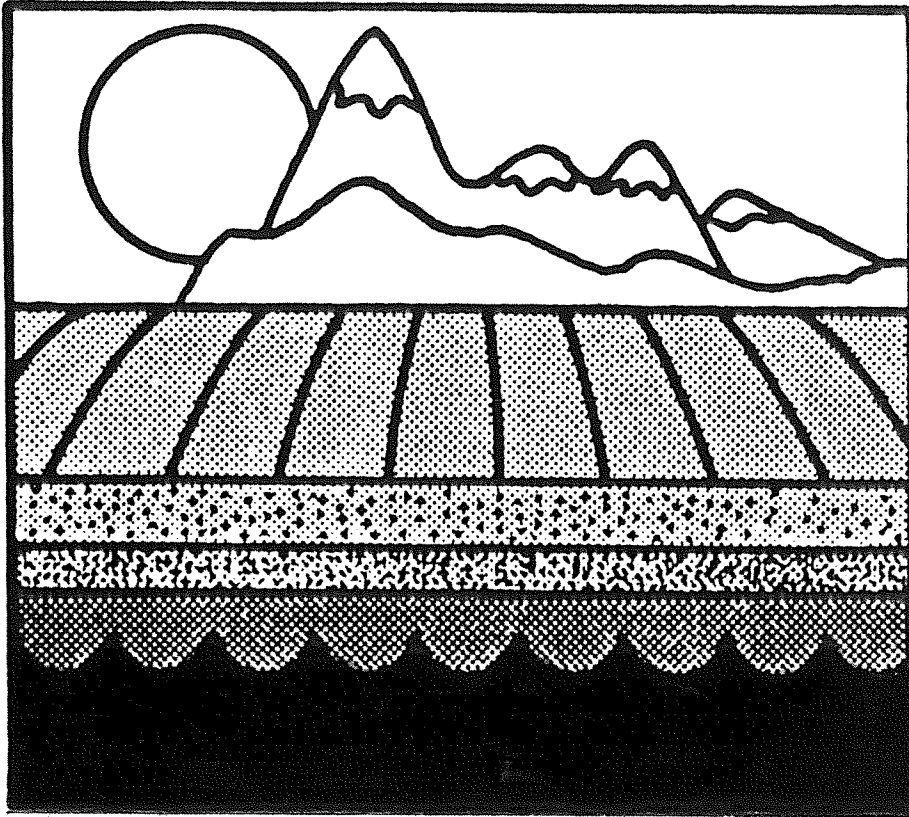


JOHNSTONVILLE AREA PLAN



Environmental Impact Report

Lassen County
Planning Department

August 1987

PLANNING ANSWERS

RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE JOHNSTONVILLE AREA PLAN AND MAKING APPROPRIATE FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATION PURSUANT TO STATE CEQA GUIDELINES SECTIONS 15090, 15091 and 15093.

BE IT RESOLVED by the Board of Supervisors of the County of Lassen, acting as Lead Agency for preparation of the Johnstonville Area Plan, as follows:

WHEREAS, a Draft EIR has been prepared for the Johnstonville Area Plan, in compliance with the California Environmental Quality Act; and

WHEREAS, said EIR has identified the following environmental impacts which may, in part, result from or be, in part, aggravated by policies of the Area Plan:

- o Loss of Agricultural Land
- o Loss of Fish and Wildlife Habitat
- o Impact on Water Quality
- o Noise
- o Land Use Conflicts; and

WHEREAS, said EIR references mitigation measures incorporated into the Area Plan which will avoid or substantially lessen the degree of impact for each identified environmental impact, and presents rationale for the acceptability of those impacts which cannot be totally avoided.

NOW, THEREFORE, pursuant to State CEQA Guidelines Section 15091, the Board of Supervisors of the County of Lassen finds that, for each and all of the identified environmental impacts, alterations and mitigation measures have been incorporated into the Area Plan which will avoid and/or substantially lessen significant environmental effects as identified in the Final EIR.

BE IT FURTHER RESOLVED, that the Board of Supervisors of Lassen County, makes the following STATEMENT OF OVERRIDING CONSIDERATIONS:

WHEREAS, the Johnstonville Area Plan is necessary to the public interest and welfare to provide for orderly development and the overall long term maintenance of the County's natural resources in the Planning Area; and

WHEREAS, failure to adopt the plan could result in substantially greater environmental impacts than those impacts which may result from development in accordance with the plan because existing policies do not provide the timely land use planning concepts and the level of environmental protection contained in the Area Plan;

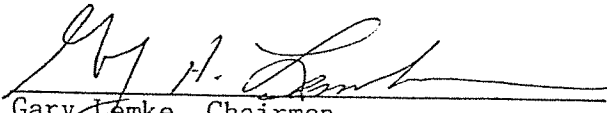
NOW, THEREFORE, pursuant to State CEQA Guidelines Section 15093, said Board finds that adoption of the Johnstonville Area Plan is necessary and justified and that the benefits of the plan outweigh any unavoidable adverse environmental impacts which may occur, directly or indirectly, as a result of implementation of the Johnstonville Area Plan, and which will not be avoided or substantially lessened by the design, policies, and/or mitigation measures of the Area Plan, or by administration of conforming sections of the Lassen County Code and continued compliance with CEQA in general.

BE IT FURTHER RESOLVED, that the Board of Supervisors of the County of Lassen, pursuant to State CEQA Guidelines Section 15090, hereby certifies that the Final EIR for the Johnstonville Area Plan has been completed in compliance with the California Environmental Quality Act.

BE IT FURTHER RESOLVED, that said Final EIR has been reviewed and considered by said Board of Supervisors prior to approval of the Johnstonville Area Plan.

WHEREAS, the foregoing resolution was duly adopted at a regular meeting of the Board of Supervisors of the County of Lassen, State of California, held on the 18th day of August, 1987 by the following vote:

AYES: Supervisors de Martimprey, Jenkins, Gaither, Lemke, Williams
NOES: None
ABSENT: None
ABSTAIN: None

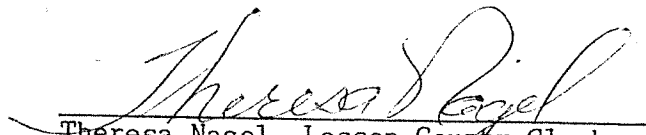


Gary Lemke, Chairman
Lassen County Board of Supervisors

ATTEST: 

County Clerk

I, THERESA NAGEL, County Clerk of the County of Lassen, State of California, and ex-officio Clerk of the Board of Supervisors thereof, do hereby certify that the foregoing resolution was duly adopted by said Board of Supervisors at a regular meeting held on August 18, 1987.



Theresa Nagel, Lassen County Clerk
and ex-officio Clerk to the Board of
Supervisors

RESOLUTION NO. 87-120
RESOLUTION ADOPTING THE JOHNSTONVILLE AREA PLAN

BE IT RESOLVED by the Board of Supervisors of the County of Lassen as follows:

WHEREAS, the Board of Supervisors on August 23, 1982, directed that an area plan amending the Lassen County General Plan be prepared for an area to be known as the Johnstonville Planning Area; and

WHEREAS, the Lassen County Planning Department prepared a Master Environmental Assessment for the Johnstonville Planning Area; and

WHEREAS, the Board of Supervisors on April 19, 1983, concurred with and adopted a set of Goals and Objectives recommended by the Planning Commission; and

WHEREAS, the County of Lassen did contract for and receive a Planning Alternatives Study prepared by the firm of Planning Answers; and

WHEREAS, commencing on February 1, 1984, the Planning Commission held nine sessions of the public hearing for determination of a preferred planning alternative and said public hearing was concluded and the Planning Commission did determine and recommend the preferred planning alternative to the Board of Supervisors on August 1, 1984; and

WHEREAS, the Board of Supervisors on August 14, 1984, did revise and approve the preferred planning alternative for said area plan; and

WHEREAS, the County of Lassen did contract for and receive a Draft Area Plan based upon the preferred planning alternative and a Draft Environmental Impact Report prepared by the firm of Planning Answers; and

WHEREAS, commencing on May 1, 1985, the Planning Commission held four sessions of a public hearing to review the Draft Area Plan, the Draft E.I.R. and a Draft Zoning Plan to implement the Area Plan; and

WHEREAS, the Planning Commission has reviewed and considered the public comments, recommendations and responses as well as the Draft E.I.R. prepared for the Area Plan; and

WHEREAS, the Planning Commission adopted Resolution 9-01-85 on September 4, 1985, thereby approving the Draft Johnstonville Area Plan, with incorporated revisions; and

WHEREAS, the Board of Supervisors held a public hearing on January 21, 1986, in consideration of the Johnstonville Area Plan, Zoning Plan and Environmental Impact Report; and

WHEREAS, the Board of Supervisors has reviewed the E.I.R. and has certified that the E.I.R. has been completed and that the information contained in the final E.I.R. has been reviewed and considered in compliance with the California Environmental Quality Act; and

WHEREAS, on August 18, 1987, the Board of Supervisors held a public hearing to consider recommendations made by the Lassen County Airport Land Use Commission regarding consistency of the Johnstonville Area Plan with the Airport Land Use Plan for the Susanville Municipal Airport and applicable modifications in the Draft Area Plan were made;

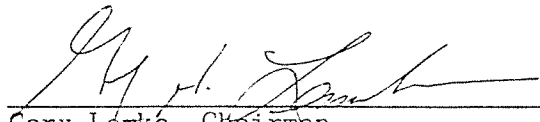
Now, therefore, the BOARD OF SUPERVISORS OF THE COUNTY OF LASSEN FINDS, DETERMINES AND RESOLVES AS FOLLOWS:

1. The draft JOHNSTONVILLE AREA PLAN, as modified, comprises a suitable, logical, timely and fair plan for the future development of the Johnstonville Planning Area; and
2. The JOHNSTONVILLE AREA PLAN, as so modified, consisting of objectives, principles, standards, and maps illustrating in graphic form such objectives, principles, and standards, is hereby adopted and approved as the Area Plan for the Johnstonville Planning Area, in accordance with Article 6 of Chapter 3 of the Planning and Zoning Law (Government Code Sections 65300 and following).

BE IT FURTHER RESOLVED that wherever the goals, objectives and policies set forth in the Johnstonville Area Plan may be in conflict with any provision of the Lassen County General Plan, such provisions of the Johnstonville Area Plan shall be deemed amendatory to the General Plan as special provisions thereof pertaining to the Johnstonville Planning Area and shall not be construed as constituting any inconsistency in the General Plan, internal or otherwise.

WHEREAS, the foregoing Resolution was duly adopted at a regular meeting of the Board of Supervisors of the County of Lassen, State of California, held on the 18th day of August, 1987 by the following vote:

AYES: Supervisors de Martimprey, Jenkins, Gaither, Lemke, Williams
NOES: None
ABSTAIN: None
ABSENT: None

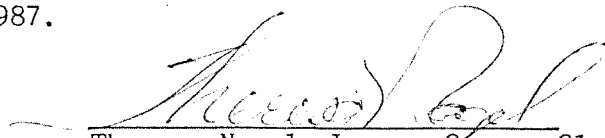


Gary Lemke, Chairman
Lassen County Board of Supervisors

ATTEST: 

County Clerk

I, THERESA NAGEL, County Clerk of the County of Lassen, State of California, and ex-officio Clerk of the Board of Supervisors thereof, do hereby certify that the foregoing resolution was duly adopted by said Board of Supervisors at a regular meeting held on August 18, 1987.



Theresa Nagel, Lassen County Clerk and
ex-officio Clerk to the Board of Supervisors

CREDITS

COUNTY OF LASSEN

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DRAFT
JOHNSTONVILLE AREA PLAN

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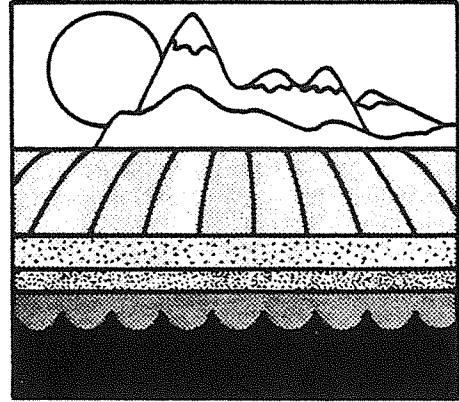
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Johnstonville Area Plan



Section One: Introduction

PURPOSE OF AN AREA PLAN

State law, Government Code Section 65300*, requires every city and county to adopt a comprehensive, long range, general plan to guide its future physical, economic and social development. As the name implies, a general plan is not a detailed parcel-by-parcel statement of land use policy. It is a statement of generalized land use patterns, policies and recommendations which carry out the goals and objectives of the community.

