tahoe-Pacific Heritage Corridor encompassing sections of State Route 20 and Highway 101. While not officially designated as a State Scenic Highway, Highway 128, which passes through Yolo, Napa, Sonoma, and Mendocino Counties and is 140 miles long, was recently made eligible for designation under Assembly Bill (998) signed by Governor Gavin Newsom in July 2019.

As previously discussed, the Site is currently undeveloped and therefore does not contain any historic buildings. The Site is predominately forested and existing trees would be retained on-site to the greatest extent feasible. Since no roads accessing the Site, including Highway 175, are designated State Scenic Highways, no impact would occur.

I.c) As noted above, the County is predominately rural and the Site's location is also considered rural in nature. Surrounding uses include a residence to the west, vineyards to the west and east, vacant lands to the north and south, and the Hopland Rancheria to the northeast. In addition, the Site is bordered to the north by Highway 175, a two-lane highway managed by Caltrans, and to the west by Old Toll Road, a two-lane minor arterial road managed by the Mendocino County Department of Transportation (MCDOT). The project would not be anticipated to substantially degrade the existing visual character or quality of public views of the Site and its surroundings. Visual changes would only be anticipated along Old Toll Road, where the new secondary entrance, residence for a site manager, and office/storage area are proposed to be constructed. Due to the Site's topography and steep slope adjacent to Highway 175, it is anticipated that public views of the Site from this roadway would remain unchanged and would continue to be of forested hillside. Existing trees on-site would be retained to the greatest extent feasible. A less than significant impact would occur.

I.d) Any new exterior lighting to be utilized under the proposed project would be required to be dark sky-compliant that is shielded and downcast, in compliance with Policy RM-134 of Chapter 4 (Resource Management Element) of the County's General Plan (2009), and to minimize reflective surfaces. As a result, the potential for new sources of significant light or glare at the Site, which would adversely affect day or nighttime views in the area, would be reduced. In addition, existing vegetation would be retained to the extent feasible, helping block glare from light sources and any outdoor fires held in the designated fire pits at each micro-cabin RV site would be temporary in nature. A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Aesthetics.

II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

Thresholds of Significance: The project would have a significant effect on agriculture and forestry resources if it would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (hereafter "farmland"), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses; conflict with existing zoning for agricultural use or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)); Result in the loss of forest land or conversion of forest land to non-forest use; or 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 forestland to non-forest use.

DISCUSSION

The Site is currently vacant and is not utilized for agricultural or forestry uses. The Site has a Mendocino County General Plan land use designation of Rangelands (RL160) and is zoned as Rangeland (R-L 160) under the Mendocino County Inland Zoning Code (County Zoning Code), adopted in 1987. The proposed development would be considered a 'Resort & Recreation Facility' or 'Transient Habitation – Recreational Vehicle Park', as defined under the County Zoning Code. Per Section 20.060.025(C) of the County Zoning Code, the proposed project would be an allowed use on the Site, subject to a Major Use Permit.

Currently, the property is vacant and is primarily composed of oak trees, shrubs, and grasslands. The Site is designated as "Grazing Land" under the Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation (DOC, 2016), Division of Land Resource Protection and is not currently under a Williamson Act Agricultural Preserve contract (Mendocino County Maps - Timber Production & Williamson Act Lands, 2014).

II.a) The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. As noted above, the Site is designated as "Grazing Land" under the DOC's FMMP. No impact would occur.

II.b) The Site is currently zoned as Rangeland (R-L 160) under the County Zoning Code and is not under a Williamson Act contract. The proposed project is an allowable use in the R-L District with issuance of a Major Use Permit. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur.

II.c) The Site is neither designated nor zoned as forest land or timberland. No impact would occur.

II.d) The Site is currently vacant, is primarily composed of oak trees, shrubs, and grasslands, and is not utilized for forestry use. Although some trees may need to be removed as a result of the project, on-site trees would be retained to the greatest extent feasible by only removing trees and vegetation within the building and micro-cabin RV sites (including micro-cabin RV pad and fire pit and picnic area), access roads/trails, and as required by CalFire for fire suppression, in order to preserve the forested nature of the Site. As a result, a less than significant impact would occur.

II.e) There are no components of the project that would 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. No impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Agricultural and Forestry Resources.

III. AIR QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on air quality if it would conflict with or obstruct implementation of applicable air quality plans; 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; expose sensitive receptors to substantial pollutant concentrations; or result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

DISCUSSION

The project is located within the North Coast Air Basin, consisting of Del Norte, Humboldt, Trinity, Mendocino, and northern Sonoma counties. The Project Site is located within the Mendocino County Air Quality Management District (MCAQMD), which is responsible for enforcing the state and federal Clean Air Acts as well as local air quality protection regulations.

As previously discussed, the Site, currently vacant and undeveloped, is located immediately east of Old Toll Road and south of Highway 175 and primarily comprised of oak trees, shrubs, and grasslands. The surrounding area contains limited existing development, with an existing residence located west of the Site, on the parcel identified as APN 048-270-18. In addition to the residence immediately west of the Site, surrounding uses include vineyards to the west and east, vacant lands to the north and south, and the Hopland Rancheria to the northeast.

Site improvements proposed under the project involve the construction of primary and internal Site access roads; secondary Site entrance; micro-cabin RV pads for up to 45 micro-cabin RVs; a two-story, 1,344-square-foot building (lodge facility) to house a full-time residence for an on-site manager on the second floor, with the bottom floor comprised of a small office and storage area for daytime staff, an accessible restroom, meeting room, and a laundry area for micro-cabin RV linens; a carport; walking trails; and underground utility line (electricity, water, and wastewater disposal) installation and connections. The carport structure will be constructed on the end of the lodge facility to facilitate loading of supplies for transport to the micro-cabin RVs and for vans delivering supplies to the lodge facility and for storing equipment and firewood. Adjacent to the lodge facility will be a small parking lot with nine (9) parking spaces for employees, including one (1) accessible space. Parking for guests will be located adjacent to the micro-cabin RV for drive-up micro-cabin RVs and in close vicinity to the micro-cabin RVs for walk-up micro-cabin RVs. The parking facility will include a secondary ingress/egress location for the Site to facilitate garbage truck access to trash bins on the end of the parking lot and exiting without backing out of the parking lot. In addition, each micro-cabin RV would be provided with a fire pit on each individual pad area and would be U.S. Forest Service (USFS)-approved fire pits that can be locked during burn bans.

Emissions from the project would be comprised of direct and indirect emissions. On-site emission sources at the Site include stationary, mobile and fugitive sources. Direct emissions from on-site activities, including exhaust and fugitive dust, would result from operation of the equipment utilized for Site maintenance. Indirect emissions would be produced by trucks and other vehicles, including visitors and workers, traveling to and from the Site. A maximum of 10 employees are anticipated under the project, including a full-time General Manager, a full-time Facilities Manager, and six (6) to eight (8) part-time housekeeping staff supported by company operations based in California and New York. The Applicant estimates a yearly average occupancy rate of 85 percent, with an average length of stay of 1.5 nights per stay. The 2-person micro-cabin RVs would accommodate up to 2 guests (with one queen bed) and the 4-person micro-cabin RVs (with two queen beds, bunked) would accommodate a maximum of 4 guests at a time.

The project and its emission sources are subject to MCAQMD rules and regulations contained in the most recent version of the *Rules and Regulations of the MCAQMD*. The MCAQMD has also identified significance thresholds for use in evaluating project impacts under CEQA, provided in Table 3, below.

Table 3. MCAQMD Significance Thresholds

Criteria Pollutant and Precursors	Average Daily Emissions (lb/day)	Maximum Annual Emissions (tons/year)
ROG	180	40
NO_x	42	40
PM_{10}	82	15
$PM_{2.5}$	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	same as above	
Local CO	125 tons/year	

Source: Mendocino County Air Quality Management District (MCAQMD). Adopted Air Quality CEQA Thresholds of Significance – June 2, 2010. Available at: http://www.co.mendocino.ca.us/aqmd/pdf_files/MCAQMDCEQARecomendations.pdf.

III.a-b) As described above, a significant amount of development on-site is not proposed and the Site would continue to remain predominately forested. The proposed micro-cabin RVs would be on wheels and are not considered to be structures per the California Building Code (CBC), according to the Building Official of the Mendocino County Department of Planning and Building Services. However, they would be constructed by off-site builders who are Recreational Vehicle Industry Association (RVIA)-certified and follow both RVIA and American National Standards Institute (ANSI) standards for the construction of RVs and Park Model RVs.

The project would not conflict with or obstruct implementation of any air quality plan. The MCAQMD is in attainment for all state standards with the exception of particulate matter less than 10 microns in size (PM_{10}). The most common source of PM_{10} is wood smoke from home heating or brush fires, and dust generated by vehicles traveling over unpaved roads. A *Particulate Matter Attainment Plan* (PM Attainment Plan) was finalized in January 2005 by MCAQMD that provides regulations for construction and grading activities and unpaved roads. Although the project would include the installation of a fire pit on each individual micro-cabin RV pad area, the project would not be anticipated to result in substantially air pollutant emissions. The project would be subject to current and future regulations adopted by MCAQMD under the PM Attainment Plan and compliance with these regulations would ensure the project would not result in a substantial increase of PM_{10} within the vicinity of the Site. A less than significant impact would occur.

III.c-d) The Site is located in a rural area with minimal surrounding development, consisting primarily of open agricultural lands. With development and implementation of the proposed project, the project would not expose sensitive receptors to substantial pollutant concentrations, nor create objectionable odors affecting a substantial number of people. Additionally, there is no proposed use that would be anticipated to result in a significant increase of any criteria pollutant. A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Air Quality.

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

Thresholds of Significance: The project would have a significant effect on biological resources if it would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; 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; 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; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

DISCUSSION

Mendocino County is largely rural and forested and has a wide range of climates, topography, soils, and watershed conditions, all of which produce very diverse plant and animal communities. Chapter 4 (Resource Management) of the Mendocino County General Plan (2009) includes policies related to the protection, enhancement, and management of biological resources within the County.

A *Getaway House Preliminary Biological Survey* (Preliminary Biological Survey) was prepared by LACO Associates (LACO) on January 30, 2020 (see Appendix B). The survey encompassed the Site and primarily focused on the proposed road access footprint, on-site developments, and interior access road network (LACO, 2020). Since the biotic site survey, conducted in October 2019, was performed outside the recommended seasonally appropriate time period for both suitable sensitive plant identification and sensitive nesting bird occurrence, the site visit and subsequent report represent a preliminary biological survey of the Site.

The Site is located within the Russian River watershed and is comprised of blue oak, live oak, and grassland habitats. The blue oak habitat is dominated by canopy trees, including blue oak, California bay, valley oak, and California black oak. The understory vegetation associated with the oak woodland includes common manzanita, blue dicks, and coyote brush. Adjacent to the blue oak habitat are grassland habitats, dominated by non-native grasses (LACO, 2020).

No sensitive plant species were observed on-site during the field survey, although the survey took place outside the appropriate field season. Based on the species identified in the California Natural Diversity Database (CNDDB) records, the range of habitats present, and the geographical range of the various sensitive species, there is the potential for a minimum of three (3) special status plant species to be present on-site, including beaked tracyina (*Tracyina rostrate*), of which a population has been recorded and is known to occur less than three (3) miles away from the Site. While bird species observed on-site are primarily comprised of common-occurring species expected in upland habitats near and around Hopland, three (3) birds of special concern (Nuttall's woodpecker, oak titmouse, and wrentit) by the California Department of Fish and Wildlife (CDFW) were observed within the project boundaries. The three (3) bird species are year-round residents and are potential on-site breeders (LACO, 2020).

In addition, two Class III drainages (stream drainages that only flow during significant rain events) were observed in proximity of the proposed lodge facility and the proposed primary access road. Both drainages flow west to pass under Old Toll Road through culverts and proceed towards McDowell Creek and ultimately the Russian River. The drainages have defined erosional channels approximately 1 to 4 feet wide with a discontinuous overstory canopy consisting of interior live oak, blue oak, valley oak, coyote brush, and bitter cherry. No distinct stream bank (riparian) or stream bed (wetland indicators) vegetation was observed. At both culverted crossings, the slopes over an approximately 400-foot distance above the culverts is approximately 5 to 10 percent; bank height is approximately 1 to 3 feet; and streambed material primarily consists of angular gravels and anchored boulders. Smaller Class III drainages flow east towards McDowell Creek originating near the summit of the Site. These drainages are much smaller than the watercourses passing under Old Toll Road and also contain no evidence of wetland vegetation or continuous stream flow. McDowell Creek (Class I stream) occurs on the property along the north and east flanks; however, no development is proposed within 300 feet of McDowell Creek. No evidence of seasonal wetlands were observed on the Site during the October site visit (LACO, 2020); however, seasonally-appropriate biological surveys and a wetland delineation will be completed prior to implementation of the project and will inform the final development layout.

Due to the presence of the Class III drainages passing under Old Toll Road, the presence of known sensitive bird species, and the potential for a known special status plant species, beaked tracyina (LACO, 2020), an endemic perennial herbaceous plant and CNPS rarity, known to occur less than 3 miles away, to occur on-site, several recommendations are included in the Preliminary Biological Survey, and described below, in order to minimize the potential for impacts to occur due to the proposed project.

IV.a) The project would not 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS), with mitigation incorporated. As noted in the Preliminary Biological Survey (LACO, 2020), no sensitive plant species were observed on-site; however, the biotic site survey was conducted in October 2019, outside the recommended seasonally appropriate time period for both suitable sensitive plant identification and sensitive nesting bird occurrence. As a result, the site visit and subsequent report (Preliminary Biological Survey) represent a preliminary biological survey of the Site.
Three (3) birds of special concern (Nuttall's woodpecker, oak titmouse, and wrentit) to CDFW were observed within the project boundaries. The three (3) bird species are year-round residents and are potential on-site breeders (LACO, 2020). Under the project, tree and vegetation removal will be minimized to the greatest extent feasible in order to protect the forested nature of the Site, which provide suitable habitat for candidate, sensitive, or special status species. The Applicant will restrict tree and vegetation removal to the footprints of the micro-cabin RV pads, access roads/trails, lodge facility and parking area, and as required by CalFire for fire suppression. Based on the current site layout shown on Figure 2, development is proposed, and limited to, areas covering approximately 6.05-percent of the 90.87-acre Site, or 5.49 acres. Within the 5.49 acres proposed for development, tree and vegetation removal will be primarily limited to the areas proposed for new road construction and road widening. Construction of the micro-cabin RV pads and walking trails will have the flexibility to shift slightly, as needed, to retain trees and vegetation that may be located within the footprint currently proposed for development.