Lassen County has chosen to fulfill this State planning law requirement by preparing a series of "area" plans which cover selected portions of the County. Area plans have the advantage of allowing the County to examine the specific planning issues within a defined area and to tailor a planning program to fit the conditions present. The area plans will augment the Lassen County General Plan, adopted in 1968.

While complying with State law is in itself sufficient reason to prepare a general or area plan, there are more positive and practical reasons to do so. For example, the land use policies of the plan can establish ground rules for land use decisions. As a result, citizens will have a better idea about how land use decisions will be made. It also assures that everyone is dealing with the same understanding about the future of the community. Land developers also benefit because it gives them a good indication of what the County will and will not allow.

Additionally, since this plan covers territory of interest to several governmental agencies, it can serve as the basis to coordinate decisions. The planning area includes the Susanville Municipal Airport which is owned by the City of Susanville. Adopting and using this document establishes a way for both the City and County to participate in the development of the area around the airport.

Lastly and most important, it allows citizens to participate in the land use planning process. This plan provides citizens with the opportunity to examine the planning issues of the Johnstonville area and develop a strategy to address their concerns. Active involvement in the preparation, adoption and implementation of this plan provides citizens with a role in shaping the physical and economic future of the community.

* Unless otherwise noted, all referenced State laws in this document refer to the Government Code.

LASSEN COUNTY'S PLANNING PROCESS

This plan is one of the last steps in a land use planning program to guide the physical and economic development of the Johnstonville Planning Area.

This program began when the Planning Department presented the Board of Supervisors with the proposed boundaries for the Johnstonville Planning Area. The boundaries were reviewed during a public hearing and citizens were allowed to comment on their location.

In order to determine the environmental, economic and social characteristics of the area, the planning staff prepared the Johnstonville Master Environmental Assessment (MEA). The MEA not only provides a valuable data base for the preparation of other planning documents, it can also serve as the environmental setting section for environmental impact reports (EIRs) prepared for projects in the planning area.

After assessing the issues identified by the MEA, citizens of the planning area, the Planning Commission and the Board of Supervisors formulated goals and objectives for the planning area. The goals and objectives served to guide the preparation of subsequent planning documents, including this plan and will continue to guide future planning policy for the Johnstonville Planning Area.

The Johnstonville Planning Alternatives Study examined various physical factors within the area and the opportunities and problems the planning area faces. From this review, several land use alternatives were prepared. Each alternative was consistent with the goals and objectives adopted for the area but showed different land use and traffic circulation patterns. Public hearings were conducted to review the study and a preferred alternative was selected (See Appendix B).

This plan represents the culmination of all these efforts. It not only fulfills State planning requirements, it also carries out the goals adopted by the citizens and public officials of Lassen County.

PLANNING FRAMEWORK

Planning Area

The County Planning Department Staff determined the boundaries of the Johnstonville Planning Area by using existing service districts' boundaries wherever practicable and, to a lesser extent, physical geographic parameters.

On the northwest, the boundary is formed by the Susanville Planning Area. On the west, the planning area boundary is coterminous with the boundary of the Johnstonville School District. The southern tip of the Planning Area terminates at the Lassen-Plumas County Line. To the southeast is the Janesville Fire District. The eastern boundary coincides more or less with the service area limits of the Standish-Litchfield Fire District. The Johnstonville Planning Area also includes the Lake Leavitt Subdivision. Because of its proximity to Johnstonville, this subdivision has begun to exert a significant impact on the Planning Area.

Map 1 shows the Planning Area and Appendix A contains a written and legal description of the boundaries. For further information about the physical economic, and social setting of the area, the MEA contains descriptions of each.

Time Frame

This plan is intended to guide decisions regarding land use for an approximate twenty year time frame. Although this plan is long range in nature, it should be reviewed every five years to determine whether it still reflects community values. It should be noted that the five year review does not mean that the plan must be completely overhauled. The review process is intended to allow the community to react to changing conditions, new data and opportunities. By reviewing and updating the plan every five years the plan will maintain a twenty year time horizon.

Planning Concept

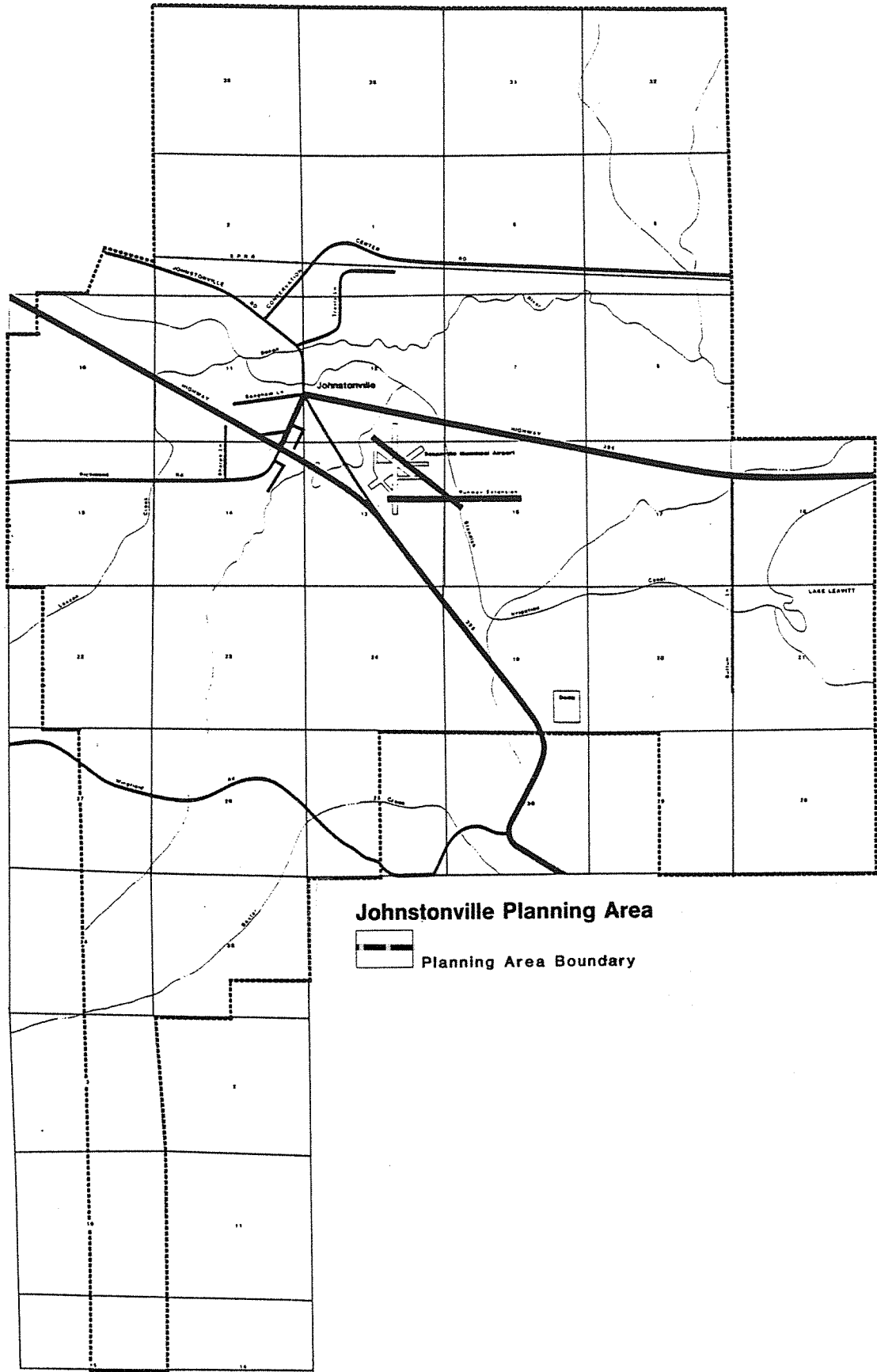
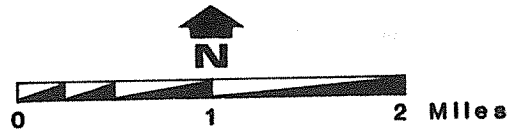
This plan is based on a concept that new growth should be accommodated and planned for. This plan as a whole does not attempt to restrain growth. Instead it seeks to identify the most logical areas for growth to occur while protecting the area's natural resources and amenities.

Organization

This plan is the end product of the planning process and documents mentioned earlier. The data from the public hearings and these documents have been translated into a plan which contains policies and recommendations to carry out the adopted goals and objectives of the area. From time to time readers may wish to refer to other documents for more detailed information about the planning area. Whenever possible, this plan indicates where more information can be found.

While general plans are required to contain discussions of specific topics, local governments are allowed a great deal of flexibility in how to address them. Traditionally, most general or area plans contain nine individual elements. However, since the topics of the elements overlap, plans prepared in this manner can be repetitive and even confusing.

This plan is organized differently from traditional plans. The nine required elements are grouped into three general categories. The categories are Environmental Safety, Natural Resources, and Community Development. Together these categories address the required elements of a general plan.



GOALS AND OBJECTIVES OF THE PLAN

The basis for this plan are the goals and objectives adopted for the planning area. The goals and objectives which guide this plan are as follows:

1. LAND USE GROWTH AND DEVELOPMENT

A. Issue: Land Use Compatibility

GOAL AND OBJECTIVE: Ensure compatibility between land use types by providing for efficient and complimentary mixtures and patterns of land uses.

B. Issue: Neighborhood Quality

GOAL AND OBJECTIVE: Retain and protect the open, rural character of the Planning Area by encouraging clustered residential development and expansion of existing neighborhoods and by discouraging sprawl and scattered development.

C. Issue: Growth and Development

GOAL AND OBJECTIVE: Encourage and facilitate orderly, contiguous growth and appropriate land-conserving densities as an alternative to sprawl and "leap frog" development.

D. Issue: Commercial Uses

GOAL AND OBJECTIVE: Provide for neighborhood shopping needs by strategically locating compatible neighborhood convenience-type shopping points while maintaining, enhancing, and expanding the community's established business and service areas.

E. Issue: Industrial Uses

GOAL AND OBJECTIVE: Protect existing industrial areas and confine industrial development to areas contiguous to existing industrial development.

F. Issue: Public Lands

GOAL AND OBJECTIVE: Encourage public land management policies which protect and enhance the area's natural environmental and economic resources.

G. Issue: Housing

GOAL AND OBJECTIVE: Provide for appropriate housing opportunities for all socio-economic segments of the community consistent with identified needs and responsibilities in concert with County policies.

H. Issue: Rehabilitation

GOAL AND OBJECTIVE: Encourage revitalization of older and run-down structures.

I. Issue: Public Services

GOAL AND OBJECTIVE: Locate, extend, and phase community facilities and services to provide for orderly development and economical utilization of resources. Ensure that the rate of growth does not result in a significant burden to existing levels of public services and facilities.

J. Issue: Noise

GOAL AND OBJECTIVE: Ensure a compatible relationship between noise-producing and noise-sensitive land uses.

K. Issue: Airport

GOAL AND OBJECTIVE: Protect the integrity and viability of the Susanville Municipal Airport by discouraging incompatible uses in the airport vicinity and providing for an appropriate buffer zone of compatible uses. Recognize the airport's importance to the economy of Lassen County.

L. Issue: Hazard Areas

GOAL AND OBJECTIVE: Ensure public safety and reduce public costs by identifying and providing for the appropriate use of land subject to flooding, seismic hazard, wildland and forest fires, and other natural hazards.

M. ISSUE: Energy and Mineral Resources

GOAL AND OBJECTIVE: Ensure that the development of energy and mineral resources is compatible with affected land uses and commensurate with environmental and public service constraints.

N. Issue: Agricultural Uses

GOAL AND OBJECTIVE: Protect productive agricultural lands from conversion to less appropriate uses or conflict caused by intrusion from incompatible uses. Protect the resource values of the area's rangeland and livestock production areas.

2. ENVIRONMENT/NATURAL RESOURCES

A. Issue: Air Resources

GOAL AND OBJECTIVE: Maintain the high quality of air resources.

B. ISSUE: Soils

GOAL AND OBJECTIVE: Maintain the resource values and stability of the Planning Area's soils.

C. Issue: Water Resources

GOAL AND OBJECTIVE: Protect and maintain resource quality and quantity and promote the appropriate use of surface and ground water resources.

D. Issue: Natural Resources

GOAL AND OBJECTIVE: Promote compatibility between the Planning Area's natural resources and urban-related development by providing for the protection of the resource while optimizing the enhancement potential of natural resources with appropriate development.

E. Issue: Wildlife/Fishery Resources

GOAL AND OBJECTIVE: Recognize and protect wildlife and fishery resources by maintaining a policy for compatible relationships among habitats, parks and residential development. Protect critical habitats from intrusion by incompatible uses.

F. Issue: Rare and Endangered Plants and Animals

Goal And Objective: Protect the Planning Area's rare and endangered plants and animals.

G. Issue: Natural Vegetation Resources

GOAL AND OBJECTIVE: Provide for maximum feasible retention of natural vegetation in order to ensure watershed, wildlife, fishery, timberland, and scenic values to the area.

H. Issue: Scenic Resources

GOAL AND OBJECTIVE: Protect and enhance the aesthetic values by recognizing and protecting unique scenic features and by encouraging appropriate land use patterns, design and utilization.

3. SOCIAL AND CULTURAL

A. Issue: Cultural Resources

GOAL AND OBJECTIVE: Protect the historic and archaeological resources and encourage appropriate opportunities for public experience and academic study of these resources under controlled conditions.

B. Issue: Recreation

GOAL AND OBJECTIVE: Provide appropriate levels of public recreational opportunities and facilities. Recognize and protect access to and the character of lands used for open space-type recreational activities.

C: Issue: General Public Health, Safety and Welfare

GOAL AND OBJECTIVE: Provide for the health, safety, and welfare of all people affected by land use decisions and public policy within the Planning Area.

D. Issue: Energy Use

GOAL AND OBJECTIVE: Promote conservation and efficient, cost-effective energy consumption through the utilization of natural energy-related resources and practices (solar, geothermal, wind, etc.).

E. Issue: Transportation

GOAL AND OBJECTIVE: Provide for safe and efficient traffic circulation by minimizing access points to major highways and thoroughfares and by ensuring orderly, sequential street development compatible with related existing and designated future land uses.

4. ECONOMIC CONSIDERATIONS

A. Issue: Economic Growth

GOAL AND OBJECTIVE: Promote and diversify the economic growth of the area by encouraging appropriate new employment-generating opportunities, consistent with other goals and objectives and constraints of County policies.

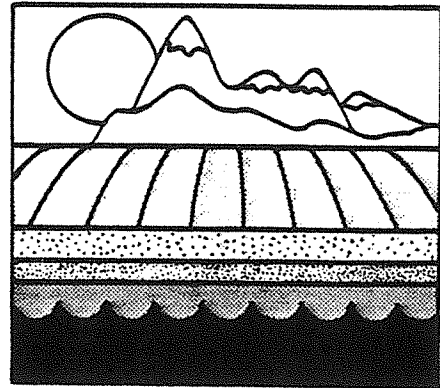
B. Issue: Economic Resources

GOAL AND OBJECTIVE: Protect and provide for appropriate utilization of resources fundamental to the economic history and viability of the Planning Area (agricultural lands, timber, etc.).

C. Issue: Cost of Public Services

GOAL AND OBJECTIVE: Ensure that the rate of growth is consistent with the community's ability to provide essential public services.

Johnstonville Area Plan



Section Two: Area Plan Elements

ENVIRONMENTAL SAFETY

The environmental safety component includes general plan elements that are concerned with the protection of life and property. Together these elements define the areas of natural or man-made hazards. Within these areas land uses must be carefully planned or special engineering, construction or design standards must be employed to reduce the level of risk.

This component includes the following elements:

- o Flooding
- o Wildland Fire
- o Noise
- o Seismic/Geologic Hazards

FLOODING

State law (Section 65302(a)) requires general plans to identify areas subject to flooding. The purpose of the requirement is to reduce the loss of life, damage to property and the economic and social dislocation resulting from flooding.

The 100 year flood plain is the basic planning criteria to identify areas in which precautions should be taken. The 100 year flood plain boundary defines the area which has a one percent chance of flooding in any given year.

The National Flood Insurance Act offers an important incentive for implementing a flood management program. Property owners within flood plain areas may obtain federally subsidized flood insurance if their local government adopts flood management regulations and participates in the federal program.

The land generally north of Highway 395 and south of the Southern Pacific Rail Road line and the Susan River is subject to flooding (See Map 2). Rough estimates indicate that over 2,500 acres are included. These areas are subject to flooding at least once in 100 years. The Department of Water Resources publication, Water Related Land Resources, Central Lahontan Basin Flood Chronology 1961 - 1970, indicates that six floods have occurred in the area during a twenty year period.

Policy:

1-A Land uses within the 100 year flood plain shall not jeopardize life or property at either a specific site or downstream.

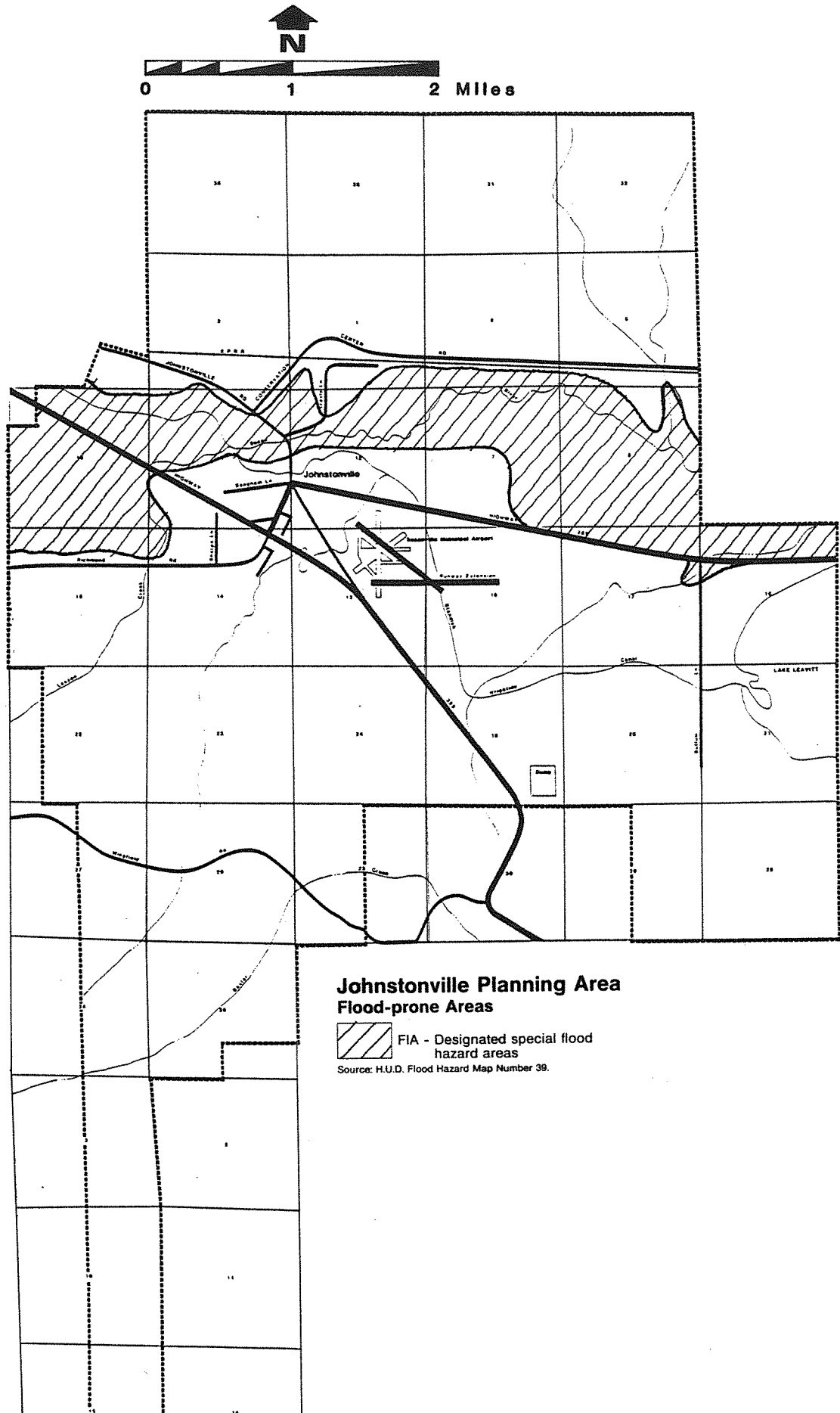
Implementation:

1.1 The types of land uses permitted and County development standards within the 100 year flood plain should conform to the requirements of the National Flood Insurance Program.

1.2 County staff will cooperate with the Department of Water Resources and the Department of Housing and Urban Development (HUD) in identifying 100 year flood plain areas.

1.3 If a project applicant believes that their project site has been improperly included in the HUD maps which identify the 100 year flood plain areas, the burden of proving that the maps are incorrect shall rest with the applicant.

1.4 Land within 100 year flood plain areas should be designated and zoned for agriculture or other low intensity use and/or be combined with an "F", Flood Plain Combining District zoning classification.



WILDLAND FIRES

The safety element of a general plan must address fire hazard issues within the community (See Section 65302(i)). The safety element, originally an optional element, became required in 1971 because of devastating fires the State experienced in 1970.

The combined characteristics of rugged terrain, arid climate, vegetation (brush, woodland and forests) and the human use and occupation of these lands creates the potential for fire hazards in the planning area. Wildland fires can spread quickly, increasing their danger and making them difficult to control. When structures, such as houses, are near an area where a wildland fire is occurring, the task of containing a blaze is made even more difficult. In a wildland fire where homes are involved, firefighters must try to protect lives and structures, rather than concentrate on containing the blaze. As a result, wildland fires take longer to control. This task is more difficult if property owners have failed to take any steps to protect their structures. Generally, wildland fire hazards do not preclude new development provided the development is thoughtfully designed and constructed.

Fire hazard maps prepared by the California Department of Forestry show that there are lands within the planning area of moderate, high and extreme fire hazard. The Department of Forestry has specifically identified the upper Baxter Creek Drainage area as an area of special concern. This is a very high fire hazard area due to the steep topography and heavy accumulation of forest fuels. Access into the area is also a problem since multiple access routes do not exist.

Policy

2-A Lassen County shall, within its authority, protect the public from danger to life and property caused by fire.

2-B Development in the upper Baxter Creek area and the mountains south of Wingfield Road should be limited to timber production or agricultural residential where smaller parcels of land already exist.

Implementation

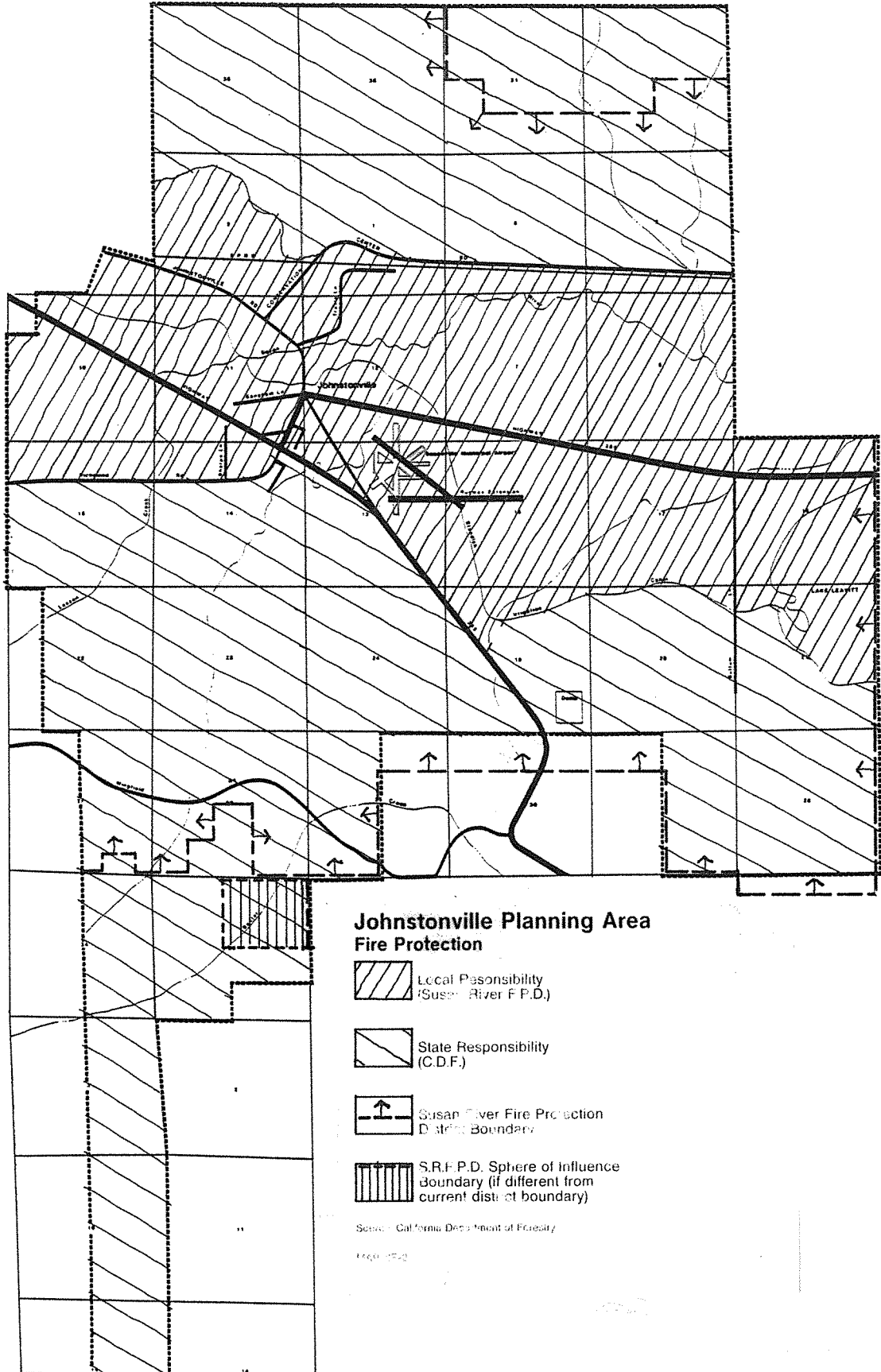
2.1 The Planning Department staff should review the Department of Forestry's recommendations regarding fire safety (See Appendix D) and should adopt all feasible recommendations as part of the Fire Protection Master Plan.