Seasonally-appropriate biological surveys will be completed prior to implementation of the project and will inform the final development layout. In addition, due to the presence of known sensitive bird species and the potential for a special status plant species, beaked tracyina, known to occur less than 3 miles away from the Site, to occur on-site, recommendations were provided in the Preliminary Biological Survey in order to minimize the potential for impacts to occur under the project. These recommendations are included as Mitigation Measures BIO-1 and BIO-2, below, and require protocol in the event special-status species are identified, and protocol, including a nesting survey, in the event heavy vegetation is proposed to occur during the nesting season. With mitigation incorporated, a less than significant impact would occur.

IV.b) As discussed above, two Class III (seasonal) drainages were observed in proximity of the proposed lodge facility and the proposed primary access road. Both drainages flow west to pass under Old Toll Road through culverts and proceed towards McDowell Creek and ultimately the Russian River. The drainages have defined erosional channels approximately 1 to 4 feet wide with a discontinuous overstory canopy consisting of interior live oak, blue oak, valley oak, coyote brush, and bitter cherry. No distinct stream bank (riparian) or stream bed (wetland indicators) vegetation was observed in either drainage. Within each of the two drainages, the slopes over an approximately 400-foot distance above the culverts is approximately 5 to 10 percent; bank height is approximately 1 to 3 feet; and streambed material primarily consists of angular gravels and anchored boulders. Smaller Class III drainages flow east towards McDowell Creek originating near the summit of the Site. These drainages are much smaller than the Old Toll Road watercourses and also contain no evidence of wetland vegetation or continuous stream flow. McDowell Creek (Class I stream) additionally traverses the property along the north and east flanks; however, no development is proposed within 300 feet of McDowell Creek (LACO, 2020).

As shown on the Preliminary Site Diagram (Figure 2), the project includes improvements to an existing historic road located parallel to Old Toll Road and the construction of a new primary access road in the southwestern corner of the Site. In order to make improvements to the existing road and construct a new primary Site access road, impacts to the existing culverted crossings of the Class III drainages that pass

under Old Toll Road are anticipated. The proposed project will include reconstruction of the existing crossings, including replacement of the existing culverts, to accommodate a new primary access road. In addition, approximately three (3) of the smaller Class III drainages will be modified to facilitate improvements to the on-site access roads.

Improvements to the existing Class III drainage crossings will require that the Applicant obtain a Lake or Streambed Alteration Agreement (LSAA) through CDFW and a Section 401 Water Quality Certification (WQC) through the North Coast Regional Water Quality Control Board (NCRWQCB) prior to construction of the proposed improvements in order to minimize and mitigate for any potential impacts to the drainages. An LSAA is mandatory when a project 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. A 401 WQC is required for any project that requires a federal permit or may result in a discharge to waters of the United States and/or waters of the State, including wetlands (all types), rivers, streams (including perennial, intermittent, and ephemeral streams) lakes, estuaries, harbors, bays, and the Pacific Ocean. Mitigation Measure BIO-3, below requires that the Applicant obtain a LSAA from CDFW and a 401 WQC from the NCRWQCB prior to construction of the proposed improvements.

Additionally, construction projects that would disturb more than one acre of land, such as the proposed project, would be subject to the requirements of General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ, also known as the CGP), which requires operators of such construction sites to implement stormwater controls and develop a Stormwater Pollution Prevention Plan (SWPPP) identifying specific BMPs to be implemented during construction to minimize the amount of sediment and other pollutants associated with construction sites from being discharged in stormwater runoff. Such BMPs may include, for example, straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas (including the unnamed tributary and downstream watercourses), limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed. In addition, Mendocino County Ordinance No. 4313, Stormwater Runoff Pollution Prevent Procedure (Mendocino County Code Chapter 16.30 et.seq.), requires any person performing construction and grading work anywhere in the County to implement appropriate BMPs to prevent the discharge of construction waste, debris or contaminants from construction materials, tools, and equipment from leaving the site. Compliance with these regulations would facilitate the implementation of water quality control efforts at the local and state levels and ensure impacts to the Class III drainages and McDowell Creek are minimized.

With mitigation incorporated, a less than significant impact would occur.

IV.c) As described above, numerous Class III seasonal drainages are present on-site; however, , no evidence of seasonal wetlands was observed on-site during the October 2019 biotic site survey. Prior to completing the final site development plans, a seasonally-appropriate wetland delineation will be completed to delineate any wetlands or other waters of the U.S. present on-site. Should any wetlands or other waters of the U.S. be observed on-site, the development footprint will be modified to avoid the observed features. If the features could not be avoided, a permit pursuant to Section 404 of the Clean Water Act (CWA) through the U.S. Army Corps of Engineers (USACE) and a Section 401 WQC from the NCRWQCB, will be obtained, if needed, as required by Mitigation Measure BIO-3. below.

With mitigation incorporated, a less than significant impact would occur.

IV.d) Under the project, tree and vegetation removal will be minimized to the greatest extent feasible, restricting tree and vegetation removal, at a maximum, to the footprints of the micro-cabin RV pads, access roads/trails, lodge facility and parking area, and as required by CalFire for fire suppression. Based on the current site layout shown on Figure 2, development is proposed, and limited to, areas covering approximately 6.05-percent of the 90.87-acre Site, or 5.49 acres. Within the 5.49 acres proposed for development, tree and vegetation removal will be primarily limited to the areas proposed for new road construction and road widening. Construction of the micro-cabin RV pads and walking trails will have the flexibility to shift slightly, as needed, to retain trees and vegetation that may be located within the footprint currently proposed for development. As a result, the majority of the Site will remain undisturbed, allowing for passive recreational activities and ensuring that wildlife corridors are maintained, to the extent possible. A less than significant impact would occur.

IV.e) As noted above, Chapter 4 (Resource Management) of the Mendocino County General Plan (2009) includes policies related to the protection, enhancement, and management of biological resources within the County. Under the project, existing trees and vegetation would be retained to the greatest extent feasible and would only occur within the micro-cabin RV sites and roads, or as required by CalFire for fire suppression.

Additionally, Mendocino County Ordinance No. 4313 (adopted in 2013), Stormwater Runoff Pollution Prevent Procedure (Mendocino County Code Chapter 16.30 et.seq.), requires any person performing construction and grading work anywhere in the County to implement appropriate BMPs to prevent the discharge of construction waste, debris or contaminants from construction materials, tools and equipment from leaving the Site.

Since the project would be developed in accordance to all required standards and policies, including but not limited to the Mendocino County General Plan (2009), Mendocino County Zoning Ordinance, and Mendocino County Ordinance No. 4313, the project would not conflict with any local policies or ordinances protecting biological resources and a less than significant impact would occur.

IV.f) There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that apply to the Site. No impact would occur.

MITIGATION MEASURES

BIO-1: Prior to ground disturbance, seasonally appropriate surveys (April-July) shall be conducted in the proposed project area. If populations of any special status species, including beaked tracyina, are located within or in close proximity to the proposed development footprint, efforts shall be made to avoid disturbance of the plant and/or wildlife population(s). If the special status plant populations are observed on-site and cannot be avoided, consultation shall be initiated with the CDFW to relocate the plants.

BIO-2: Any proposed heavy vegetation (limbs over 6" in diameter) removal shall be conducted in the non-nesting season (August 1-March 1). If any removal of heavy vegetation is proposed during the nesting season, a qualified biologist shall determine the presence of vulnerable nests (within 100 feet for passerines and 300 feet for raptors from the heavy vegetation removal). Any active nests within the above-mentioned distances shall be allowed to complete their nesting or until the biologist determines that they are no longer active before removal.

BIO-3: Prior to issuance of grading permits and implementation of the project, the Applicant shall apply for and have a Lake or Streambed Alteration Agreement (LSAA) approved by the California Department of Fish and Wildlife (CDFW), a Section 401 Water Quality Certification (WQC) approved by the North Coast Regional Water Quality Control Board (NCRWQCB), a and Section 404 Nationwide Permit (NWP) through the U.S. Army Corps of Engineers (USACE), if required.

The Applicant shall design the project such that it will not result in a loss of water of the United States or wetlands, by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined by the resource agencies. If it is determined, through obtaining an Approved Jurisdictional Determination, that the aquatic resource features on the project site are not jurisdictional under the Clean Water Act, then the Section 404 CWA permit and Section 401 WQC will not be required.

If compensatory mitigation is required, it may consist of: (1) obtaining credits from a mitigation bank; (2) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; and/or (3) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity. This final type of compensatory mitigation may be provided at or adjacent to the impact site (i.e., on-site mitigation) or at another location, usually within the same watershed as the permitted impact (i.e., off-site mitigation). The project /permit applicant retains responsibility for the implementation and success of the mitigation project.

Evidence of compliance with this mitigation measure shall be provided prior to initiating construction and grading activities for the project.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Biological Resources.

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?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on cultural resources if it would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5; cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5; or disturb any human remains, including those interred outside of formal cemeteries.

DISCUSSION

Per Chapter 3 (Development Element) of the Mendocino County General Plan (2009), the prehistory of Mendocino County is not well known. Native American tribes known to inhabit the County concentrated mainly along the coast and along major rivers and streams. Mountainous areas and the County's redwood groves were occupied seasonally by some tribes. Ten Native American tribes had territory in what is now Mendocino County. As European-American settlement occurred in the County, most of these tribes were restricted to reservations and rancherias. During the 19th century, other tribes from the interior of California were forced to settle on the Round Valley Reservation in the northeastern portion of the County. Today, there are ten reservations and rancherias in Mendocino County, most of which are inhabited by tribes native to the area. The first permanent non-native settlers came to Mendocino County in the middle of the 16th century, exploring and establishing small outposts. It was almost 300 years before the first permanent non-Spanish settlements in the County were established on the Mendocino coast north of Big River in April of 1852. Mendocino County's modern development was tied to the vast stands of coast redwood trees. Timber and agriculture were the mainstays of the County's economy from the 19th century into the 20th century, and many of the County's cities and towns were founded around these activities. Several historical resources have been identified in the County, many of which have been placed on various federal and state historic registries. However, no historical sites or buildings have been designated by the County, although the County has adopted an Archaeological Ordinance designed to protect Native American sites. The ordinance establishes a County Archaeological Commission that evaluates the potential impacts of proposed projects on archaeological resources and recommends measures to reduce or eliminate impacts on these resources. In addition, Chapter 3 of the Mendocino County General Plan (2009) and the Mendocino County Code include policies related to the protection and preservation of cultural resources. Both Policy DE-115 and Mendocino County Code Chapter 22.12 (Archaeological Resources), adopted in 1987, include provisions for archaeological sensitivity review, field evaluations, impact mitigations, archaeological discovery, and human remain discovery protocols (MCC §22.12.050 – 22.12.100).

An *Archaeological Survey Report* (Archaeological Report) was prepared by Alta Archaeological Consulting (ALTA) on November 26, 2019, in order to identify any archaeological, historical, or cultural resources within the proposed project area. Due to the sensitive and confidential natural of the report, a copy of the Archaeological Report is not included as an appendix to this Initial Study.

As noted in the Archeological Report, fieldwork was conducted on September 10, 2019, by the ALTA team and entailed a cultural resources inventory of the project area and surrounding lands. Approximately 48.48 acres of land was surveyed with transects no greater than 20 meter intervals. Proposed micro-cabin RV sites were marked with wooden stakes and flags and stakes were used to make the routes of the proposed pedestrian trails. Ground surface visibility was generally poor due to dense dry grasses and small patches of dense brush. Exposed mineral soils were inspected for evidence of cultural materials. A segment of historic era fence and an approximately 425-foot-long segment of an abandoned road, which appears to be part of the original Toll Road which is also depicted on early maps dating back to 1873, 1874, and 1889, were identified within the project boundaries. Additional segments of the abandoned road were noted outside of the current project area, but were not recorded. However, these historic-era resources were evaluated and recommended as not eligible for listing on the California Register of Historic Resources per Title 14 CCR §15064.5. The project, as presently designed, is not anticipated to have an adverse effect on cultural resources. All archaeological resources identified during the field survey were recorded using the standard State of California Department of Parks and Recreation Archaeological Site Forms, with Global Positioning System (GPS) mapping and photography of site and features completed (ALTA, 2019).

A records search was conducted at the Northwest Information Center (NWIC) located on the Sonoma State University campus on August 23, 2019 (File No. 19-0348), which included a review of all study reports on file within a one-half mile radius of the project area, as well as archaeological site and survey base maps, survey reports, site records, and historic General Land Office (GLO) maps. Review of the historic registers and inventories indicated that no historical landmarks or points of interest are located within the project area. Additionally, no National Register-listed or eligible properties are located within one-half mile of the Site. Eleven (11) prior cultural resources studies have been performed within a one-half mile radius of the Site, although no studies have previously occurred within the project area. Six (6) cultural resources have been documented within one-half mile of the Site, including four (4) prehistoric sites and three (3) historic-era sites, containing lithic scatter, a historic road segment, a concrete culvert, a ceremonial dance ground, and a village site (ALTA, 2019).

In addition, ALTA contacted the Native American Heritage Commission (NAHC) on August 8, 2019, to request a Sacred Lands File (SLF) search and list of Native American contacts in the area. The NAHC response letter, dated August 29, 2019, indicated that a search of the SLF returned a positive result, and included a list of 13 Native American tribes or individuals with cultural affiliations to the area. ALTA sent consultation letters to all 13 contacts on September 6, 2019. Two (2) responses were received. On September 12, the Tribal Historical Preservation Officer (THPO) for the Hopland Band of Pomo Indians requested to be consulted for the project. On September 18, the THPO for the Kaisha Band of Pomo Indians responded and informed ALTA that the project is outside of the Tribe's aboriginal territory. As of the date of this Initial Study, no additional correspondence has been received (ALTA, 2019).

Although the project, as currently designed, is not anticipated to have an adverse effect on cultural resources, ALTA included three (3) recommendations in the Archaeological Report in order to ensure cultural resources are not adversely impacted by the project, including the recommendation for further consultation with the Hopland Band of Pomo Indians, as requested by the Tribe, and protocol should cultural resources or human remains be inadvertently discovered, similar to the County's "Discovery Clause". A standard condition advising the Applicant of the County's "Discovery Clause" is recommended, which establishes procedures to follow in the event that archaeological or cultural resources or human remains are unearthed during project construction, including but not limited to Site preparation and excavation, in accordance with Mendocino County Code Sections 22.12.090 and 22.12.100.