2.2 The Building Department staff should work with the California Department of Forestry to establish and adopt specific fire safety standards for new construction.

2.3 Fire hazard maps prepared by the California Department of Forestry should be kept on file by the Planning Department. The maps should be made available upon request to the public.

2.4 The planning staff should incorporate fire hazard information and Fire Protection Master Plan policies in reports involving general plan amendments, zone changes, use permits and subdivisions.

2.5 The County should encourage coordination and cooperation of all fire fighting agencies operating in the planning area.



NOISE

State law requires all general plans to include a noise element (Section 65302(g)).

In land use planning, care must be taken to assure that an environment of noise compatibility exists within the community. Achieving this compatibility is accomplished by developing uses which respect the noise requirements of adjacent land uses. For example, new noise generators should not be allowed near noise sensitive land uses such as schools. Conversely, new noise sensitive uses should not be located near noise generators.

The principal noise generators in the planning area are the airport, the Southern Pacific Railroad, Highways 36 and 395, Richmond Road, Buffum Lane, Conservation Center Road, and Johnstonville Road. Noise sensitive land uses in the Planning Area include the residential areas of urban or suburban density and the Johnstonville School. Map 4 shows the location of noise generators and noise sensitive facilities with or adjacent to the planning area. Further discussion of noise related issues is contained in the Johnstonville Planning Area MEA (See pages 84-87).

The Airport Land Use Plan (ALUP), adopted by the Lassen County Airport Land Use Commission (ALUC) on March 26, 1987, addresses specifically the issue of noise related to the Susanville Municipal Airport. The ALUP contains noise exposure forecast contours for the airport, including proposed runway expansion as set forth in the Airport Master Plan (see Appendix E).

Policy

3-A The County shall protect noise sensitive land uses from existing or future noise generators by locating them within compatible noise environments or by requiring noise mitigation measures.

Implementation

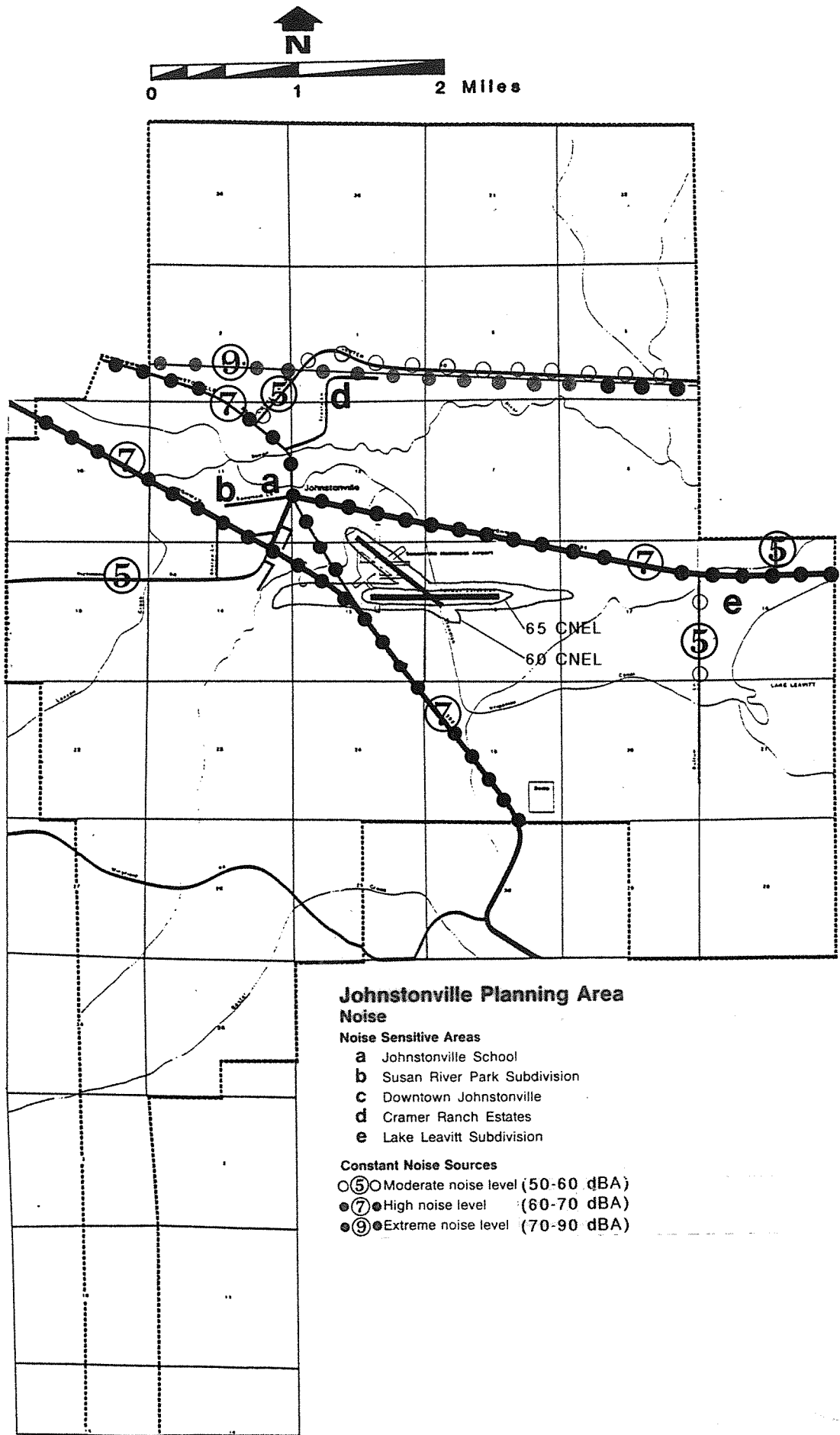
3.1 New developments shall not exceed the noise standards of the Lassen County General Plan.

3.2 County planning staff will evaluate the noise potential of proposed projects and their effect on surrounding uses. If the project is incompatible with the surrounding area, it should be directed (generally) to a more compatible area. Conversely, planning staff should encourage noise sensitive uses to locate away from existing noise generators.

3.3 New development locating near noise generators should incorporate design features which will reduce the noise impacts.

3.4 New noise generators shall incorporate design features or devices to reduce the amount of noise which they will emit.

3.5 The following land uses should not be permitted within the boundary of the 60 CNEL contour of the Susanville Municipal Airport: residential uses; schools; hospitals; convalescent homes; other in-patient health care facilities; public or quasi-public uses which would entail meetings; churches; other uses similar to those identified above which involve group activities sensitive to noise interference.



SEISMIC/GEOLOGIC HAZARDS

State law (Section 65302(f)) requires all general plans to include a seismic element which identifies and appraises the seismic and geologic hazards of the area.

The planning area is located in an area designated by the California Department of Mines and Geology (CDMG) as being located in a "Seismic Zone III". Zone III areas are subject to major damage. The CMDG has identified a number of faults in the area (See Map 5).

The Honey Lake Fault is the major fault in the area and is classified as a quaternary fault. This classification indicates that there has been some movement along the fault over the last two million years but not over the last two hundred years. Six other faults, classified as pre-quaternary faults, exist in the planning area. This classification indicates that there has been no movement for over two million years.

Neither the quaternary fault or pre-quaternary fault should be considered inactive. According to CDMG records, an earthquake epicenter located in the south portion of the Planning Area had a magnitude of 4.4 on the Richter scale.

The CDMG has indicated that the planning area is in an area of relatively low probable landslide activity. This rating does not however, take individual sites into account. Site characteristics such as aspect, shape, vegetative cover, microclimate, and soils can contribute to local activity. The steep slopes of the Diamond Mountains offer the greatest potential for catastrophic landslide activity. Earlier, the steep slopes of the Baxter Creek drainage area were mentioned as an area of special concern by the Department of Forestry. The steep slopes in this area may not create special fire fighting hazards but may pose erosion and or land slide potential.

Policy

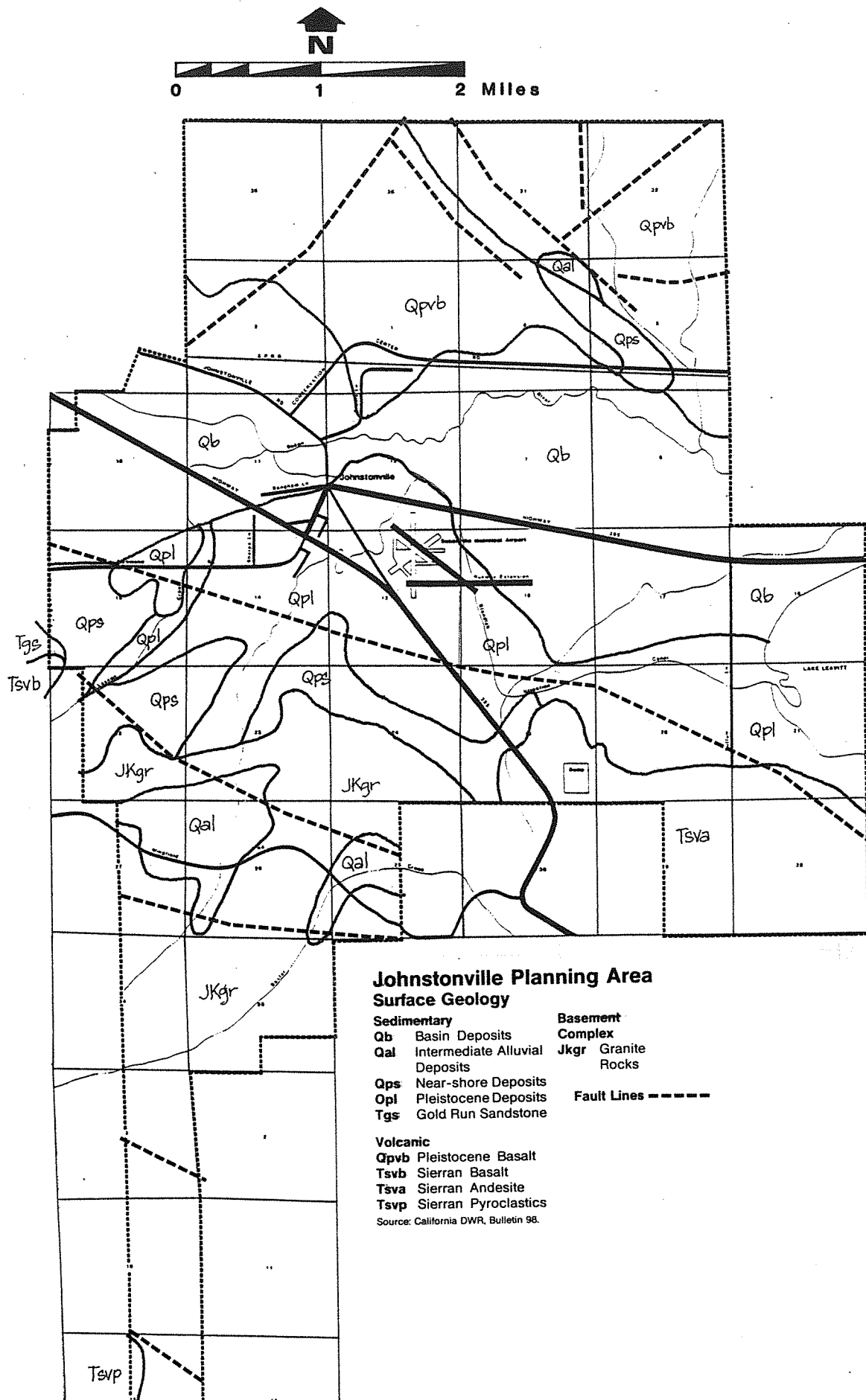
4-A New development shall be protected from seismic/erosion-slope stability hazards by locating it away from potentially dangerous sites or by incorporating measures which will mitigate the danger.

Implementation

4.1 Large, high density or critical structures such as schools and hospitals shall not be allowed to locate directly over a known active fault. Proposals to locate these type of structures within one-half mile of a quaternary fault should include an engineering study to determine if any special construction techniques or engineering requirements beyond those included in the Uniform Building Code are necessary.

4.2 The Planning Department should maintain information, as made available by other public agencies, regarding faults and areas of landslide potential, update it regularly and share it with project sponsors.

4.3 All development proposals requiring a discretionary permit for areas on or near steep slopes, such as in the Baxter Creek drainage area shall be required to minimize the disturbance to soil, rock or vegetative cover and show the mitigation measures that will be taken to reduce the potential for a landslide or aggravated erosion.



NATURAL RESOURCES

This component includes the general plan elements concerned with the conservation of the County's natural resources. These resources represent an important investment in the County's future. They not only provide jobs but also create the rural character of the area which citizens enjoy and which attracts visitors into the area. Their use must be properly planned to prevent their degradation.

This component includes the following elements:

- o Public Lands
- o Timberlands
- o Agricultural Lands
- o Scenic Highways
- o Cultural Resources
- o Fish and Wildlife

PUBLIC LANDS

The land use element of a general plan must contain information regarding the location and extent of public lands (State Law, Section 65302(a)).

Within the planning area several public agencies own or manage land (See Map 6). The Lassen National Forest lands are located in the southern tip of the Planning Area. The Bureau of Land Management administers important wildlife rangeland, grazing land and lakeshore use areas in various locations throughout the planning area.

A planning issue raised in both the Susanville and Johnstonville Planning Alternative studies was the question of wildlife protection and its relationship to federal and private land ownership patterns. Within the Johnstonville Planning Area, there are private land holdings that are within important deer winter rangelands. These lands, because of their resource values, should be protected. At the same time, the Bureau of Land Management controls lands within the proposed Susanville sphere of influence. Because of characteristics of the lands and their proximity to Susanville, they are of little resource value. In fact, these lands lie in the path of future urban development and may inhibit the development of the Susanville area.

Important deer wintering rangelands are best protected if they are within public rather than private ownership. In this manner, the resource values of the land could be maintained and not interfere with private development. Therefore, local and federal officials should explore the possibility of arranging exchanges of low resource value land near Susanville and elsewhere in Lassen County, for high resource value land in the Johnstonville Planning Area.

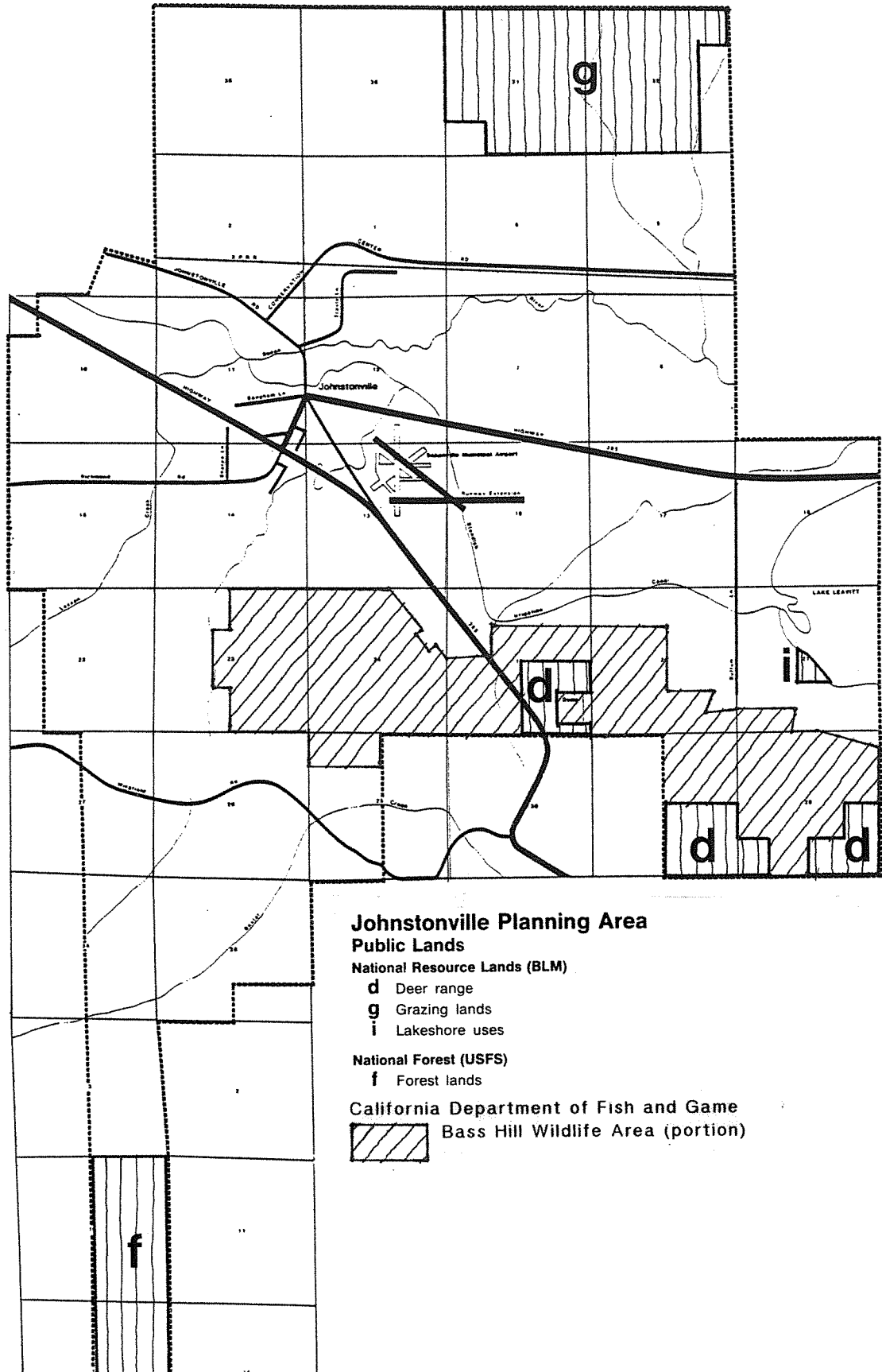
Policy

5-A Lands under public ownership are designated on the land use map for the current and potential uses most appropriate for the resource values or orderly development potential they contain.

Implementation

5.1 Federal and local government officials should explore the possibility of arranging exchanges of federal lands in the County for private lands in the planning area with high resource values.

5.2 Public lands shall be zoned in a manner consistent with the designated land uses of the land use map and Appendix C.



TIMBERLANDS

In addition to the nine mandated elements, State law (Section 51115) requires counties with land zoned for timber production (TPZ) to include a timber production element in their general plan. According to the General Plan Guidelines, counties may fulfill this requirement by integrating policies and standards for timberland into other elements of their general plan.

Besides serving as a source of lumber and firewood, timber provides employment, recreation opportunities, habitat for wildlife and areas for aesthetic enjoyment. Timberlands are also important areas for grazing livestock. Timberland indirectly contributes to the County's economy because it enhances the rural characteristics of the area and attracts tourists.

Timberland in the planning area generally occurs south of Wingfield Road. Two distinct types of timber-forest environment occur. The yellow pine forest is in the lower, warmer elevation. The yellow pine forest is dominated by ponderosa pine and jeffery pines. The mixed pine-fir forests occur in higher elevations and in areas where moisture is adequate to encourage the growth of white fir, douglas fir and incense cedar. Only 430 acres are zoned for Timber Production (TPZ).

Policy

6-A The County shall conserve timberland resource areas suitable for commercial operations and shall protect these areas from incompatible land uses. Timberland resource areas shall be designated on the land use map as general forest environment .

Implementation

6.1 The County should support and promote reforestation and forest improvement practices.

6.2 Lands adjacent to commercial timberlands shall receive land use designations which are compatible with timberland management activities. These uses include open space, low density residential and recreation.

6.3 Land designated as general forest environment shall be zoned "TPZ", Timber Production Zone, or "U-C", Upland Conservation.

AGRICULTURAL LANDS

The importance of agricultural land as a resource is underscored by the level of attention State planning law has placed on it.

Three mandatory elements - land use, conservation and open space all require discussion of agricultural land. Specifically State law requires:

Land Use Element "...designates the proposed general distribution and general location and extent of the use of land for ... agriculture" (Section 65302(a)).

Conservation Element " for the conservation, development and utilization of natural resources including ... soils (Section 65302(d)).

Open Space Element " ... for the managed production of resources including rangeland, agricultural and areas of economic importance for the production of food fiber (Section 65560(a)).

Agricultural land is a resource of limited availability in Lassen County. Like timberland it is economically important and provides other benefits such as wildlife habitat, groundwater recharge areas and open space which contributes to the rural character of the area. Because of climatic and soil conditions of the area, farmers grow mainly forage crops such as hay or alfalfa or raise cattle. See Map 6 for location of agricultural soils.

Within the planning area about 5,600 acres of land are zoned for Exclusive Agriculture "E-A" and about 2200 acres are zoned for Upland Conservation "U-C". "E-A" zoning identifies land used for intensive agricultural purposes. Minimum lot size is 100 acres. "U-C" zoning identifies land used primarily for grazing. Minimum parcel size is also 100 acres. Most of the agricultural land in the planning area however, is zoned "A-1" General Agriculture. Although this zone allows agricultural uses, it also allows non-agricultural land uses as well. Additionally, the parcel sizes allowed in the A-1 zone are not conducive to conserving productive agricultural land uses.

To conserve the agricultural lands in the planning area, the County should examine the agricultural zoning in the area. In addition, minimum parcel sizes should be established that will minimize land use conflicts and maintain parcels in large enough units to conduct agricultural enterprises and retain other resource values.

Policy

7-A Agricultural land in Lassen County shall be protected for it's economic importance, it's contribution to the character of the

community and its environmental values. Agricultural lands in the Planning Area shall be designated as either intensive or extensive agriculture.

7-B Parcel sizes shall be retained at sufficient sizes for productive economic agricultural use.