V.a-c) As discussed above, an *Archaeological Survey Report* (Archaeological Report) was prepared by Alta Archaeological Consulting (ALTA) on November 26, 2019. Both a field survey and resource review were conducted, as well as correspondence with the NAHC and 13 Native American tribal contacts. Ground surface visibility was generally poor due to dense dry grasses and small patches of dense brush. Exposed mineral soils were inspected for evidence of cultural materials. A segment of historic era fence and an approximately 425-foot-long segment of an abandoned road, which appears to be part of the original Toll Road, which is also depicted on early maps dating back to 1873, 1874, and 1889, were identified within the project boundaries. However, these historic-era resources were evaluated and recommended as not eligible for listing on the California Register of Historic Resources per Title 14 CCR §15064.5. The project, as presently designed, is not anticipated to have an adverse effect on cultural resources. All archaeological resources identified during the field survey were recorded using the standard State of California Department of Parks and Recreation Archaeological Site Forms, with GPS mapping and photography of site and features completed (ALTA, 2019).

As noted on the State of California Primary Record Form, the 425-foot-long segment of abandoned road appears to be part of the original Toll Road and is depicted on early maps (GLO Plat 1873, 1874, 1889). Additional segments of the abandoned road were noted outside of the current project area, but not recorded. Although a resource was identified on-site, the Archaeological Report concludes that the project, as currently designed, is not anticipated to have an adverse effect on cultural resources. However, three recommendations are included in the Archaeological Report to ensure cultural resources are not adversely impacted by the project. Recommendations include further consultation with the Hopland Band of Pomo Indians, as requested by the Tribe, and protocol should cultural resources or human remains be inadvertently discovered, similar to the County's "Discovery Clause". A standard condition advising the Applicant of the County's "Discovery Clause" is recommended, which establishes procedures to follow in the event that archaeological or cultural resources or human remains are unearthed during project construction, including but not limited to Site preparation and excavation, in accordance with Mendocino County Code Sections 22.12.090 and 22.12.100. With incorporation of the Discovery Clause, the proposed project is found consistent with Mendocino County policies for protection of cultural resources, including human remains, and a less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Cultural Resources.

VI. ENERGY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on energy if it would result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.

DISCUSSION

On October 7, 2015, Governor Edmund G. Brown, Jr. signed into law Senate Bill (SB) 350, known as the Clean Energy and Pollution Reduction Act of 2015 (De León, Chapter 547, Statutes of 2015), which sets ambitious annual targets for energy efficiency and renewable electricity aimed at reducing greenhouse gas (GHG) emissions. SB 350 requires the California Energy Commission to establish annual energy efficiency targets that will achieve a cumulative doubling of statewide energy efficiency savings and demand reductions in electricity and natural gas final end uses by January 1, 2030. This mandate is one of the primary measures to help the state achieve its long-term climate goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The proposed SB 350 doubling target for electricity increases from 7,286 gigawatt hours (GWh) in 2015 up to 82,870 GWh in 2029. For natural gas, the proposed SB 350 doubling target increases from 42 million of therms (MM) in 2015 up to 1,174 MM in 2029 (CEC, 2017).

Site improvements proposed under the project involve the construction of primary and internal Site access roads; micro-cabin RV pads for up to 45 micro-cabin RVs; a two-story, 1,344-square-foot building (lodge building) to house a full-time residence for an on-site manager on the second story, with the bottom floor comprised of a small office and storage area for daytime staff, accessible restroom, meeting room, and a laundry area for micro-cabin RV linens; a carport; walking trails; and underground utility line (electricity, water, and on-site septic) installation and connections. The carport structure will be constructed on the end of the lodge facility to facilitate loading of supplies for transport to the micro-cabin RVs and for vans delivering supplies to the lodge facility and for storing equipment and firewood. Adjacent to the lodge facility will be a small parking lot with nine (9) parking spaces for employees, including one (1) accessible space. Parking for guests will be located adjacent to the micro-cabin RV for drive-up micro-cabin RVs and in close vicinity to the micro-cabin RVs for walk-up micro-cabin RVs. The parking facility will include a secondary ingress/egress location for the Site to facilitate garbage truck access to trash bins on the end of the parking lot and exiting without backing out of the parking lot.

Permanent structures constructed on-site would be subject to Part 6 (California Energy Code) of Title 24 of the California Code of Regulations, which contains energy conservation standards applicable to residential and non-residential buildings throughout California. The 2019 Building Energy Efficiency Standards are designed to reduce wasteful, uneconomic, inefficient or unnecessary consumption of energy, and enhance outdoor and indoor environmental quality. It is estimated that single-family homes built with the 2019 standards will use about 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards (CEC, 2018).

The proposed micro-cabin RVs, comparable to tiny houses on wheels, are not considered to be structures per the California Building Code (CBC), according to the Building Official of the Mendocino County Department of Planning and Building Services (PBS). However, they would constructed by off-site builders who are Recreational Vehicle Industry Association (RVIA)-certified and follow both RVIA and American National Standards Institute (ANSI) standards for the construction of RVs and Park Model RVs.

VI.a-b) The proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation, nor would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As noted above, permanent structures constructed on-site would be subject to Part 6 (California Energy Code) of Title 24 of the California Code of Regulations, which contains energy conservation standards applicable to residential and non-residential buildings throughout California. Although the micro-cabin RVs are not considered "structures" under the CBC, they would not be anticipated to use or waste significant amounts of energy or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Energy.

VII. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
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 waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on geology and soils if it would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; 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; 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; 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; or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

DISCUSSION

As noted in Chapter 3 (Development Element) of the Mendocino County General Plan (2009), seismic and geologic hazards in the County include earthquakes, tsunamis, landslides, and asbestos. Mendocino County is located within a seismically active region in which large earthquakes may be expected to occur during the economic lifespan (50 years) of any development on the Site. An Alquist-Priolo earthquake fault

zone, the Maacama Fault Zone, is located within the eastern portion of the Site (Mendocino County Maps - Earthquake Fault Zones, n.d.). The Site contains areas of steep slopes in the northern, western, and eastern portions of the Site, with elevations ranging from approximately 600 feet above mean sea level (amsl) up to approximately 850 feet amsl.

As provided in the project's *Archaeological Survey Report* (Archaeological Report), prepared by Alta Archaeological Consulting on November 26, 2019, the Site is located in a largely undeveloped ridgeline that separates McDowell Valley to the east from the Sanel Valley to the west. Additionally, the Site is situated within the Coast Range geologic province. The northern Coast Ranges are a geologic province comprised of numerous rugged north-south trending ridges and valleys that run parallel to a series of faults and folds. The specific bedrock geology of the Site is composed of Pliocene marine rocks, dating to between the Miocene and Pleistocene. The project proposed on an undeveloped rural lot populated with native and nonnative annual and perennial grasses and has an open understory with moderately dense small patches (ALTA, 2019).

The specific soil type underlying the Site includes the Hopland-Woodin complex, 50 to 75 percent slopes (Map Unit #153) (NRCS, 2019). This soil type is primarily found on hills and mountains and supports native vegetation such as oaks, annual grasses, and the occasional Douglas fir. The Hopland-Woodin complex is comprised of 40 percent Hopland loam and 30 percent Woodin gravelly sandy loam. Both soil types are moderately deep and well-drained. Runoff for both soils is very rapid, and the hazard of erosion is very high. Permeability of the Hopland soil is moderately slow and available water capacity is low to moderate. Permeability of the Woodin soil is moderate and available water capacity is very low (NRCS, n.d.). None of the soil types comprising the Site are classified as hydric soils (which are one indicator of wetlands) and are not susceptible to ponding or flooding (NRCS, 2019).

According to the Building Official of the Mendocino County Department of Planning and Building Services (PBS), no geohazard report is required to inform the proposed development, as the proposed micro-cabin RVs are not considered to be structures per the 2019 California Building Code (CBC). However, design and construction of permanent structures on-site, including a two-story, 1,344-square-foot building to house a full-time residence for an on-site manager on the second floor, with the bottom floor comprised of a small office and storage area for daytime staff, accessible restroom, meeting room, laundry area for micro-cabin RV linens; and a carport adjacent to the lodge facility for deliveries and micro-cabin RV supply loading, and for storing equipment and firewood, would be subject to the latest version of the CBC to reduce any potential geological risks.

VII.a.i-ii) As discussed above, the Project Site is located within a seismically active region in which large earthquakes may be expected to occur during the economic lifespan (50 years) of any Site development. In addition, the Maacama Fault Zone traverses the eastern portion of the Site (Mendocino County Maps - Earthquake Fault Zones, n.d.). As a result, there is the potential for surface rupture on the Site from an active fault and strong seismic shaking; however, as shown in Figure 2, the location of the on-site residence is proposed within the western portion of the Site, outside the boundaries of the Maacama Fault Zone. Since the permanent structures proposed under the project would be required to be designed in accordance with the latest version of the CBC, potential risks associated with the earthquake fault zone and strong seismic shaking would be minimized. A less than significant impact would occur.

VII.a.iii) The Site is not considered to be in an area of potential liquefaction, as permeability is slow to moderate, available water capacity is very low to moderate, and runoff is very rapid. Since the Site is not within an area of potential liquefaction and since any permanent structures on-site would be required to

be designed and constructed in accordance with the latest version of the CBC, the potential for seismic-related ground failure, including liquefaction, would be minimized, and a less than significant impact would occur.

VII.a.iv) Per Chapter 3 (Development Element) of the Mendocino County General Plan (2009), landslides in the County have been a major part of the natural erosion process for tens of thousands of years. In addition, the County's rainy wet winters and relatively dry summers, mountainous terrain, and commonly weak bedrock conditions all contribute to the development of landslides. Due to the Site's location within a seismically active region, any development within the County will likely be subjected to seismic activity during its economic lifespan. The Maacama Fault Zone, which traverses the Site, is also known to have very poor slope stability (General Plan, 2009). These conditions, combined with the Site's slopes, means there is the potential for landslides to occur at the Site. The Site and surrounding area have not been mapped by the California Department of Conservation (DOC) under their California Landslide Inventory (DOC, 2019).

The permanent on-site residence will be located in the western portion of the Site, outside the boundaries of the Maacama Fault Zone. In addition, design and construction of the permanent structures proposed under the project would be subject to the rules and regulations contained in the latest version of the CBC, which would reduce the potential for risk of loss, injury, or death involving landslides at the Site. As a result, a less than significant impact would occur.

VII.b) As discussed under Section IV (Biological Resources), above, the proposed project would be required to employ Standard Best Management Practices (BMPs), such as straw bales, fiber rolls, and/or silt fencing structures, to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas, and would be required to stabilize disturbed soils and vegetate bare soil created by the construction phase of the project with native vegetation and/or native seed mixes for soil stabilization as soon as feasible. As a result, the proposed project would not result in substantial soil erosion or the loss of topsoil and a less than significant impact would occur.

VII.c) As discussed above, the Site is located in a seismically active area, with the Maacama Fault Zone traversing the Site's eastern portion. Any development at the Site would be likely to experience strong ground shaking during its economic lifespan. Furthermore, the Site is not within an area subject to liquefaction, but there is the potential for landslides to occur. Since the permanent structures proposed under the project would require compliance with the latest version of the CBC, potential geological risks would be minimized and a less than significant impact would occur.

VII.d) Expansive soils generally comprise cohesive, fine-grained clay soils and represent a significant structural hazard to buildings erected on them, especially where seasonal fluctuations in soil moisture occur at the foundation-bearing depth. The subsurface soils at the Site are loam and gravelly sandy loam, and do not contain clay, which can drastically expand and shrink in volume with moisture changes. In addition, a Plasticity Index of less than 15 represents a low potential for soil expansion and the Site's soil unit has a Plasticity Index of 12.2 (NRCS, 2019). Since the Site is not known to contain expansive soils, no impact would occur.

VII.e) Under the proposed project, the Site would not be served by community wastewater services and an on-site wastewater disposal system would be installed. At this time, it is anticipated that the septic system could be adequately supported by the Site's soils. Wastewater generated at each of the micro-cabin RVs and the lodge facility will be gravity fed into septic tank/pump basin units serving up to 3 or 4 micro-cabin RVs, and the lodge facility, together with, joint lift stations, as needed, to a series of septic tanks and into

wastewater treatment modules. Treated effluent will be disposed of using a pressurized drip irrigation system to be placed in the basin in the central portion of the Site, as indicated on Figure 2, where the most suitable soils for septic system treatment and percolation exist on the Site. Based on the proposed facilities, an estimate of flows in gallons per day (GPD) for the proposed development is 4,073.50, as summarized above in Table 2(under Project Description); however, as indicated in Table 3, above (under the Project Description) , the on-site wastewater system (OWTS) will be designed for a minimum flow capacity of 6,030 gallons per day, in accordance with the County of Mendocino 1991 Uniform Plumbing Code (Plumbing Code).

An on-site septic system permit through the North Coastal Regional Water Quality Control Board (NCRWQCB), subject to the general statewide waste discharge requirements for small domestic wastewater treatment systems or the Mendocino County Division of Environmental Health (DEH), subject to the Mendocino County Local Area Management Plan (LAMP) would be required, dependent upon the projected wastewater flows for the project. Based on projected flows calculated in accordance with Plumbing Code sizing criteria, and summaries in Table 3, above (under Project Description), the NCRWQCB would appear to be the permitting authority; however, based on discussions with NCRWQCB and DEH staff, the DEH will be the permitting authority for this project. In order to identify if soil and groundwater conditions would support the proposed flow capacity, a site exploration was performed by LACO on December 9, 2019, utilizing ten test pits. Bulk soil samples were collected from each soil layer within the test pits for textural analysis in LACO's materials testing laboratory. Results from materials testing and observations in the field indicate suitable soil conditions in the basin in the central portion of the Site, as shown on Figure 2. A less than significant impact would occur.

VII.f) The potential exists for unique paleontological resources or site or unique geological features to be encountered within the project area, as ground-disturbing construction activities, including grading and excavation, would be required for the proposed project. However, in the event that any archaeological or paleontological resources are discovered during site preparation, grading or construction activities, notification would be required, pursuant to County Code Chapter 22.12 – Archaeological Resources. As such, a less than significant impact would occur.

MITIGATION MEASURES

No mitigation measured.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Geology and Soils.

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 (GHG), either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Thresholds of Significance: The project would have a significant effect on greenhouse gas emissions if it would generate greenhouse gas emissions (GHG), either directly or indirectly, that may have a significant impact on the environment; or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

DISCUSSION

The framework for regulating GHG emissions in California is described under Assembly Bill (AB) 32. In 2006, the California Global Warming Solutions Act (AB 32) definitively established the state's climate change policy and set GHG reduction targets (Health & Safety Code §38500 et sec.), including setting a target of reducing GHG emissions to 1990 levels by 2020 (a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario), and to a level of 80 percent below 1990 levels by 2050. AB 32 requires local governments to take an active role in addressing climate change and reducing GHG emissions. Activities at the Site would be subject to regulations of the Mendocino County Air Quality Management District (MCAQMD), which is responsible for enforcing the state and federal Clean Air Acts as well as local air quality protection regulations. As noted in Chapter 4 (Resource Management Element) of the Mendocino County General Plan (2009), because Mendocino County is primarily rural, the amount of GHG generated by human activities (primarily the burning of fossil fuels for vehicles, heating, and other uses) is small in total compared to other, more urban counties (although higher per capita due to the distances involved in traveling around the county) and miniscule in statewide or global terms.

Given the remote nature of the Site and small development footprint, the project is not expected to significantly increase GHG in the area.

VIII.a) Construction activities associated with the construction of the proposed micro-cabin RV pads and residence, driveway and roadway improvements, and installation of on-site utilities are not anticipated to generate significant GHG emissions or conflict with an applicable plan, policy or regulation. As the micro-cabin RVs will be constructed by off-site builders who are Recreational Vehicle Industry Association (RVIA)-certified and follow both RVIA and American National Standards Institute (ANSI) standards for the construction of RVs and Park Model RVs and rolled on-site to designated pads, the construction of the mobile micro-cabin RVs would not be considered in the impacts to greenhouse gas emissions at the Site. In addition, since the Site is currently undeveloped and vacant, any development on-site, including the proposed use, would be anticipated to result in increased GHG emissions at the Site. However, given the relatively small scale of the project, neither construction nor operation of the proposed project would have a measurable or considerable contribution to the cumulative GHG impact at the local, regional, or state level. A less than significant impact would occur.

VIII.b) Although Action Item RM-50.2 in Chapter 4 of the Mendocino County General Plan (2009) requires the County to "create a greenhouse gas reduction plan for the unincorporated areas of the county that sets specific reduction strategies and targets to meet", such a plan has not yet been drafted or adopted

by the County. Since there are no adopted local plans for reducing GHG emissions, no impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Greenhouse Gas Emissions.

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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☒	☐	☐

Thresholds of Significance: The project would have a significant effect on hazards and hazardous materials if it were to 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; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment; result in a safety hazard or excessive noise for people residing or working in the project area if 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; or impair the implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

DISCUSSION

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or has characteristics defined as hazardous by a federal, state, or local agency. Chemical and physical properties such as toxicity, ignitability, corrosiveness, and reactivity cause a substance to be considered hazardous. These properties are defined in the California Code of Regulations (CCR), Title 22, §66261.20-66261.24. A "hazardous waste" includes any hazardous material that is discarded,

abandoned, or will be recycled. Therefore, the criteria that render a material hazardous also cause a waste to be classified as hazardous (California Health and Safety Code, §25117).

Mendocino County has adopted numerous plans related to hazard management and mitigation including, but not limited to: Community Wildfire Protection Plan, Multi-Hazard Mitigation Plan, Hazardous Waste Management Plan, and Operational Area Emergency Plan. The Site does not include any known hazardous waste sites, as mapped by the State Water Resources Control Board (SWRCB) or the California Department of Toxic Substances Control (DTSC) on the GeoTracker (2015) and EnviroStor (2019) databases, respectively, nor are there any listed sites within the vicinity of the Site.

The project would require the transport, use, storage, and disposal of small quantities of hazardous materials common for equipment and property maintenance and operation, such as gasoline, diesel fuel, hydraulic fluids, oils, lubricants, cleaning solvents and supplies, pesticides, fertilizers, and paint. However, all hazardous materials would be utilized and disposed of in accordance with all applicable federal and state regulations.

IX.a-b) The proposed project would not transport, use, emit, or dispose of significant amounts of hazardous materials, or 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. As previously discussed, associated improvements include construction of primary and internal Site access roads; micro-cabin RV pads for up to 45 micro-cabin RVs; a two-story, 1,344-square-foot building to house a full-time residence for an on-site manager on the second floor, with the bottom floor comprised of a small office and storage area for daytime staff, accessible restroom, meeting room, and a laundry area for micro-cabin RV linens; a carport adjacent to the lodge facility for deliveries and micro-cabin RV supply loading, and for storing equipment and firewood; walking trails; and underground utility line (electricity, water, and on-site septic) installation and connections. During the construction phase, small quantities of hazardous materials common to equipment maintenance and operation, such as gasoline, diesel fuel, hydraulic fluids, oils, and lubricants may be required. Once constructed, the project would be anticipated to utilize professional cleaning supplies, in addition to fuels, lubricants, solvents, pesticides, fertilizers, and paint during routine property maintenance. However, the types and quantities of materials to be used are not expected to pose a significant risk to the public and/or environment and would be managed in accordance with federal, state, and local regulations. Since the transport, use, and storage of any hazardous materials at the Site would be required to be conducted in accordance with all federal, state, and local regulations, a less than significant impact would occur.

IX.c) No existing or proposed schools are located within one-quarter mile of the Site. The Site is located within the Ukiah Unified School District (Mendocino County Maps - School Districts, 2014), with the nearest school, Grace Hudson Elementary School, located approximately 12.3 miles northwest of the Site. It is not anticipated that hazardous materials to be utilized on-site would be used or stored at the Site in any quantity or application that could impact any schools in the area. Therefore, no impact would occur.

IX.d) Review of the SWRCB's GeoTracker (2015) and DTSC's EnviroStor (2019) databases indicates the Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As discussed above, any hazardous materials to be used on-site would be utilized, stored, transported, and disposed of in accordance with federal, state, and local regulations. A less than significant impact would occur.

IX.e) The Site is not located within an airport land use plan or within two miles of a public or public use airport. The nearest airport, Lampson Field, is located approximately 8.6 miles east of the Site in Lakeport. Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the proposed project area and no impact would occur.

IX.f) There are no components of the project that would impair or interfere with emergency response or evacuation. Since the project would be required to be designed in accordance with state and local standards, including safety and emergency access requirements, there are no components of the project that would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. A less than significant impact would occur.

IX.g) The Site is currently undeveloped and primarily comprised of oak trees, shrubs, and grasslands. The surrounding area contains limited existing development, with an existing residence located west of the Site on the parcel identified as APN 048-270-18. The Site is located within the State Responsibility Area (SRA), just outside of the service boundaries of the Hopland Fire Protection District (HFPD), and is served by CalFire (Mendocino County Maps - Fire Responsibility Areas - Hopland, 2019). The Site is mapped as located within a "Moderate" fire hazard severity zone (Mendocino County Maps - Fire Hazard Severity Map, 2007).

The proposed micro-cabin RVs would be on wheels and are not considered to be structures per the 2019 California Building Code (CBC), according to the Building Official of the Mendocino County Department of Planning and Building Services.. However, they would constructed by off-site builders who are Recreational Vehicle Industry Association (RVIA)-certified and follow both RVIA and American National Standards Institute (ANSI) standards for the construction of RVs and Park Model RVs.

As the Site is located within the SRA, the project is required to comply with the Fire Safe Regulations adopted by the State Board of Forestry in Title 14 of the California Administrative Code. These include standards for roads, defensible space, and emergency water supply. The Applicant submitted a State Fire Safe Regulations Application Form to CalFire (CalFire File Number 12-20) on January 13, 2020 to ensure the project would comply with State standards for access and emergency response. CalFire conditioned the project on January 15, 2020, to ensure adequate access and property maintenance regarding wildland fire protection. The Applicant would be required to have a clearly posted address, adequate driveway and roadway width for emergency response vehicles, install a fire hydrant system and provide 5,000 gallon minimum dedicated emergency water storage to ensure adequate emergency water supply, and maintain defensible space around proposed structures for fire protection purposes.

Although proper precautions and measures would be taken during Site development, operation, and maintenance, the potential exists for wildland fire to inadvertently be ignited when equipment is utilized or outdoor campfires are built near dry grassland, especially during periods of increased fire danger. While each micro-cabin RV would be provided with a fire pit on each individual pad area, they would be U.S. Forest Service (USFS)-approved fire pits that can be locked during burn bans. In addition, the fire pits would be located on four-to-six inches of pure crushed stone atop a compacted subgrade and would be pushed into the compacted stone with an excavator so that they cannot be moved by guests. Furthermore, while the project would require compliance with CalFire's Fire Safe Regulations, Mitigation Measure HAZ-1 is recommended to further reduce the potential for wildland fire to occur on-site. With mitigation incorporated, a less than significant impact would occur.

MITIGATION MEASURES

HAZ-1: Signs shall be posted on-site to inform guests that campfires are only permitted within the installed fire pits.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Hazards or Hazardous Materials.

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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on hydrology and water quality if it would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin; 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 result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, 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 impede or redirect flows; in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

DISCUSSION

According to the Mendocino County General Plan (2009), the most critical surface water quality problem in Mendocino County is sedimentation. Major sources of sediment include erosion from barren or poorly vegetated soils, erosion from the toes of slides along stream channels, and sediments from roads. Manmade sources of sedimentation are a byproduct of current and historical land uses, including logging, agriculture, mining, processing of alluvial aggregate material, road construction and erosion from unpaved roads, and other development-related projects within the county. The Mendocino County General Plan Chapter 4 Resource Management Element (2009) includes policies related to protection of environmentally

sensitive habitat areas and maintaining water quality by minimizing adverse effects of waste water dischargers, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

As previously discussed, the Site is currently undeveloped and is primarily composed of oak trees, shrubs, and grasslands. As a result, drainage at the Site occurs through sheet flow and percolation. The unincorporated County storm drainage system is maintained by the Mendocino County Department of Transportation (MCDOT); however, no storm drainage facilities currently exist within the vicinity of the Site. The Site is located within the Upper Russian River watershed and is bordered to the north by Dooley Creek and to the east by McDowell Valley Creek. Portions of the Site, along its northern and eastern perimeters, are located within a 100-year flood zone (Zone A), as shown on Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) panel number 06045C1852F, effective June 2, 2011; however, the majority of the Site is mapped as "Area of Minimal Flood Hazard (Zone X). Per development requirements, any structures proposed within the flood zone would have to be elevated to a minimum of one-foot above mean high water. However, as shown on Figure 2, the proposed micro-cabin RVs, roadways, driveways, and walking trails would be located outside of the 100-year flood zone.

Under the project, potable water would be provided by an on-site well and sewage disposal would be provided by on-site septic, as the Site is not located within a community services district. The proposed well will be located west of the Site in the Sanel Valley floor in the vicinity of existing producing agricultural wells on an adjacent property. Brutocao Vineyards, Inc. has granted the Applicant permission to drill a well on an adjacent property owned by Brutocao Vineyards, including one of three parcels (APNs 048-270-021, 048-270-020, or 048-260-050). Under the agreement dated January 9, 2020, the water is to be used solely by the Applicant for the project, is nontransferable, is not to be used for agriculture, and the amount of water to be pumped is not to exceed 5,000 gallons per day.

Based on operational Getaway House sites with similar cabin counts, and as explained in the *Getaway Outpost Estimated Water Use Technical Memo* (Water Use Memo) prepared by LACO Associates and dated March 25, 2020 (see Appendix C), an estimate of water demand in gallons per day (GPD) for the proposed development is summarized in Table 1, above (under the Project Description), which indicates the water supply system will require a minimum flow capacity of 4,073.50 gallons of water per day. To reduce water demand of the micro-cabin RVs, managers unit, and employee restroom, low flow plumbing fixtures, including shower heads, faucets, and toilets, would be installed.

The project water system will include a raw water supply pipe with booster pumps to supply a raw water storage tank at the upper elevation of the project area. The anticipated volume of the raw water tank, to be constructed using materials that meet appropriate CalFire standards, is currently estimated at 20,000 gallons, which will include standby water volume for fire flow to on-site hydrants, the fire sprinkler system in the lodge facility, and the supply for daily flow of the treated water for use by the micro-cabin RVs and lodge facility. As required in the conditions received from CalFire on January 15, 2020, a minimum 5,000 gallon dedicated water storage will be provided on-site for emergency water use and is included in the 20,000 gallon tank mentioned previously. There will be an independent untreated water main system transporting water from the 20,000 gallon tank to the hydrants and the fire sprinkler system in the lodge facility. Although the micro-cabin RVs are exempt from fire sprinklers, a fire supply riser will be placed within 150 feet of each proposed micro-cabin RV pad. A building will be constructed adjacent to the raw water tank to house the booster pumps or transfer pumps to supply the raw water to the water treatment system and hydrants. A water treatment system will be housed in the building to provide filtration as needed,

according to water quality from the well source and disinfection requirements to meet State of California Title 22 public health standards.

The water treatment system will likely be a package unit to be determined upon a review of the water quality analysis. Treated water will be stored for distribution in a 6,000 gallon tank located next to the treatment building and will be connected to a booster pump system and pressure tank for pressurization of the water system. The water mains will be constructed of C900 and schedule 40 PVC and HDPE water piping, and will be buried under the access roads, micro-cabin RV driveways, and walking access paths to the extent feasible. Each of the micro-cabin RVs will be connected to the potable water system via a no freeze assembly manufactured by Thermaline.

Wastewater would be managed via a proposed on-site wastewater disposal system. As described above, wastewater generated at each of the micro-cabin RVs and the lodge facility will be gravity fed into septic tank/pump basin units serving up to 3 or 4 micro-cabin RVs, and the lodge facility, together with joint lift stations, as needed, to a series of septic tanks and into wastewater treatment modules. Treated effluent will be disposed of using a pressurized drip irrigation system to be placed in the basin in the central portion of the Site, as indicated on Figure 2, where the most suitable soils for septic system treatment and percolation exist on the Site. An estimate of wastewater flows in gallons per day (GPD) for the proposed development is summarized in Table 2, above, (under the Project Description), which indicates the on-site wastewater system will be approximately 4,073.50 GPD, based on the Water Use Memo (LACO, 2020). It should be noted that the septic system to serve the proposed development will need to be designed for a minimum flow capacity of 6,030 gallons of wastewater per day in accordance with the County of Mendocino 1991 Uniform Plumbing Code (Plumbing Code), and as shown in Table 3, above (under Project Description). Based on the Water Use Memo, and as shown in Table 2, above, wastewater flow estimates based on the Plumbing Code do not meet the specific usage profile, and are more than the anticipated daily flows, of a Getaway Outpost.