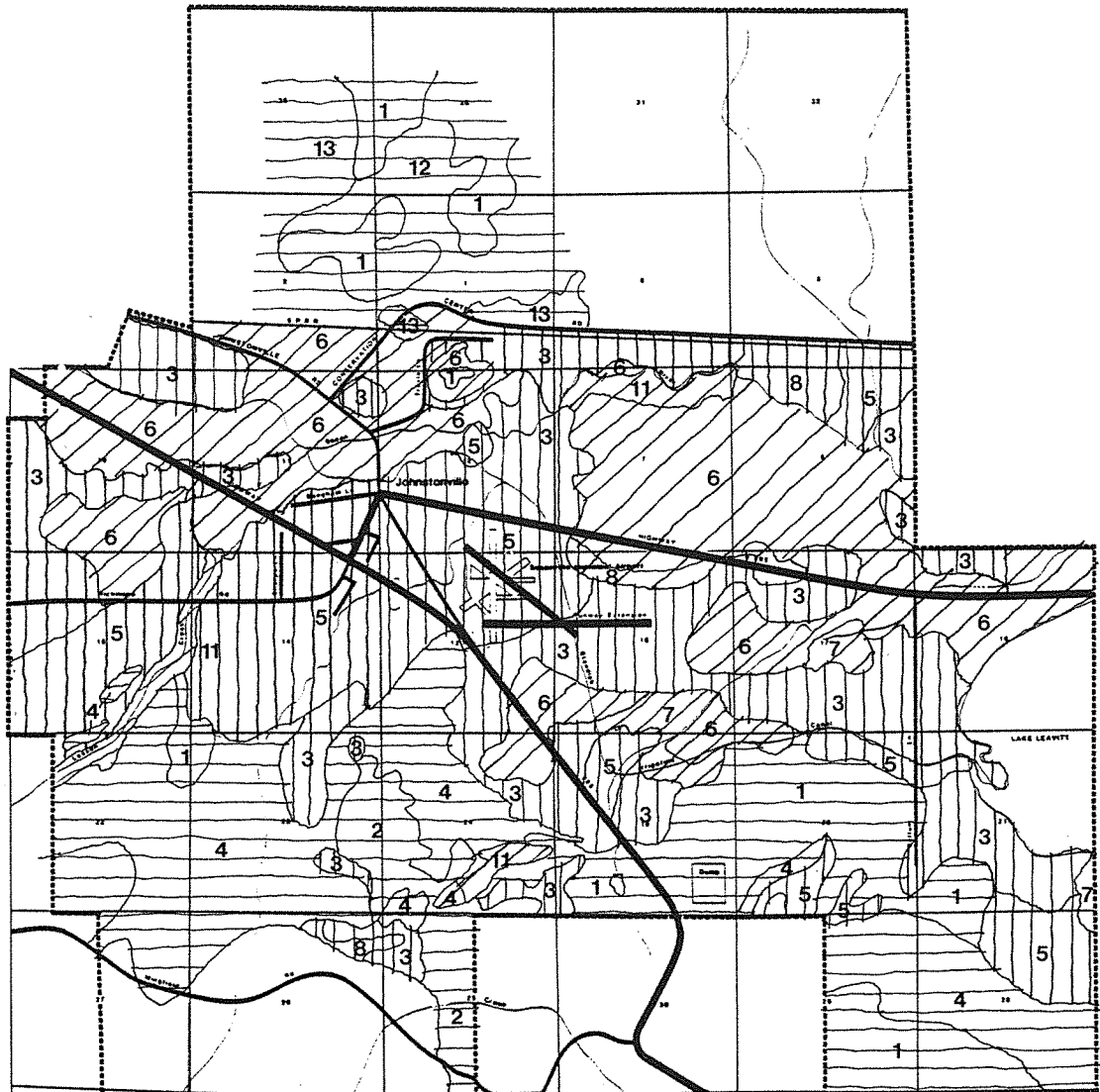
Implementation

7.1 Where dense residential or commercial development is proposed for lands adjacent to lands devoted to agricultural production, the non-agricultural users shall incorporate buffer setbacks and/or construct natural screens to mitigate potential land use conflicts.





7.2 Non-agricultural uses shall be directed to areas with soils with limited value for agricultural use or to areas where similar uses already exist. Non-agricultural uses shall not interfere with agricultural operations.

7.3 Land designated intensive agriculture shall be zoned "A-3", Agricultural District or "E-A", Exclusive Agriculture.

7.4. Lands designated as Extensive Agriculture shall be zoned "A-3", Agricultural District or "U-C", Upland Conservation.



Johnstonville Planning Area Agricultural Soils

-  Rangeland Soils, Zones 1,2,4,9,12,13.
-  Crop Land Soils, Zones 3,5,8.
-  Pasture Land Soils, Zones 6,7,10,11.
-  Areas not mapped

Source: Soil Conservation Service, Susanville Office.

SCENIC HIGHWAYS

State Planning Law (Section 65302(a)) requires a scenic highways element as a means to protect and enhance official State scenic highways and official county and local scenic highways.

Scenic highways enhance the tourist industry in Lassen County. By protecting scenic areas, tourists will have a positive feeling about the County which may bring them back or share their experiences with others. Scenic highways also instill community pride and help protect the rural lifestyle which many people of the area enjoy. A scenic resources assessment conducted as part of the MEA (See Map 8), shows three areas which could potentially qualify for scenic highway status. These areas include:

- o State Highway 395 from the southern boundary of the planning area to a point south of the Susanville Airport.
- o State Highway 395 from a point about one and one quarter miles east of Johnstonville to a point just west of Buffum Lane.
- o State Highway 36, just east of the intersection of Bangham and Sharpe Lane to the northwestern boundary of the planning area.

Policy

8-A Lassen County shall establish, protect and maintain scenic corridors in order to preserve the beauty of its landscapes. The scenic corridors are shown on the land use map.

Implementation

8.1 A public hearing should be held to determine whether the County should request the State to include the scenic corridors described above into the State system of scenic highways.

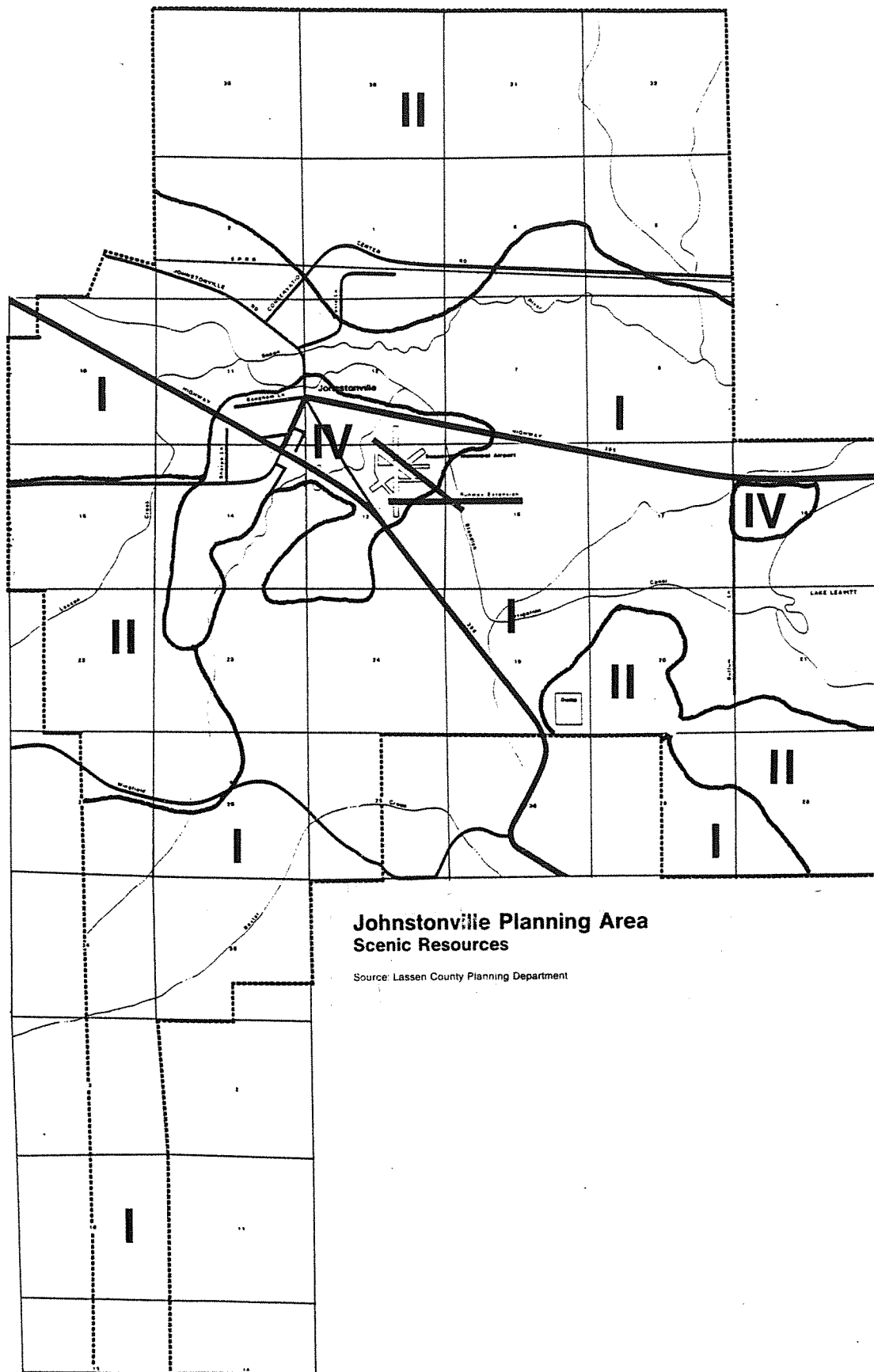
8.2 New development in these corridors should use natural materials and earthtone colors that blend into the landscape.

8.3 Billboards, with the exception of those noted in implementation measure 8.4, should not be permitted within the corridor because they distract from the scenic quality of the area. Since on-site advertising is sometimes necessary to inform motorists of the location or nature of a commercial enterprise, on-site signs may be allowed if they are simple, easy to read and do not conflict with the landscape.

8.4 The County should develop standards to allow "clustered" billboards within the scenic corridors such as those uses along Oregon Highways. Clustered billboards allow several advertisers to group their displays on a common billboard.

8.5 Commercial uses along scenic corridors should be subject to strict design review by the Planning Commission, Board of Supervisors or a special design review committee.

8.6 Utilities in the scenic corridors should be placed underground whenever possible.



Johnstonville Planning Area Scenic Resources

Source: Lassen County Planning Department

CULTURAL RESOURCES

The open space element is a required part of every general plan (Section 65560). In establishing the requirement, the State Legislature believed that it was one way for local governments to examine the cultural resources in their area and develop appropriate measures to protect them.

The Honey Lake Valley is rich in cultural resources. Archeologists believe that man's presence in the valley dates back from 12,500 to more than 50,000 years. However, the exact character of the ancient culture or cultures which settled in the area during this time is unknown.

A search of archeological records maintained by the California Archeological Inventory Information Center in Chico revealed that there are nine recorded archeological sites within the planning area. In addition, twenty-four sites are recorded in the immediate vicinity of the planning area. To prevent these sites from being plundered, the specific locations of these sites within and near the planning area have not been released. Map 9 shows the general areas that are recognized by the Archeology Inventory Information Center as containing known archeological sites or zones of high or medium archeological sensitivity.

As development takes place, archeological sites can be uncovered, disturbed or destroyed. These resources not only provide a valuable link with the past but they are of religious significance to many Native Americans.

Policy

10-A The County shall within its authority, preserve and protect the cultural resources of the planning area.

Implementation




10.1 Development projects shall be designed to minimize their impact on cultural resources. Any discoveries of archeological resources during construction shall be reported for mitigation.

10.2 A cultural resources map should be maintained by the County Planning Department and used in the review process of land development projects.

10.3 Archeological reconnaissance should be conducted whenever it appears that cultural resources may be disrupted by a proposed development project.



Johnstonville Planning Area Cultural Resources

-  Areas of high sensitivity
-  Areas of known archaeological resource
-  Areas of medium sensitivity

Source: California Archaeologic Inventory Information Center

FISH AND WILDLIFE

The conservation element must include a discussion regarding the conservation and utilization of natural resources including fisheries and wildlife (Section 65302(d)).

One aspect of Lassen County's uniqueness is the diversity of its fish and wildlife. The MEA (pages 40-44) includes a list of the fish and wildlife in the area. Not only are they a resource to watch and enjoy, they serve an important role in the economy of the area. Many people visit the County to observe wildlife and to hunt and fish.

There are several special wildlife concerns within the planning area. The southern half of the planning area is a portion of the Susanville deer herd winter range. The mule deer in this herd summer at higher elevations in Lassen and Plumas Counties, and winter at lower elevations in Lassen County south of Janesville and into the Honey Lake Valley on a low ridge commonly called Bass Hill. The major winter deer foraging area is located south of Richmond Road.

The mule deer migrate to and from the winter range via prominent ridges. The deer also utilize the prominent ridges in the winter range to move to the major winter foraging areas. These migration areas are as important as the major winter foraging areas. Without either of the foraging areas or migration routes, the deer population could be drastically affected.

Another important wildlife area within the Planning Area is the antelope kidding ground located in the northern portion of the planning area. The kidding ground is the area where antelope birth and initially raise their young. Reducing the size of the kidding ground, because of man's intrusion, may adversely affect the antelope herd.

The other major concern is in regard to the riparian habitat located along the Susan River, Baxter Creek, Rice Creek, Lassen Creek and other waterways in the area. The riparian habitat provides valuable nesting, feeding and breeding areas for many species of wildlife. The vegetation also serves to reduce evaporation and maintain constant water temperatures making them livable for a wider range of fish species. However, urban, rural residential and often agricultural uses can harm the riparian habitat. Riparian habitat can be eliminated when access roads are constructed or when fields are cleared for agricultural purposes.

The Department of Fish and Game has devised a rating system for wildlife sensitivity, which is indicated on Map 10. A rating of "10" denotes an area of greatest importance, while "2" is the least importance. The Department of Fish and Game asserts that development in some of these wildlife areas will cause significant reductions in wildlife populations.