The U.S. Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) permit program addresses water pollution by regulating point sources that discharge pollutants to waters of the United States. Created in 1972 by the Clean Water Act, the NPDES permit program grants authority to state governments to perform many permitting, administrative, and enforcement aspects of the program. Within California, the NPDES permit program is administered by the State Water Resources Control Board (SWRCB). Construction projects that would disturb more than one acre of land, such as the proposed project, would be subject to the requirements of General Construction Activity Stormwater Permit (Construction General Permit Order 2009-0009-DWQ, also known as the CGP), which requires operators of such construction sites to implement stormwater controls and develop a Stormwater Pollution Prevention Plan (SWPPP) identifying specific BMPs to be implemented to minimize the amount of sediment and other pollutants associated with construction sites from being discharged in stormwater runoff. Such BMPs may include, for example, straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion resulting from construction and to avoid runoff into sensitive habitat areas (including the on-site Class III drainages), limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed.

Additionally, Mendocino County Ordinance No. 4313, Stormwater Runoff Pollution Prevent Procedure (Mendocino County Code Chapter 16.30 et.seq.), requires any person performing construction and grading work anywhere in the County to implement appropriate BMPs to prevent the discharge of construction waste, debris or contaminants from construction materials, tools and equipment from entering

the storm drainage system (off-site). Pursuant to Mendocino County Code Section 16.30.070, such BMPs shall include but are not limited to the use of the following:

1. Scheduling construction activity;
2. Preservation of natural features, vegetation and soil;
3. Drainage swales or lined ditches to control storm water flow;
4. Mulching or hydroseeding to stabilize disturbed soils;
5. Erosion control to protect soils;
6. Protection of storm drain inlets (gravel bags or catch basin inserts);
7. Perimeter sediment control (perimeter silt fence, fiber rolls);
8. Sediment trap or sediment basin to retain sediment on-site;
9. Stabilized construction exists;
10. Wind erosion control;
11. Other soil loss BMP acceptable to the County;
12. Material handling and waste management;
13. Building material stockpile management;
14. Management of washout areas (concrete, paints, stucco, etc.);
15. Control of vehicle/equipment fueling to contractor's staging area;
16. Vehicle and equipment cleaning performed off-site;
17. Spill prevention and control; and
18. Other housekeeping BMPs acceptable to the County.

X.a) The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The permanent structures proposed on-site would be constructed in accordance with the most recent standards set by all regulatory agencies, including but not limited to the County and state and local water quality control boards [SWRCB and the North Coast Regional Quality Control Board (NCRWQCB)]. Additionally, the project would be subject to the Statewide Construction General Permit (CGP), which requires the preparation and implementation of a SWPPP that specifies erosion and sediment control construction BMPs to reduce or eliminate construction-related impacts to the water quality of receiving water bodies. Since the majority of the Site would remain undeveloped, stormwater runoff would continue to flow naturally and infiltrate into the soil. In addition, the preservation of existing vegetation, to the extent feasible, will help to filter potential pollutants from stormwater flows. In addition, the project's proposed septic system would be installed in compliance with all standards and regulations. As a result, the proposed project would have a less than significant impact.

X.b) The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, as significant water use is not anticipated under the project. Additionally, since the majority of the Site would remain undeveloped, stormwater would continue to infiltrate the ground. As noted above, the Site is located within the Upper Russian River watershed and is bordered to the north by Dooley Creek and to the east by McDowell Valley Creek. Under the project, potable water would be provided by an on-site well, as the Site is not located within a community services district. The proposed water system will be permitted through the California Department of Public Health (CDPH) and the California Code of Regulations Title 22 California Safe Drinking Water Act as a transient non-community water system. The project proposes a greater number of service connections than the number permitted by the local agency (Mendocino County Division of Environmental Health). The new well will be required to be constructed in accordance with the California Well Standards (Department of Water Resources Bulletin 74-90) and will comply with all relevant local and state regulations. The Site is located outside of the Hopland Special Well Permit Area. The project would be referred to DEH for review and comment, who may apply conditions to the project approval. A less than significant impact would occur.

X.c.i) Although the existing drainage patterns of the Site may be slightly altered through the addition of impervious surfaces associated with the permanent structures proposed on the west side of the Site adjacent to Old Toll Road, and a modification to existing topography with the construction of access roads, trails, and micro-cabin RV pads, the project would not result in substantial erosion or siltation on- or off-site as the project would be subject to the Statewide CGP, which requires the preparation and implementation of a SWPPP that specifies erosion and sediment control construction BMPs to reduce or eliminate construction-related impacts on receiving water quality. In addition, due to the small development footprint of the project, infiltration into the Site's soils would continue, reducing the potential for increased peak runoff flow and removing potential pollutants from stormwater flow. As a result, the introduction of limited impervious surfaces and the slight modification to existing topography resulting from the development and road construction would not result in substantial erosion or siltation, and a less than significant would occur.

X.c.ii-iii) The project would not substantially increase the rate or amount of surface runoff in an matter which would result in flooding on- or off-site, 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. As discussed above, there is limited storm drainage infrastructure within the vicinity of the Site. Although development is proposed on-site, due to the proposed development footprint, Site drainage would continue follow a natural flow pattern and infiltrate into the ground. A less than significant impact would occur.

X.c.iv) As discussed above, the majority of the Site is classified as an "Area of Minimal Flood Hazard" (Zone X); however, the northern and eastern perimeters of the Site are located within a 100-year flood zone (Zone A), as shown FEMA FIRM panel number 06045C1852F, effective June 2, 2011. As shown on Figure 2, the proposed lodge facility, micro-cabin RV pads, primary and internal Site access roads, and walking trails would be located outside of the 100-year flood zone. As a result, the project would not impede of redirect flood flows and no impact would occur.

X.d) As described above, according to FEMA FIRM panel number 06045C1852F, effective June 2, 2011, the Site is primarily classified as an "Area of Minimal Flood Hazard" (Zone X), with the very northern and eastern portions of the Site within a 100-year flood zone (Zone A). However, no development would occur with the 100 -year flood zone. Seiches and tsunamis are short duration earthquake-generated water waves in large enclosed bodies of water and the open ocean. The Project Site is not near any large inland bodies of water and is more than 30 miles east of the Pacific Ocean and approximately 9 miles southeast of Clear Lake. No impact would occur.

X.e) As discussed above, the project would be required to comply with the CGP, which would require preparation of a SWPPP, including identification and implementation of BMPs to be utilized to minimize the amount of sediments and other pollutants from being discharged in stormwater runoff. Additionally, Mendocino County Ordinance No. 4313, Stormwater Runoff Pollution Prevent Procedure (Mendocino County Code Chapter 16.30 et.seq.), requires any person performing construction and grading work anywhere in the County to implement appropriate BMPs to prevent the discharge of construction waste, debris or contaminants from construction materials, tools and equipment from entering the storm drainage system (off-site). Compliance with these regulations would facilitate the implementation of water quality control efforts at the local and state levels. Therefore, the proposed project is not anticipated to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Hydrology and Water Quality.

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?	☐	☐	☐	☒
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?	☐	☐	☒	☐

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on land use and planning if it would physically divide an established community or 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.

DISCUSSION

The Site, comprising a total area of 90.87 miles, is located 3.1 miles east of the Town of Hopland in unincorporated Mendocino County, on the east side of Old Toll Road and immediately south of Highway 175, approximately 0.2 miles south of the intersection of Old Toll Road and Highway 175. The Site includes APNs 048-270-23 and 048-270-24. A boundary line adjustment (BLA) was recently completed by the Applicant in order to adjust the property lines of the parcels identified by APNs 048-270-23 and -22 to ensure adequate space to construct secondary access to the Site, which was approved by the Subdivision Committee at its December 12, 2019 meeting. The BLA modified the northwestern boundary of the parcel identified by APN 048-270-23 and transferred 4.3 acres from the parcel identified by APN 048-270-22 to the parcel identified by APN 0418-270-23. Previously, an existing 60-foot-wide access easement bisected the parcel identified by APN 048-270-22. Under the BLA, the property line between the two parcels was adjusted to follow the northern boundary of the existing easement. As a result, the access easement is now entirely contained within the parcel identified by APN 048-270-23.

Currently, the Site has a land use designation of Rangelands (RL160) under the Mendocino County General Plan and is zoned as Rangeland (R-L 160) under the Mendocino County Inland Zoning Code (see Figure 2). No changes to the Site's current land use or zoning designations are proposed under the project. Per Section 20.060.025(C) of the County Zoning Code (adopted in 1997), the proposed project would be considered Transient Habitation (Campground) and would be an allowed use on the Project Site, subject to a Major Use Permit.

XI.a) The proposed project would not physically divide an established community, as limited development would occur on the approximately 90.87-acre Site, including construction of primary and internal Site access roads; secondary Site entrance; building pads for up to 45 micro-cabin RVs; a two-story, 1,344-square-foot building (lodge facility) to house a full-time residence for an on-site manager on the second floor, with the bottom floor comprised of a small office and storage area for daytime staff, an accessible restroom, meeting room, and a laundry area for micro-cabin RV linens; a carport; an employee parking area with 9 parking spaces; walking trails; and underground utility line (electricity, water, and on-site septic) installation and connections. As a result, there are no project components that would create physical barriers that impact connectivity. No impact would occur.

XI.b) The proposed project would not 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. As required under Section 20.060.025(C) of the County Zoning Code, the proposed project is considered Transient Habitation (Campground) and requires a Major Use Permit within the R-L District.

Surrounding uses include a residence to the west, vineyards to the west and east, vacant lands to the north and south, and the Hopland Rancheria to the northeast. Since the proposed project would be consistent and compatible with surrounding uses and designations, a less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Land Use and Planning.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on mineral resources if it would 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 or 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.

DISCUSSION

The proposed project is not located in an area of known rock, aggregate, sand, or other mineral resource deposits of local, regional, or state residents. There are no known mineral resources of significance on the Site that would be made unavailable by the proposed project. Furthermore, the parcel is not utilized for Surface Mining and Reclamation Act (SMARA) activities.

XII.a-b) The proposed project area does not contain mineral resources that are of value locally, to the region, or to residents of the County or state. The proposed project area is not identified as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, the proposed project would not interfere with materials extraction or otherwise cause a short-term or long-term decrease in the availability of mineral resources. No impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have **No Impact** on Mineral Resources.

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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of 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?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on noise if it would result in the 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; or generation of excessive groundborne vibration or groundborne noise levels; or expose people residing or working in the project area to excessive noise levels (for a project located within the vicinity of a private airstrip or an airport or an airport land use plan, or where such as plan has not been adopted, within two miles of a public airport or public use airport).

DISCUSSION

Acceptable levels of noise vary depending on the land use. In any one location, the noise level will vary over time, from the lowest background or ambient noise level to temporary increases caused by traffic or other sources. State and federal standards have been established as guidelines for determining the compatibility of a particular use with its noise environment. Mendocino County relies principally on standards in its Noise Element, its Zoning Ordinance, and other County ordinances, and the Mendocino County Airport Comprehensive Land Use Plan to evaluate noise-related impacts of development.

Generally speaking, land uses considered noise-sensitive are those in which noise can adversely affect what people are doing on the land. For example, a residential land use where people live, sleep, and study is generally considered sensitive to noise because noise can disrupt these activities. Churches, schools, and certain kinds of outdoor recreation are also usually considered noise-sensitive. The Site, currently vacant and undeveloped, is located immediately east of Old Toll Road and south of Highway 175. Surrounding uses include a residence to the west, vineyards to the west and east, vacant lands to the north and south, and the Hopland Rancheria to the northeast. The uses proposed under the project, including up to 45 micro-cabin RVs, in addition to the two-story building with permanent residence and office/storage/laundry areas, small maintenance shed or barn, carport, employee parking area, and associated improvements, are similar to and compatible with the uses that already exist in the area.

As provided in Chapter 3 (Development Element) of the Mendocino County General Plan (2009), major noise sources in the County consist of highway and local traffic, railroad operations, airports, commercial and industrial uses, and recreation and community facilities. Highways with traffic that generates significant noise include Highway 101 and State Routes 1, 20, 128, 162, 253, and 175, which runs adjacent to the Site.

Policies contained in Chapter 3 of the County General Plan (2009) denote the County's standards for maximum exterior noise levels for residential land uses and noise compatibility guidelines for residential, commercial, and industrial land use types. Per Policy DE-100, exterior noise levels for single family homes should not exceed 60 dBA during the hours of 7:00 a.m. and 10:00 p.m. and 50 dBA during the hours of 10:00 p.m. and 7:00 a.m. for more than 30 minutes in any hour. As provided in Table 3-K (Noise Compatibility Guidelines) in Policy DE-101, included below, the proposed use would be subject to the "Residential" and "Commercial" land use compatibility standards:

TABLE 3-K
NOISE COMPATIBILITY GUIDELINES (EXPRESSED AS A 24-HOUR DAY-NIGHT AVERAGE OR LDN)

Land Use	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
Residential	Less than 55 dBA	55-60 dBA	60-75 dBA	Greater than 75 dBA
Commercial	Less than 65 dBA	65-75 dBA	75-80 dBA	Greater than 80 dBA
Industrial	Less than 70 dBA	70-80 dBA	80-85 dBA	Greater than 85 dBA

Table 3-L (Maximum Acceptable Interior Noise Levels Created by Exterior Noise Sources) in Policy DE-103 provides the County's standards for acceptable indoor intermittent noise levels for various types of land uses, as shown below:

TABLE 3-L
MAXIMUM ACCEPTABLE INTERIOR NOISE LEVELS CREATED BY EXTERIOR NOISE SOURCES

Land Use Type	Acceptable Noise Level (dBA Ldn or CNEL)
Residential Living and Sleeping Areas, Daytime	45 dBA
Private School Classrooms	55 dBA
Commercial, Educational, Office, Light and Heavy Industrial, Warehousing	Conform with applicable state and federal workplace safety standards

Per Policy DE-105, a 5db increase in CNEL or Ldn noise levels is typically considered a significant increase in noise. Under Policy DE-106, individual property owners constructing their own home may decide not to meet the standard noise levels, provided they certify they are aware of existing and future noise levels and their potential effects.

The residence proposed on-site would be subject to more stringent requirements than the placement of up to 45 micro-cabin RVs and associated improvements on-site, which are considered a commercial use. As shown in Table 3-K, above, residential development is "Completely Compatible" in areas with an exterior noise level of less than 55 dBA, "Tentatively Compatible" in areas with an exterior noise level between 55 and 60 dBA, "Normally Incompatible" in areas where the exterior noise level is between 60 and 75 dBA, and "Completely Incompatible" in areas where the exterior noise level exceeds 75 dBA. Per Table 3-L, the single-family residence would be required to have a maximum interior noise level of 45 dBA.

Based on Table 3-K, above, the micro-cabin RVs and associated improvements are considered acceptable in areas with slightly higher elevated noise levels. Per Table 3-L, the uses would be required to *"conform with applicable state and federal workplace safety standards."*

Although the Site is located adjacent to Highway 175, the proposed uses would be sited in such a way as to reduce exposure to possible elevated noise levels at this Site. As shown in Figure 2, the Applicant is proposing to set back the residence, principal Site entrance, and the majority of micro-cabin RVs away from Highway 175 and the existing residence, to the extent feasible. However, noise-attenuating measures may be required to be incorporated into the project to ensure noise levels are within allowable limits.

XIII.a-b) The proposed residence and micro-cabin RVs would not be expected to generate noise in excess of what is common for such uses once construction of the residence and installation of the micro-cabin RVs and associated improvements are complete, nor result in excessive ground borne vibration or ground borne noise levels. The Site is located in a rural area with minimal development. However, three sensitive receptors are located near the Site (within 1,000 feet), including one residence located on the property immediately west of the Site, in addition to two residences located across Highway 175 from the Site. The project's conceptual plans indicate the majority of uses on-site would be located near the center of the Site.

Construction of the residence and installation of the primary and internal Site access roads, micro-cabin RV pads, and associated improvements, and use of construction equipment would cause temporary increases in noise; however, these impacts would only be associated with construction and would be temporary in nature. In addition, the Given the small size of the project, it is anticipated that the effects of construction noise levels and vibration would be less than significant through the implementation of standard permit conditions and would be temporary in nature. Standard permit conditions require limiting construction hours within 500 feet of residential uses to the hours of 7:00 a.m. and 7:00 p.m. weekdays, using quiet models of air compressors and other stationary noise sources where technology exists, use of mufflers on all internal combustion engine-driven equipment, and locating staging areas as far away as possible from noise-sensitive land use areas.

Upon build-out of the Site, operational noise would be associated with use and operation of the lodging and recreational facilities, in addition to employees and patrons traveling to and leaving from the Site. However, a manager would reside on-site and the manager, including daytime staff, would be responsible for ensuring visitors to the Site do not exceed established noise standards. In addition, a back-up generator powered by propane is also proposed to provide electricity to the water treatment plants and potable water supply distribution system during temporary power outages and an additional unit may also be provided at the lodge facility. While the use of an back-up generator may exceed acceptable noise levels for the adjacent residence, the generator(s) would only be utilized in the event of an emergency power outage and their use would be temporary in nature. A less than significant impact would occur.

XIII.c) As previously discussed, the Site is not located within an airport land use plan or within two miles of a public or public use airport. The nearest airport, Lampson Field, is located approximately 8.6 miles east of the Site in Lakeport. Therefore, no impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Noise.

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 (e.g., by proposing new homes and/or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on population and housing if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and/or businesses) or indirectly (e.g., through extension of roads or other infrastructure); or displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

DISCUSSION

Per the latest census data from the U.S. Census Bureau, Hopland, a census-designated place, had a population of 756 persons in 2010, with 263 total households and an average household size of 2.81 persons (U.S. Census Bureau, Not Dated). Based on this data, the residence proposed on-site to house a full-time on-site manager would be anticipated to result in a total population of 3 residents on-site.

The project would be operated by a full-time General Manager, a full-time Facilities Manager, and six (6) to eight (8) part-time housekeeping staff supported by company operations based in California and New York. It is anticipated that most, if not all, of the workers would live locally, especially those persons working part-time on-site; however, it is possible that the some or all potential employees would relocate from other areas.

XIV.a) The project would not induce substantial population growth, as the project entails up to 45 micro-cabin RVs on-site that would be booked for nightly stays and only up to a total of ten (10) employees are anticipated under operation of the project. The majority of persons utilizing the Site would be on a temporary basis. However, the project would result in the construction of one residence on-site for use by the full-time on-site manager, which based on U.S. Census Bureau data, is expected to result in a total population of three (3) residents on-site. A less than significant impact would occur.

XIX.b) The Site is currently vacant, and, as a result, no existing housing units would be removed under the project. Since the project would not displace any existing housing or residents, no impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Population and Housing.

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
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on public services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for (a) fire protection, (b) police protection, (c) schools, (d) parks, or (e) other public facilities**.**

DISCUSSION

There are no elements of the proposed project that would impact the ability of the County or other local services providers to provide public services to the Site or local community. As previously discussed, the Applicant is requesting a Major Use Permit to develop a rental recreational vehicle (RV) facility (Outpost) for up to 45 company-owned micro-cabin RVs to be constructed off-site and towed to designated micro-cabin RV pads. The micro-cabin RVs would be booked for nightly stays, would be placed approximately 50 to 100 feet apart, and would be moved only for repairs or upgrades. Each micro-cabin RV would be connected to on-site private utilities, including water, septic, and electricity, with each micro-cabin RV containing an individual bathroom and kitchenette.

Associated improvements involve the construction of primary and internal Site access roads; secondary Site entrance; micro-cabin RV pads for up to 45 micro-cabin RVs; a two-story, 1,344-square-foot building (lodge facility) to house a full-time residence for an on-site manager on the second floor, with the bottom floor comprised of a small office and storage area for daytime staff, an accessible restroom, meeting room, and a laundry area for micro-cabin RV linens; a carport; walking trails; and underground utility line (electricity, water, and wastewater disposal) installation and connections.

While it is expected that most, if not all, of the Site's employees (10 maximum) would already live locally, it is possible that some workers may relocate from another location. As discussed under Section XIV, Population and Housing, above, the project is expected to result in a maximum of three (3) full-time residents on-site. Since a significant population is not expected as a result of the project, significant impacts on public services are also not anticipated.

XV.a) As previously discussed, the Site is located within the State Responsibility Area (SRA), just outside of the service boundaries of the Hopland Fire Protection District (HFPD), and is served by the California Department of Forestry and Fire Protection (CalFire) (Mendocino County Maps - Fire Responsibility Areas -

Hopland, 2019). The Site is mapped as located within a "Moderate" fire hazard severity zone (Mendocino County Maps - Fire Hazard Severity Map, 2007). The nearest fire station to the Site is the Hopland Fire Protection District station, located approximately 3.2 miles northwest of the Project Site, west of Highway 101, at 21 Feliz Creek Road. The nearest CalFire station is located approximately 5.3 miles northwest of the Site along Highway 101 at 11000 U.S. Highway 101.

Although each micro-cabin RV would be provided with a fire pit on each individual pad area, it would be a U.S. Forest Service (USFS)-approved fire pit that can be locked during burn bans. Additionally, the fire pits would be located on four-to-six inches of pure crushed stone atop a compacted subgrade and would be pushed into the compacted stone with an excavator so that they cannot be moved by guests.

As the Site is located within the SRA, the project is required to comply with the Fire Safe Regulations adopted by the State Board of Forestry in Title 14 of the California Administrative Code. These include standards for roads, defensible space, and emergency water supply. The Applicant submitted a State Fire Safe Regulations Application Form to CalFire (CalFire File Number 12-20) on January 13, 2020 to ensure the project would comply with State standards for access and emergency response. CalFire conditioned the project on January 15, 2020, to ensure adequate access and property maintenance regarding wildland fire protection. The Applicant would be required to have a clearly posted address, adequate driveway and roadway width for emergency response vehicles, install a fire hydrant system and provide 5,000 gallon minimum dedicated emergency water storage to ensure adequate emergency water supply, and maintain defensible space for fire protection purposes. Compliance with CalFire conditions would ensure a less than significant impact would occur.

XV.b) Police protection services within the unincorporated area of the County, including the Site, is provided by the Mendocino County Sheriff's Office (Sheriff's Office). The nearest Sheriff's Office is the Ukiah office, which is located approximately 14.9 miles northwest of the Site, at 951 Low Gap Road in Ukiah. As the Site is already served by Mendocino County Sheriff's Office and the development footprint and additional population anticipated to be served is not significant, a less than significant impact would occur.

XV.c) Although the Site is located within the Ukiah Unified School District (Mendocino County Maps - School Districts, 2014), the nearest school, Grace Hudson Elementary School, is located approximately 12.3 miles northwest of the Site. However, it is not anticipated that the proposed project, including the full-time residence for an on-site manager, would significantly increase the need for school services within the area, since most persons at the Site would either be patrons temporarily visiting the Site or employees who work on-site during the daytime but reside elsewhere. A less than significant impact would occur.

XV.d-e) As previously discussed, the permanent population is not expected to substantially increase as a result of the proposed project; however, there would be an increase in the number of persons on-site, as the Site is currently undeveloped and vacant, and would include patrons of the micro-cabin RVs (up to a total of 45 micro-cabin RVs on-site) and the daytime staff. Since the proposed project would include the installation of walking trails throughout the Site, the project is not anticipated to substantially increase the usage of local parks or recreational facilities such that new facilities would be needed. In addition, the usage of other public facilities, such as regional hospitals or libraries, would also not be anticipated to substantially increase. A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Public Services.

XVI. RECREATION. 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?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on recreation if it would 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, or include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

DISCUSSION

The Site is located in the vicinity (within 15 miles) of the following neighborhood and regional parks and recreational facilities:

- South Cow Mountain OHV Recreation Area, located approximately 5.2 miles north of the Site;
- Westside Community Park, located approximately 8.1 miles northeast of the Site;
- Clear Lake, located approximately 8.9 miles northeast of the Site;
- Highland Springs Recreation Area, located approximately 8.6 miles southeast of the Site;
- Library Park, located approximately 9.3 miles northeast of the Site;
- Russian River RV Campground, located approximately 9.4 miles south of the Site;
- Cloverdale River Park, located approximately 11.1 miles south of the Site;
- Cloverdale City Park, located approximately 12.1 miles south of the Site;
- Lakeside Park, located approximately 12.1 miles northeast of the Site;
- Cloverdale Citrus Fairgrounds, located approximately 12.3 miles south of the Site;
- Clark Park, located approximately 12.4 miles southeast of the Site;
- Vintage Meadows Park, located approximately 12.5 miles south of the Site;
- Furber Park, located approximately 13.1 miles south of the Site;
- Observatory Park, located approximately 13.5 miles northwest of the Site;
- Clear Lake State Park, located approximately 13.8 miles northeast of the Site;
- Yorty Creek Recreation Area; located approximately 13.8 miles southwest of the Site;
- Konocti County Park, located approximately 14.1 miles east of the Site;
- Todd Grove Park, located approximately 14.5 miles northwest of the Site;
- Ukiah Valley Golf Course, located approximately 14.6 miles northwest of the Site; and
- Vinewood Park, located approximately 14.8 miles northwest of the Site.

XVI.a) As previously discussed, the proposed project involves the installation of up to 45 micro-cabin RVs on-site that would be booked for nightly stays, construction of the two-story, 1,344-square-foot building containing one new full-time residence for the on-site manager (in addition to a small office and storage area for daytime staff, accessible restroom, meeting room, and laundry area for micro-cabin RV linens) and carport, in addition to associated improvements, including roadways, secondary entrance, employee parking area, and walking trails throughout the Site. As a result, the population is expected to increase slightly as a result of the proposed project, although most persons on-site, including, patrons and

employees, would only temporarily visit the Site. In addition, the project includes the installation of walking trails on-site for use by the micro-cabin RV guests. As a result, it is not anticipated that the proposed project would result in such an increase in 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. A less than significant effect would occur.

XVI.b) As noted above, the proposed project involves the installation of walking trails for use by visitors to the Site. However, the project contract would utilize applicable Best Management Practices (BMPs) during installation to reduce any potential adverse physical effects on the environment. A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Recreation.

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?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on transportation if it would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b); substantially increase hazards due to a geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access.

DISCUSSION

As previously discussed, the Site is located in a rural area, approximately 3.1 miles east of the unincorporated community of Hopland. The Site is bordered to the north by Highway 175, a two-lane highway managed by Caltrans, and to the west by Old Toll Road, a two-lane minor arterial road managed by the MCDOT. Surrounding uses include a residence to the west, vineyards to the west and east, vacant lands to the north and south, and the Hopland Rancheria to the northeast. Currently, the Site is accessed via a paved entrance to Old Toll Road on the western side of the Site and under the project, access to the Site would continue to be provided at this location. The Applicant is proposing to expand the existing site entrance to accommodate the new primary Site access road. The new access road will be utilized as the primary Site access, with the existing paved driveway to be utilized for emergency access only. A secondary ingress/egress point to serve the lodge facility and employee parking area is proposed to the southwest of the proposed employee parking area adjacent to the lodge facility. As the entrances to Old Toll Road would encroach into the Mendocino County Department of Transportation (MCDOT) right-of-way, a MCDOT encroachment permit would be required.

A preliminary roadway design has been completed for the project and project roads will comply with CalFire road standards for residential development. Under the project, the existing private encroachment off Old Toll Road will be improved to a two-lane entrance/exit with paved aprons on Old Toll House and widened to 24 feet in width to meet County encroachment standards. The main access road constructed for micro-cabin RV access will consists of a 20-foot wide two-way road with the exception of an 800-foot section within a steep canyon, which will be constructed as a 12-foot-wide roadway to limit the environmental footprint. Midway up this section of road a CalFire standard turnout will be constructed. Secondary access roads to micro-cabin RV sites will be 12-foot-wide, with turnouts located throughout the Site, as necessary. Dead-end access roads will have hammerhead turnarounds which comply with CalFire standards. The micro-cabin RVs will be accessed from the main road by 9-foot wide aggregate base driveways and 6-foot wide walking paths. All roads and driveways will be designed and constructed using general engineering practices. The access roads will have a maximum grade of 16-percent, with a

minimum inside radius of 50 feet, and will be constructed with compacted aggregate base and a surface treatment of chip seal or asphalt concrete for traction and reduced maintenance.

The existing private road will be gated beyond the new project access approximately 225 feet upslope of the existing gate location, with signage and gates to deter guests from utilizing the driveway that serves the adjacent private residence. Access over the private driveway by guests and employees will be allowed only during an emergency exiting situation such as a wildland fire, or for fire vehicle access only.

Internal access roads will also be constructed. Pad areas for the micro-cabin RVs will be connected by a driveway or a short walking path to the main road. Pad and driveways would generally be comprised of subgrade, a subsequent layer of six (6) inches of compacted crushed stone base and topped with three (3) inches of crushed gravel. Pads for accessible micro-cabin RVs will be cut 25 inches deeper than the standard micro-cabin RVs, while driveways approaching accessible micro-cabin RVs will be 20 feet wide to allow for an accessible parking area and access to a level ramp to the micro-cabin RV door.