To protect these resources, development should be limited to large minimum parcel agricultural uses. This type of designation will limit the number of lot splits and minimize man's disturbance in these areas. The County should also prevent the elimination of riparian habitats by designating and zoning these areas to limit their development.

Policy

11-A Lassen County shall conserve and enhance the wildlife and fisheries of the area. Generally, those lands identified as significant wildlife areas by the Department of Fish and Game shall be designated for Intensive or Extensive Agriculture or General Forest Environment.

11-B An area along the Susan River, its tributaries and other waterways identified on the land use map shall be designated as Conservation (see land use map for specific locations).

Implementation

11.1 Lands designated as intensive or extensive agriculture to protect Wildlife should be zoned "E-A", Exclusive Agriculture; "U-C", Upland Conservation District or "A-3", Agricultural District.

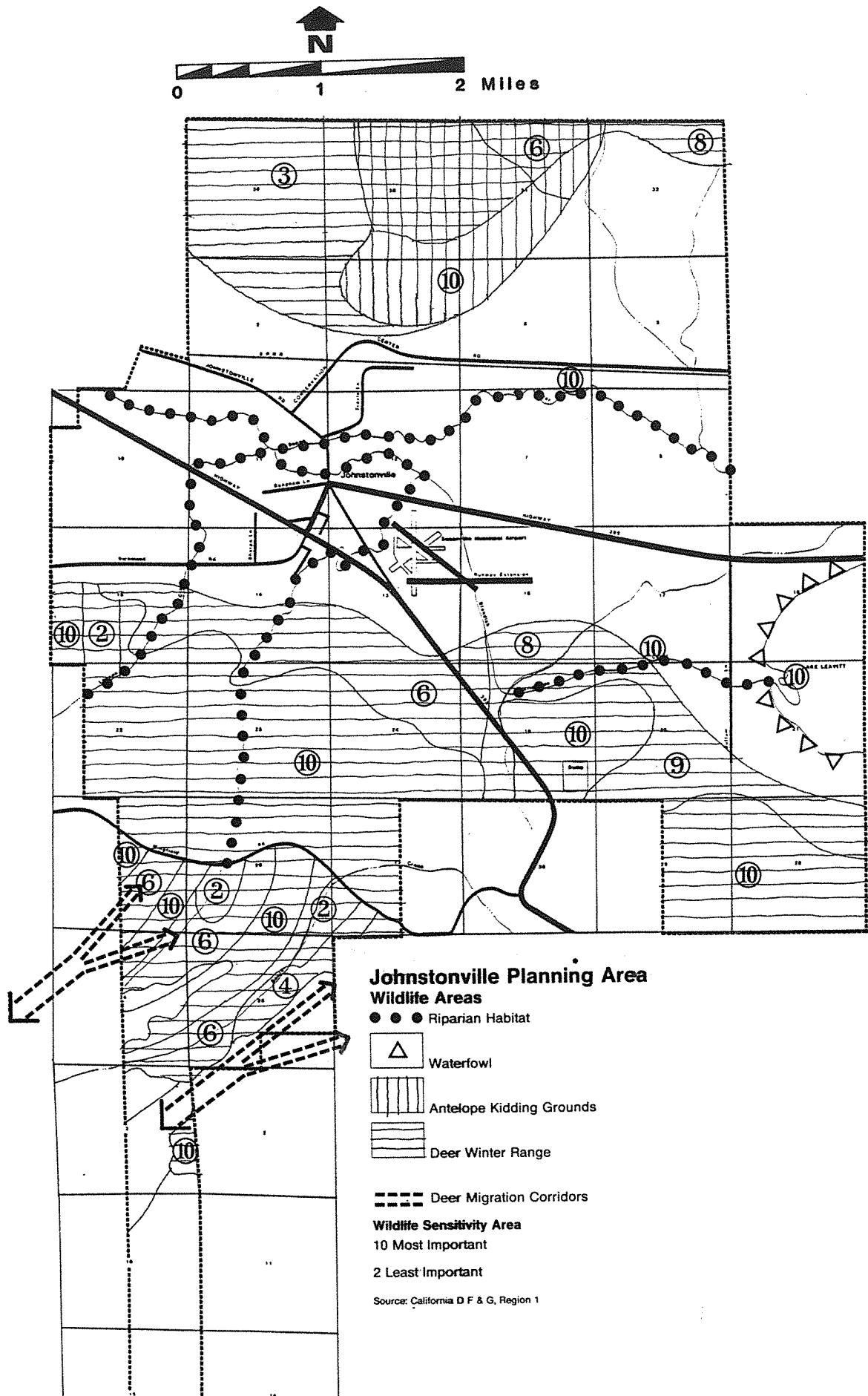
11.2 Lands designated as intensive or extensive agriculture to protect Wildlife should be zoned "E-A", Exclusive Agriculture; or "U-C", Upland Conservation District or A-3, Agricultural District.

11.3 Streams and riparian areas with a "conservation" designation should be protected from development which would adversely impact the habitat value of such areas. Natural vegetation should be protected and enhanced. Roads and bridges crossing these habitats should be carefully located to minimize disruption of resource values.

11.4 Development proposed in areas designated "Planned Development Option" shall incorporate habitat protection features as part of any development plans.

11.5 The following areas designated "Rural Residential" and "Ag Residential" shall be zoned with an "NH", Natural Habitat, combining district:

- a) Those lands designated "Ag Residential" along Baxter Creek south of Wingfield Road.
- b) Those lands designated "Rural Residential" in Section 23, T 29 N, R 12 E.



COMMUNITY DEVELOPMENT

The community development component includes general plan elements concerned with land use, circulation and parks.

The information derived from the environmental safety and natural resources components has played an important role in determining the type and location of the land uses included in this component. Streets and highways are necessary to support the land use patterns and are therefore included in this section. Because the Johnstonville airport can play an important role in implementing the land use and economic goals of this plan, it is also included in this component. Lastly, parks are included in this section since they are important public facilities.

This component includes the following elements:

- o Land Use
- o Streets and Highways
- o Airport
- o Parks and Recreation
- o Domestic Water and Sewage Disposal

LAND USE

Although all general plan elements are of equal importance in establishing policies for guiding growth, the land use element has special significance. Not only must it describe the issues identified in State law (Section 65302(a)), it must also reflect the goals and policies of the other elements when defining the distribution and location of different land uses.

State law requires local governments to prepare a land use element which:

"..... designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."

Some of these issues were discussed previously in other sections of this plan. For instance, the resources component of this plan includes discussions about public land, agricultural land, timberland, wildlife and scenic highways. The discussion of flooding is included in the public safety component.

Planning Area Growth

Since 1970, Lassen County has experienced a mild percentage increase in its population. In 1970 the population was 16,796. By 1980, it had grown by 29 percent to 21,661. Most of the growth took place in the unincorporated county areas, while the City of Susanville's population actually decreased from 6,608 in 1970 to 6,250 in 1980.

Most of the County's growth occurred in the Susanville Census Division (SCD). The SCD includes the Johnstonville Planning Area as well as the City of Susanville, the unincorporated area around Susanville, and the unincorporated communities of Standish and Litchfield. From 1970 to 1980 the SCD grew from 10,707 to 14,087 and accounted for over 3,300 or 75 percent of the County's 1970 to 1980 population increase of 4,880. The SCD will probably continue to attract a majority of the County's new growth because of employment opportunities, proximity to public and private services and commercial areas. Johnstonville will continue to share in this growth.

The rapid growth the SCD experienced in the 1970's is likely to continue. While forecasting population growth is speculative, it seems reasonable to conclude that the factors that accounted for the growth in the 1970's will result in similar rates of growth for the SCD through the 1980's and the 1990's.

According to the MEA, the population of the Johnstonville Planning Area was 1,094 in 1982. Assuming that the planning area's population will grow at the same pace as the SCD, the population should grow to 1,411 by 1992 and to 1,820 by the year 2002.

The implications for planning are obvious. More people moving into the area means that more housing must be provided as well as commercial areas for shopping and services. In order to accommodate new growth, enough land must be set aside for each use, plus a reasonable margin to account for unforeseen circumstances.

A development suitability analysis conducted as part of the Planning Alternatives Study, showed that the area generally northwest, west and southwest of the airport contained the fewest development constraints. The preferred planning alternative shows the most intensive land uses in the planning area occurring in this vicinity.

Policy: General Land Use

12-A Lassen County shall establish a land use pattern which will accommodate the projected growth of the planning area. The land use pattern will provide the present and future population with a variety of high quality living and working environments. The land use map (See Map 11) of this plan shows the land use designations necessary to achieve this pattern.

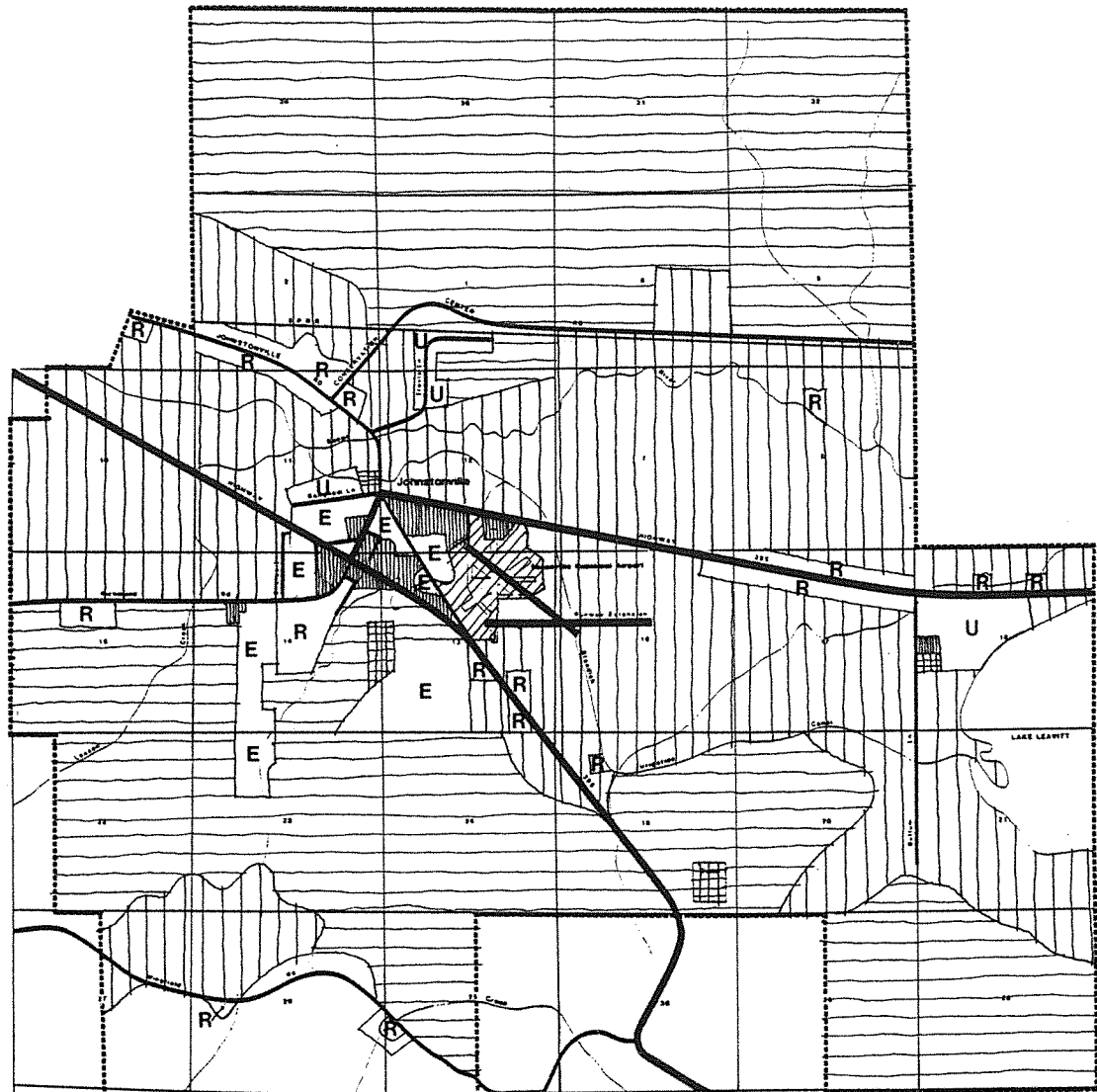
Implementation: General Land Use

12.1 The County should monitor on a yearly basis the conditions within the planning area that may influence future growth or land use decisions.