No dedicated bicycle or pedestrian facilities currently exist in the project area. However, as previously discussed, the proposed project will provide walking trails on-site. Hopland is served by Route 65 of the Mendocino Transit Authority, which runs from Fort Bragg to Santa Rosa, with two stops in Hopland, at Mendocino Savings Bank and the north end of Brutocao, approximately 2.6 miles west of the Site.

XVII.a) Since the Site is currently undeveloped, there will be an increase in traffic to and from the Site under both construction and operation of the project. It is expected that construction of the project will result in a slight increase in traffic to and from the Site, as construction workers arrive and leave the Site at the beginning and end of the day, in addition to minor interruption of traffic on adjacent streets, when heavy equipment necessary for project construction is brought to and removed from the Site. Once construction is complete, these workers would no longer be required at the Site. Upon build-out of the Site, employees (10 maximum) and guests (up to 110 persons maximum) would travel to and leave the Site at the end of their shifts or stay.

However, the development proposed on-site is not be expected to significantly impact the capacity of the street system, level of service standards established by the County, or the overall effectiveness of the circulation system, nor substantially impact alternative transportation facilities, such as transit, bicycle, or pedestrian facilities, as a substantial increase in traffic trips or use of alternative transportation facilities is not anticipated. A less than significant impact would occur.

XVII.b) The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), which states:

> *"(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.*
>
> *(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable*

requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152."

Although the proposed project is considered a land use project, the County of Mendocino has not established a threshold with regard to VMT impact significance consistent with CEQA Guidelines Section 15064.3, subdivision (b). In addition, although an increase in traffic trips to the currently undeveloped Site would be anticipated, the Site is located a short distance from Highway 175 and approximately 2.6 miles east of two bus stops in Hopland. As a result, a less than significant impact would occur.

XVII.c) The proposed project is not be anticipated to substantially increase hazards due to design features or incompatible uses. As previously discussed, the project includes construction of internal roadways and driveways to serve the Site. In addition, a new Site entrance is proposed off Old Toll Road, to the southwest of the proposed employee parking area adjacent to the two-story building with residence, office and storage area, accessible restroom, meeting room, and laundry area. An encroachment permit would also be required for any improvements within the County right-of-way. The Site improvements would be required to be designed and constructed in accordance to established standards. Additionally, the project was referred to various agencies for initial comment on February 18th, 2020, such as the Mendocino County Department of Transportation (MCDOT) and CalFire, who will review the project design for compliance with all standards and requirements, to ensure the project, as designed, would not increase hazards due to a geometric design feature. As such, a less than significant impact would occur.

XVII.d) The proposed project will not result in inadequate emergency access, as the project is required to meet pertinent design criteria to provide adequate emergency access in accordance with all design standards and requirements and will be evaluated by the various agencies, including the County and CalFire, to ensure proposed access would be sufficient. Sufficient turnarounds on-site will be required, including at the end of the various roadways, and all internal driveways will be subject to California Fire Code requirements, including provisions associated with minimum width.

As discussed above, the existing private encroachment off Old Toll Road will be widened to 24 feet in width (plus paved aprons) to meet County road standards. Project roads will be a maximum of 16 percent grade and a combination of 12-foot and 20-foot-wide roads, and will have an all-weather surface, pursuant to CalFire requirements. The 12-foot-wide portions will be located in the steeper portions of the Site to reduce cut of the existing terrain and would provide turnouts at 500 feet to allow for the passage of cars. Dead-end roads will provide a hammerhead turnaround which meets CalFire standards. The main section of the access road will be 20 feet in width to provide two-way traffic.

In the event of an emergency (such as a fire), the existing private driveway may be used by facility users, including employees and patrons, to exit the Site or for fire vehicle access. Signage and gate barriers will be utilized to deter project visitors from using the private road that serves the adjacent private residence, except in emergency situations.

A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Transportation.

XVIII. TRIBAL CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:	☐	☐	☒	☐
i) 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 §5020.1(k)?	☐	☐	☒	☐
ii) 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 §5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Thresholds of Significance: The project would have a significant effect on Tribal Cultural Resources if it would cause a substantial adverse change in the significance of a cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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 listed or eligible for listing in the California Register of Historical Places or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or is 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 §5024.1.

DISCUSSION

Per Chapter 3 (Development Element) of the Mendocino County General Plan (2009), the prehistory of Mendocino County is not well known. Native American tribes known to inhabit the County concentrated mainly along the coast and along major rivers and streams. Mountainous areas and the County's redwood groves were occupied seasonally by some tribes. Ten Native American tribes had territory in what is now Mendocino County. The entire southern third of Mendocino County was the home of groups of Central Pomo. To the north of the Central Pomo groups were the Northern Pomo, who controlled a strip of land extending from the coast to Clear Lake. The Coast Yuki claimed a portion of the coast from Fort Bragg north to an area slightly north of Rockport. They were linguistically related to a small group, called the Huchnom, living along the South Eel River north of Potter Valley. Both of these smaller groups were related to the Yuki, who were centered in Round Valley. At the far northern end of the county, several groups extended south from Humboldt County. The territory of the Cahto was bounded by Branscomb, Laytonville, and Cummings. The North Fork Wailaki was almost entirely in Mendocino County, along the North Fork of the Eel River. Other groups in this area included the Shelter Cove Sinkyone, the Eel River, and the Pitch Wailaki.

As discussed under Section V (Cultural Resources), above, an *Archaeological Survey Report* (Archaeological Report) was prepared by Alta Archaeological Consulting (ALTA) on November 26, 2019, in order to identify any archaeological, historical, or cultural resources within the proposed project area. Due to the sensitive and confidential natural of the report, a copy of the Archaeological Report is not included as an appendix to this Initial Study.

As noted in the Archeological Report, fieldwork was conducted on September 10, 2019, by the ALTA team and entailed a cultural resources inventory of the project area and surrounding lands. Approximately 48.48 acres of land was surveyed with transects no greater than 20 meter intervals. Proposed micro-cabin RV sites were marked with wooden stakes and flags and stakes were used to make the routes of the proposed pedestrian trails. Ground surface visibility was generally poor due to dense dry grasses and small patches of dense brush. Exposed mineral soils were inspected for evidence of cultural materials. An approximately 425-foot-long segment of an abandoned road, which appears to be part of the original Toll Road, was identified within the project boundaries, which is also depicted on early maps dating back to 1873, 1874, and 1889. Additional segments of the abandoned road were noted outside of the current project area, but were not recorded. However, the project, as presently designed, is not anticipated to have an adverse effect on significant cultural resources. All archaeological resources identified during the field survey were recorded using the standard State of California Department of Parks and Recreation Archaeological Site Forms, with Global Positioning System (GPS) mapping and photography of site and features completed (ALTA, 2019).

A records search was conducted at the Northwest Information Center (NWIC) located on the Sonoma State University campus on August 23, 2019 (File No. 19-0348), which included a review of all study reports on file within a one-half mile radius of the project area, as well as archaeological site and survey base maps, survey reports, site records, and historic General Land Office (GLO) maps. Review of the historic registers and inventories indicated that no historical landmarks or points of interested are located within the project area. Additionally, no National Register-listed or eligible properties are located within one-half mile of the Site. Eleven (11) prior cultural resources studies have been performed within a one-half mile radius of the Site, although no studies have previously occurred within the project area. Six (6) cultural resources have been documented within one-half mile of the Site, including four (4) prehistoric sites and three (3) historic-era sites, containing lithic scatter, a historic road segment, a concrete culvert, a ceremonial dance ground, and a village site (ALTA, 2019).

In addition, ALTA contacted the Native American Heritage Commission (NAHC) on August 8, 2019, to request a Sacred Lands File (SLF) search and list of Native American contacts in the area. The NAHC response on August 29, 2019, indicated that a search of the SLF returned a positive result, and included a list of 13 Native American tribes or individuals with cultural affiliations to the area. ALTA sent consultation letters to all 13 contacts on September 6, 2019. Two (2) responses were received. On September 12, the Tribal Historical Preservation Officer (THPO) for the Hopland Band of Pomo Indians requested to be consulted for the project. On September 18, the THPO for the Kaisha Band of Pomo Indians responded and informed ALTA that the project is outside of the Tribe's aboriginal territory. As of the date of this Initial Study, no additional correspondence has been received (ALTA, 2019).

Although the project, as currently designed, is not anticipated to have an adverse effect on cultural resources, ALTA included three (3) recommendations in their Archaeological Report in order to ensure cultural resources are not adversely impacted by the project, including the recommendation for further consultation with the Hopland Band of Pomo Indians, as requested by the Tribe, and protocol should cultural resources or human remains be inadvertently discovered, similar to the County's "Discovery

Clause". A standard condition advising the Applicant of the County's "Discovery Clause" is recommended, which establishes procedures to follow in the event that archaeological or cultural resources or human remains are unearthed during project construction, including but not limited to Site preparation and excavation, in accordance with Mendocino County Code Sections 22.12.090 and 22.12.100.

a.i-ii) As noted above, one historic-era site was identified within the Site boundaries, consisting of a 425-foot-long segment of an abandoned road. As noted on the State of California Primary Record Form, the linear resource appears to be part of the original Toll Road and is depicted on early maps (GLO Plat 1873, 1874, 1889). Additional segments of the abandoned road were noted outside of the current project area, but not recorded. Although a resource was identified on-site, the Archaeological Report concludes that the project, as currently designed, is not anticipated to have an adverse effect on cultural resources, including tribal cultural resources. However, a standard condition is recommended that advises the Applicant of the County's "Discovery Clause," which establishes procedures to follow in the event that archaeological or cultural materials, including tribal cultural resources, are unearthed during Site preparation or excavation activities, in accordance with Mendocino County Code Sections 22.12.090 and 22.12.100. Overall, this proposed project is found consistent with Mendocino County policies for protection of historic and tribal cultural resources. With incorporation of the Discovery Clause, the proposed project is found consistent with Mendocino County policies for protection of cultural resources, including human remains, and a less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Tribal Cultural Resources.

XVIX. 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, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on utilities and service systems if it would require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years; result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

DISCUSSION

The Site is located outside the service boundaries of the Hopland Public Utilities District (Hopland PUD) and would therefore be responsible for providing the Site with adequate utilities. All utility lines would be trenched below-ground in or adjacent to the roads.

Each micro-cabin RV would be fully self-contained and would include a sleeping area; restroom with a walk-in shower, and toilet; and kitchenette, with a small mini-refrigerator, 2-top induction stovetop, kitchen sink, utensils, pots and pans, and a seating area. Each micro-cabin RV would be served by electricity (50-amp), on-site water and wastewater service, and would include heat and air conditioning. Once placed on the pad, the micro-cabin RVs would be professionally leveled and steps would be placed, then the micro-cabin RVs would be hooked up to utilities.

Water

Domestic water would be provided to each micro-cabin RV via a proposed well and private water system. The proposed water system would be permitted through the California Department of Public Health (CDPH) and the California Code of Regulations Title 22 California Safe Drinking Water Act as a transient non-community water system. The project proposes a greater number of service connections than the number permitted by the local agency (Mendocino County Division of Environmental Health). The new well would be required to be constructed in accordance with the California Well Standards (Department of Water Resources Bulletin 74-90).

The well will be installed, west of the Site in the Sanel Valley floor in the vicinity of existing producing agricultural wells. Brutocao Vineyards, Inc. has granted the Applicant permission to drill a well on an adjacent property owned by Brutocao Vineyards, including one of three parcels (APNs 048-270-021, 048-270-020, or 048-260-050). Under the agreement dated January 9, 2020, the water is to be used solely by the Applicant for the project, is nontransferable, is not to be used for agriculture, and the amount of water to be pumped is not to exceed 5,000 gallons per day.

Based on operational Getaway House sites with similar cabin counts, and as explained in the *Getaway Outpost Estimated Water Use Technical Memo* (Water Use Memo) prepared by LACO Associates and dated March 25, 2020 (see Appendix C), an estimate of water demand in gallons per day (GPD) for the proposed development is summarized in Table 1, above (under Project Description), which indicates the water supply system will require a minimum flow capacity of 4,073.50 gallons of water per day. To reduce water demand of the micro-cabin RVs, managers unit, and employee restroom, low flow plumbing fixtures, including shower heads, faucets, and toilets, would be installed.

The project water system will include a raw water supply pipe with booster pumps to supply a raw water storage tank at the upper elevation of the project area. The anticipated volume of the raw water tank, to be constructed using materials that meet appropriate CalFire standards, is currently estimated at 20,000 gallons, which will include standby water volume for fire flow to on-site hydrants, the fire sprinkler system in the lodge facility, and the supply for daily flow of the treated water for use by the micro-cabin RVs and lodge facility. As required in the conditions received from CalFire on January 15, 2020, a minimum 5,000 gallon dedicated water storage will be provided on-site for emergency water use and is included in the 20,000 gallon tank mentioned previously. There will be an independent untreated water main system transporting water from the 20,000 gallon tank to the hydrants and the fire sprinkler system in the lodge facility. Although the micro-cabin RVs are exempt from fire sprinklers, a fire supply riser will be placed within 150 feet of each proposed micro-cabin RV pad. A building will be constructed adjacent to the raw water tank to house the booster pumps or transfer pumps to supply the raw water to the water treatment system and hydrants. A water treatment system will be housed in the building to provide filtration as needed, according to water quality from the well source and disinfection requirements to meet State of California Title 22 public health standards.

The water treatment system will likely be a package unit to be determined upon a review of the water quality analysis. Treated water will be stored for distribution in a 6,000 gallon tank located next to the treatment building and will be connected to a booster pump system and pressure tank for pressurization of the water system. The water mains will be constructed of C900 and schedule 40 PVC and HDPE water piping, and will be buried under the access roads, micro-cabin RV driveways, and walking access paths to the extent feasible. Each of the micro-cabin RVs will be connected to the potable water system via a no freeze assembly manufactured by Thermaline.

Wastewater

Wastewater will be managed using a proposed on-site wastewater disposal system. As shown on Figure 2, wastewater generated at each of the micro-cabin RVs and the lodge facility will be gravity fed into septic tank/pump basin units serving up to 3 or 4 micro-cabin RVs, and the lodge facility, together with joint lift stations, as needed, to a series of septic tanks and into wastewater treatment modules. Treated effluent will be disposed of using a pressurized drip irrigation system to be placed in the basin in the central portion of the Site, as indicated on Figure 2, where the most suitable soils for septic system treatment and percolation exist on the Site. A seasonal creek is located in the southern portion of the Site and project components will observe a minimum 50-foot setback from this resource, in compliance with County requirements.

An estimate of wastewater flows in gallons per day (GPD) for the proposed development is summarized in Table 2, above (under the Project Description), which indicates flows to the on-site wastewater system (OWTS) will be approximately 4,073.50 GPD, based on the Water Use Memo prepared for the proposed development. It should be noted that the septic system to serve the proposed development will need to be designed for a minimum flow capacity of 6,030 gallons of wastewater per day in accordance with the County of Mendocino 1991 Uniform Plumbing Code (Plumbing Code), and as shown in Table 3, above (under Project Description). Based on the Water Use Memo, and as shown in Table 2, above (under Project Description), wastewater flow estimates based on the Plumbing Code do not meet the specific usage profile, and are more than the anticipated daily flows, of a Getaway Outpost.

Storm Drainage

Storm drainage would primarily infiltrate throughout the Site, as the majority of the Site would be comprised of pervious surfaces, except where the manager's residence and office, small maintenance shed or barn, micro-cabin RV pads, and access roads will be placed. However, a significant amount of runoff is not anticipated, as the majority of the 90.87-acre Site will remain undeveloped. During construction, Best Management Practices (BMPs) would be implemented to prevent the discharge of construction waste, debris, or contaminants from construction materials, tools, and equipment from leaving the Site.

Electricity

Pacific Gas & Electric Company (PG&E) would provide electricity to the Site, and natural gas, if needed. No connections to PG&E distribution lines currently exist on-site, but a connection will be established as part of the proposed project. The residence located adjacent to the west of the Site is served by a PG&E connection.

Electrical power at the Site will feed from existing overhead PG&E power lines, then transition to underground-buried conduit feeding a transformer in the vicinity of the lodge facility. The power distribution system from the existing overhead system along Highway 175 to the initial transformer and meter riser on-site will be a PG&E system. Down-stream of the initial electric meter, the system will become private and will feed the lodge facility with secondary power. Secondary power will then be reverse-transformed back to primary power and feed the Site's other uses through an underground conduit system to private transformers within 400 feet of the various micro-cabin RVs that the system will feed, in addition to serving the water treatment plant, booster pumps, and the wastewater treatment plant. Each of the micro-cabin RVs will be provided with an electric riser and a 50-amp breaker to connect to the electric system. The treatment plants will be served by a standard electrical panel appropriate for their power demand. The project owner will be responsible for maintenance and repairs of the private electric system.

A back-up generator powered by propane is also proposed to provide electricity to the water treatment plants and potable water supply distribution during temporary power outages. An additional unit may also be provided at the lodge facility.

Solid Waste

The Site would be served by a local service provider for solid waste service, which would be collected from the trash bin enclosure to be located in the employee parking area adjacent to the lodge facility. The housekeeping staff would be responsible for collecting solid waste from the Site and individual micro-cabin RVs and transporting it to the Site's secured trash bin location.

Telecommunications

Various telecommunication companies provide telecommunications to the surrounding area.

XVIX.a) As discussed above, the infrastructure necessary for electrical, telecommunications, and on-site water supply and wastewater collection connections will be installed as part of the proposed project; however, in order to ensure significant environmental effects would not occur, the respective utility providers and installers would implement applicable Best Management Practices (BMPs) to reduce the potential for impacts, including but not limited to erosion during construction, to occur. A less than significant impact would occur.

XVIX.b) Significant water use is not anticipated under the proposed project. Domestic water will be provided to the lodge facility and each micro-cabin RV via a proposed well (to be located on an adjacent property) and private water system. The proposed water system will be permitted through the California Department of Public Health (CDPH) and the California Code of Regulations Title 22 California Safe Drinking Water Act as a transient non-community water system. The project proposes a greater number of service connections than the number permitted by the local agency (Mendocino County Division of Environmental Health). The new well will be required to be constructed in accordance with the California Well Standards (Department of Water Resources Bulletin 74-90). The Site is located outside of the Hopland Special Well Permit Area. The project will be referred to DEH for review and comment, who may apply conditions to the project approval.

As noted above, a new, sealed, public drinking water-approved well will be constructed for the project. The well will be installed west of the Site in the Sanel Valley floor in the vicinity of the existing producing agricultural wells (on an adjacent property). Brutocao Vineyards, Inc. has granted the Applicant permission to drill a well on an adjacent property owned by Brutocao Vineyards, including one of three parcels (APNs 048-270-021, 048-270-020, or 048-260-050). Under the agreement dated January 9, 2020, the water is to be used solely by the Applicant for the project, is nontransferable, is not to be used for agriculture, and the amount of water to be pumped is not to exceed 5,000 gallons per day.

Based on operational Getaway House sites with similar cabin counts, and as explained in the *Getaway Outpost Estimated Water Use Technical Memo* (Water Use Memo) prepared by LACO Associates and dated March 25, 2020 (see Appendix C), an estimate of water demand in gallons per day (GPD) for the proposed development is summarized below in Table 1, which indicates the water supply system will require a minimum flow capacity of 4,073.50 gallons of water per day. To reduce water demand of the micro-cabin RVs, managers unit, and employee restroom, low flow plumbing fixtures, including shower heads, faucets, and toilets, would be installed. A less than significant impact would occur.

XVIX.c) As discussed above, the Site would be served by an on-site septic system, which would require an on-site septic system permit through the North Coastal Regional Water Quality Control Board (NCRWQCB), subject to the general statewide waste discharge requirements for small domestic wastewater treatment systems or the Mendocino County Division of Environmental Health (DEH), subject to the Mendocino County Local Area Management Plan (LAMP), dependent upon the projected wastewater flows for the project. Based on the Plumbing Code sizing criteria shown in Table 3, above (under the Project Description), the NCRWQCB would appear to be the permitting authority; however, based on discussions with NCRWQCB and DEH staff, the DEH will be the permitting authority for this project. Since the project would be served by an on-site system, no impact would occur.

XVIX.d-e) A significant amount of solid waste is not anticipated under the project and all solid waste generated under the project would be disposed of in accordance to all federal, state, and local statutes and regulations related to solid waste including state and local waste diversion requirements. As noted above, the project will be served by a local service provider for solid waste service and the Site's housekeeping staff would be responsible for collecting solid waste from the Site and individual micro-cabin RVs and placing it in the Site's secured trash bin for collection. As noted in Chapter 3 (Development Element) of the Mendocino County General Plan (2009), there are no remaining operating landfills in Mendocino County, and, as a result, solid waste generated within the County is exported for disposal to the Potrero Hills Landfill in Solano County. Based on information provided on CalRecycle's website, the Potrero Hills Landfill has a maximum permitted throughput of 4,330 tons per day and a remaining capacity of 13.872 million cubic yards, and is estimated to remain in operation until February 2048 (2019). As such, the proposed would not negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals. A less than significant impact would occur.

MITIGATION MEASURES

No mitigation required.

FINDINGS

The proposed project would have a **Less Than Significant Impact** on Utilities and Service Systems.

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) Impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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 challenges?	☐	☐	☒	☐

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on wildfire if it would impair an adopted emergency response plan or emergency evacuation plan; 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; 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; or 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 challenges.

DISCUSSION

The Site is located within the State Responsibility Area (SRA), just outside of the service boundaries of the Hopland Fire Protection District (HFPD), and is served by the California Department of Forestry and Fire Protection (CalFire) (Mendocino County Maps - Fire Responsibility Areas - Hopland, 2019). The Site is mapped as located within a "Moderate" fire hazard severity zone (Mendocino County Maps - Fire Hazard Severity Map, 2007). The nearest fire station to the Site is the Hopland Fire Protection District station, located approximately 3.2 miles northwest of the Site, with the nearest CalFire station located 5.3 miles northwest of the Site. There are no components of the project that would increase the risk of wildland fire at the Site. Although each micro-cabin RV would be provided with a fire pit on each individual pad area, it would be U.S. Forest Service (USFS)-approved fire pit that can be locked during burn bans. The fire pits would be located on four-to-six inches of pure crushed stone atop a compacted subgrade and would be pushed into the compacted stone with an excavator so that they cannot be moved by guests.

As the Subject Property is located within the SRA, the project is required to comply with the Fire Safe Regulations adopted by the State Board of Forestry in Title 14 of the California Administrative Code. These include standards for roads, defensible space, emergency water supply, and an Emergency Action Plan (EAP). The Applicant submitted a State Fire Safe Regulations Application Form to CalFire (CalFire File Number 12-20) on January 13, 2020 to ensure the project would comply with State standards for access and emergency response. CalFire conditioned the project on January 15, 2020, to ensure adequate access and property maintenance regarding wildland fire protection. The Applicant would be required to have a clearly posted address, adequate driveway and roadway width for emergency response vehicles,

install a fire hydrant system and provide 5,000 gallon-minimum dedicated emergency water storage to ensure adequate emergency water supply, and maintain defensible space for fire protection purposes..

XX.a) The County of Mendocino County adopted a *Mendocino County Operational Area Emergency Operations Plan* (County EOP) on September 13, 2016, under Resolution Number 16-119. As noted on the County's website, the County EOP, which complies with local ordinances, state law, and stated and federal emergency planning guidance, serves as the primary guide for coordinating and responding to all emergencies and disasters within the County. The purpose of the County EOP is to "*facilitate multi-agency and multi-jurisdictional coordination during emergency operations, particularly between Mendocino County, local and tribal governments, special districts as well as state and Federal agencies*" (County of Mendocino – Plans and Publications, 2019).

As discussed under Section IX, Hazards and Hazardous Materials, above, there are no components of the project that would impair an adopted emergency response plan or emergency evaluation plan, including the adopted County EOP. The Site is located with the SRA and within a "Moderate" fire hazard severity zone. All project components would be required to be designed in accordance to state and local standards, including safety and emergency access requirements and CalFire's Fire Safe Regulations. As discussed above, the Applicant submitted a Fire Safe Regulations application on January 13, 2020 (CalFire File Number 12-20) and obtained Preliminary Clearance on January 15, 2020. Prior to occupancy or use, a Final Inspection and Occupancy Permit must be obtained from CalFire. CalFire conditioned the project to require the Applicant to provide adequate driveway and roadway width for emergency response vehicles, provide an adequate emergency water supply on-site, and maintain defensible space for fire protection purposes in order to ensure State Fire Safe Regulations are met. As a result, a less than significant impact would occur.

XX.b) Under the proposed project, it is not anticipated that wildfire risks would be exacerbated due to slope, prevailing winds, and other factors. The Site is currently undeveloped and primarily comprised of oak trees, shrubs, and grasslands. The project's development would be concentrated in flatter portions of the Site, with forested hillslopes remaining primarily undeveloped. Tree and vegetation removal will be minimized to the greatest extent feasible, restricting tree and vegetation removal, at a maximum, to the footprints of the micro-cabin RV pads, access roads/trails, lodge facility and parking area, and as required by CalFire for fire suppression, and associated improvements will be developed or as required to comply with CalFire's Fire Safe Regulations. Each micro-cabin RV on each individual pad area would be provided with a U.S. Forest Service (USFS)-approved fire pit that can be locked during burn bans. The fire pits would be located on four to six inches of pure crushed stone atop a compacted subgrade and would be pushed into the compacted stone with an excavator so that they cannot be moved by guests.

Although proper precautions and measures would be taken during Site development, operation, and maintenance, the potential exists for wildland fire to inadvertently be ignited when equipment is utilized or outdoor campfires are built near dry grassland, especially during periods of increased fire danger. The project would require compliance with CalFire's Fire Safe Regulations to ensure adequate fire protection measures and access. However, Mitigation Measure HAZ-1, which requires the posting of signs in various locations on-site to inform guests that campfires are only permitted within the installed fire pits, are also recommended in order to further reduce the potential for wildland fire to occur on-site. With mitigation incorporated, a less than significant impact would occur.

XX.c) The Site is currently vacant and undeveloped, and the proposed project would require the installation and maintenance of associated infrastructure, including internal access roads, primary and

secondary Site access roads, walking trails, and underground utility line (electricity, water, and on-site septic) installation and connections. However, the developed footprint is not significant in size and during infrastructure installation and associated maintenance, appropriate Best Management Practices (BMPs) would be implemented. A less than significant impact would occur.

XX.d) 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 challenges, as the Site is located in a rural area with limited development. A less than significant impact would occur.

MITIGATION MEASURES

Refer to Mitigation Measure HAZ-1 under Section IX, Hazards and Hazardous Materials, above.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Wildfire.

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 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?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

THRESHOLDS OF SIGNIFICANCE: The project would have a significant effect on mandatory findings of significance if it would have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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; 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.); or have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

DISCUSSION

Certain mandatory findings of significance must be made to comply with CEQA Guidelines §15065. The proposed project has been analyzed and it has been determined that it would not:

- Substantially degrade environmental quality;
- Substantially reduce fish or wildlife habitat;
- Cause a fish or wildlife population to fall below self-sustaining levels;
- Threaten to eliminate a plant or animal community;
- Reduce the numbers or range of a rare, threatened, or endangered species;
- Eliminate important examples of the major periods of California history or pre-history;
- Achieve short term goals to the disadvantage of long term goals;
- Have environmental effects that will directly or indirectly cause substantial adverse effects on human
- beings; or
- Have possible environmental effects that are individually limited but cumulatively considerable when viewed in connection with past, current, and reasonably anticipated future projects.

Potential environmental impacts from the approval of a Major Use Permit to use the Site as a Transient Habitation – Campground facility, as defined in the Mendocino County Zoning Code, in addition to development of a residence and associated improvements, have been analyzed in this document and mitigation measures have been included in the document to ensure impacts would be held to a less than significant level.

XXI.a) The project may result in impacts associated with biological resources, hazards and hazardous materials, and wildfire that would be significant if left unmitigated. However, implementation of mitigation measures (Mitigation Measures BIO-1 through BIO-3 and HAZ-1) and conditions as outlined in the respective sections of this IS/MND would fully mitigate all potential impacts on these resources to levels that are less than significant.

XXI.b) No cumulative impacts have been identified as a result of the proposed project. Individual impacts from the project would not significantly contribute to cumulative impacts in the area. A less than significant impact would occur.

XXI.c) Based on the findings in this Initial Study and as mitigated and conditioned, the proposed project would not have environmental effects that would cause substantial adverse effects on human beings either directly or indirectly. Potential environmental impacts associated with approval of the project have been analyzed and, as mitigated, all potential impacts can be reduced to a less-than-significant level.

MITIGATION MEASURES

Refer to Mitigation Measures BIO-1 through BIO-3 in Section IV (Biological Resources) and Mitigation Measure HAZ-1 in Section IX (Hazards and Hazardous Materials), above.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Mandatory Findings of Significance.

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