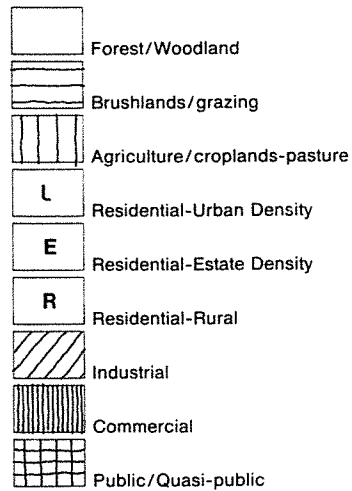
12.2 Every five years, the County should review this plan and update it as necessary.

Residential Land Use

In a land use survey conducted by the Lassen County Planning Department in 1982, a total of 485 dwelling units were counted in the planning area. The survey determined several different patterns of residential land uses in the planning area (See Map 11).



Johnstonville Planning Area Existing Land Use



In order to accommodate new residential growth, the Planning Alternatives Study determined that an additional 190 housing units are needed in the planning area to house the population anticipated in the year 2002.

There are urban type densities such as the Leavitt Lake, Susan River Park and Cramer Ranch subdivisions. Since there are over 200 housing units located in the Leavitt Lake Subdivision alone, urban residential is the major form of residential land use in the planning area.

The Leavitt Lake Subdivision, although it provides affordable housing, is a prime example of a leap frog subdivision. It is located in a rural and largely undeveloped area near Leavitt Lake, far from shopping and county services. Allowing similar types of large, remote, urban density subdivisions has the potential to create several problems. These types of subdivisions not only detract from the rural character of the planning area but they can isolate residents from jobs and shopping and place a strain on governmental services.

There are also estate density subdivisions occurring in the planning area. Estate residential areas are subdivided lands ranging in size from one half to five acres. Estate density residential areas include both the older subdivided lands near the intersection of Highway 395 and Old Johnstonville Road, the newer Diamond Crest Ranchos Subdivision, and the subdivided lands along Single Tree Lane. Some of the estate density parcels were created piecemeal through a series of parcel maps. As a result, some parcels are served by inadequate roads and do not meet the development standards that would be required if a major rather than minor subdivision was created. Properly planned estate residential areas offer the best solution to meet the plan's goals and objectives. A development suitability analysis conducted as part of the Planning Alternative Study showed that the area generally west and southwest of the airport contained the fewest development constraints. This is the area this plan recommends for estate residential land use.

Rural residential housing occurs along Highway 395, Old Johnstonville Road, and Buffum Lane. Rural residential uses are located on parcels one acre in size and larger. Rural residential uses along Highway 395 pose some problems because the highway must be used as an entrance and exit to and from the property. This access creates safety problems along this route.

Agricultural-residential uses also occur in the planning area. These uses can best be described as small farms or very large rural residential uses. This plan recommends several areas for agricultural residential uses. One area is located in the Baxter Creek drainage area, south of Wingfield Road. Smaller parcels have been created and some residential development has occurred.

The Department of Forestry is concerned about development in this area and has recommended that development be no greater than one dwelling unit per twenty acres. The other area where agricultural-residential uses are occurring is along Johnstonville Road near Conservation Center Road. To preserve the potential for agricultural use, minimum parcel size should be 20 acres. Since some of these parcels are also within the designated flood area, an "F", Flood Plain Combining District should be included in the zoning for these parcels.

Policy: Residential Land Use

13-A Lassen County shall provide an adequate supply of land for housing and will accommodate a mix of residential opportunities, both in type and cost, consistent with the goals of this plan and the countywide housing element.

Implementation: Residential

13.1 The County should prepare and regularly update a countywide housing element which describes in detail existing housing conditions and needs and maps a strategy the County will employ to meet established housing goals.

Policy: Urban Residential

14-A To retain the rural character of the planning area, urban residential uses should be limited to those already existing in the area. These areas are shown on the land use map.

Implementations: Urban Residential

14.1 Urban residential development should be directed to the Susanville Planning Area where this type of development could help fulfill its goals and policies regarding compact urban development.

14.2 Lands designated as urban residential on the land use map shall be zoned as "R-1", Single Family Residential.

Policy: Estate Residential

15-A Estate residential use shall be the primary residential use in the planning area in order to preserve rural character. Existing and future estate residential areas are shown on the land use map.

Implementation: Estate Residential

15.1 Estate residential areas should be created by subdivisions rather than parcel map unless all standards normally applied to a subdivision are also applied to the parcel map.

15.2 Parcels designated as estate residential should be served by paved roads.

15.3 The areas designated as estate residential on the land use map shall be zoned "R-1", Single Family Residential.

Policy: Planned Development

16-A Lassen County shall encourage the use of planned development in areas where such use will minimize potentially adverse impacts to the County's natural resources and maximize the development potential of the site. Areas where planned development could be effectively used are shown on the land use map.

Implementation: Planned Development

16.1 Planned development shall be designed and constructed in a manner that will protect the natural and cultural resources of the area and unique features and amenities of the site. Additionally, planned developments shall be designed to mitigate conflicts with wildlife or agricultural operations.

16.2 Land Designated as "Planned Development Option" on the land use map shall be zoned, initially, for the primary land use designation (ie. intensive or extensive agriculture). Planned Unit Developments may be considered as a land use option subject to the provisions of Lassen County's Planned Development Permit process.

Policy: Rural Residential

17-A Rural residential uses shall be allowed in designated areas (See land use map), where existing uses, parcel sizes or physical features make them unsuitable for agriculture or other forms of residential uses. Additionally, rural residential uses shall not be allowed where they will conflict with agricultural, resource, wildlife, or safety objectives.

Implementation: Rural Residential

17.1 Lot size recommendations for rural residential zoned areas shall be related to the environmental characteristics of the site.

17.2 Rural residential uses along State highways shall be limited for safety purposes.

17.3 Land designated rural residential on the land use map shall be zoned as "A-2", Agricultural-Residential.

Policy: Agricultural Residential

18-A Agricultural residential use shall be applied to the areas in which smaller parcels already exist. Due to the remote location, development constraints or the potential to continue agricultural operations, these lands should not be allowed to develop into more intensive land use.

18-B Minimum parcel size shall be 20 acres.

Implementation: Agricultural Residential

18.1 Lands designated as agricultural residential should be zoned "A-2", Agricultural Residential.

Town Center

Since the City of Susanville is nearby, a distinct commercial area has not taken shape in Johnstonville (See Map 10). The commercial uses in Johnstonville are not tightly clustered and some businesses are operated out of homes or out of a building detached from the owner's home. Many of the home run businesses have sprung up in Johnstonville because their owners have found it more convenient and less expensive than finding a suitable site in Susanville.

Policy: Town Center

19-A Johnstonville is designated as a Town Center and shall be considered as the appropriate location for commercial development in the area.

19-B Land in the vicinity of the Town Center as designated on the land use map shall be designated as town service. These lands are appropriate for mixed commercial residential uses.

Implementation: Town Center

19.1 Commercial uses in mixed commercial/residential districts and occupations shall be carefully regulated to ensure they will remain compatible with the areas in which they are located.

19.2 Lands designated shown on the land use map as town service shall be zoned as "C-T" Town Service District.

19.3 Two sites near the Lake Leavitt Subdivision should be designated and zoned for neighborhood commercial use. Other sites, not exceeding one acre per site, may be zoned for neighborhood commercial use if they can demonstrate they are necessary to provide local residents with a means to obtain goods in a convenient manner.

Industrial

There are a variety of small industrial-type uses in the planning area such as contractor yards, storage facilities, and repair shops. The Planning Alternatives Study suggests that if the airport was upgraded, light industries might be attracted to the area. Formerly, there was no land in the general plan designated for industry in the planning area. For industrial growth to occur, lands must be planned and zoned for this purpose.

The presence of the Susanville Municipal Airport and the lack of suitable sites for larger offices in Susanville has resulted in new interest for industrial and commercial growth in Johnstonville. Offices or industries located in well-planned industrial parks could provide the employment necessary to support the future growth in the area and could, in part, provide a jobs-housing balance. The employment may enable persons to live in close proximity to their homes and reduce the amount of commuting to Susanville for employment.

To support and encourage industrial growth, and to ensure that such development is not detrimental to other land uses, the County will need to ensure that appropriate services are provided and that development standards are applied to guide the character of development. The design of industrial development should be compatible with the visual sensitivity of the Highway 395 and Highway 36 corridors and the rural character of agricultural and residential areas.

Policy: Industrial

20-A Industrial uses should be compatible with surrounding land uses and should not be detrimental to retaining the rural character of the area. Areas designated "industrial" are shown on the land use map.

Implementation: Industrial

20.1 All areas designated "Industrial" on the land use map shall be zoned "M-1, Light Industrial," excepting the area along the western boundary of the Planning Area south of Johnstonville Road which shall be zoned "M-2, Heavy Industrial," subject to provision 20.2 below.

20.2 The rezoning of lands designated "Industrial" which are currently under Williamson Act Contract shall be effective at the time of expiration of their respective contracts.

20.3 The County and City should explore ways of coordinating efforts to attract light industries to the airport area.

20.4 Design review requirements of industrial zones shall incorporate a comprehensive development plan prior to site alteration and utilization of land for industrial purposes. The development plan shall include the following, or functionally equivalent, features:

a) All buildings and structures shall be earthtone and coordinated in color with non-glare materials;

b) All outdoor storage areas, including the storage of materials, equipment and vehicles, shall be arranged and maintained in an orderly manner and contained within a fenced, bermed or otherwise landscaped area adequately screening the visibility of the area from outside the development site at standing eye level. Natural vegetation should be retained for visual screening of storage areas, where feasible and effective, for a minimum of 50 feet from all public roads and highways and 100 feet from surrounding non-industrial property. Where natural vegetation retention is not feasible or effective, adequate provisions, including maintained landscaping and/or fencing, shall be required with the objective of minimizing the visibility of outdoor storage areas.

c) Outdoor lighting should be shielded to reduce lighting and glare to surrounding areas.

20.5 Adequate on-site services (e.g. water, sewage treatment, fire protection) shall be provided commensurate with the extent and character of development.

20.6 Diane Drive from Highway 395 to the farthest industrial encroachment shall be improved with two bike lanes to mitigate traffic safety concerns prior to development of the industrial area. On-street parking shall be prohibited. Mailboxes on Diane Drive should be relocated to the residential area. The traffic index of Diane Drive shall be upgraded at the appropriate time commensurate with the extent and character of industrial use.

Urban Reserve

Some land presently being used for agricultural purposes should be considered for more intensive uses because of proximity to residential, commercial or industrial designated lands. However, in order to fulfill the plan's goal of preserving agricultural land and retaining the rural character of the area, the land should remain in agricultural use until the supply of developable land is diminished. The County should also consider changing the designation if a specific project is presented which would not "work" in other locations. In the meantime, this land should be retained in as large parcels as possible to preserve future planning options.

Policy: Urban Reserve

21-A Land designated as urban reserve show the areas where the County will allow future growth and development.

21-B Land northeast of the interchange at Highway 395 and Old Johnstonville Road should be designated as urban reserve.

Implementation: Urban Reserve

21.1 Lands designated as urban reserve shall remain in parcels as large as possible in order to retain future planning options. Therefore, low density agricultural or "U-C" Upland Conservation zoning should be applied to urban reserve designated land.

CIRCULATION

The circulation element was one of the first two general plan elements mandated by State law (Section 65302(b)). The circulation element is an especially important component of this plan because an efficient transportation network is necessary to implement the future land use patterns this plan recommends.

New Roads

Due to the rural character of the area and the number of highways and county maintained roads in the area, the land uses in this study require few new roads or improvements to support the growth they allow. These new roads are:

Extension of Diamond Crest Road

The land use portion of this plan recommends the conversion of the presently undeveloped brush lands west of the cemetery and Diamond Crest Ranchos to various forms of residential uses. Development of this area requires additional access. Extending Diamond Crest Road in a southwesterly direction (See Circulation Map, Map 13) will provide the access required. Since an easement for a roadway to serve this area has been granted, this is the route it should follow.

Diamond Crest Road - Diane Drive Tie In

Diane Drive is the only road currently serving the Diamond Crest Ranchos Subdivision. In order to travel to other areas, the subdivision residents must all either turn onto or across Highway 395. Conversely, fire fighting, sheriff vehicles and others wishing access into the subdivision must enter from Highway 395. As the area develops, congestion may occur at the Diane Drive - Highway 395 intersection as a result of cars waiting to turn onto or across Highway 395. This situation will get worse as the industrial and estate residential areas designated by this plan are developed.

To improve circulation and provide additional routes for safety equipment, a roadway from Diamond Crest Road to Diane Drive should be planned (See Circulation Map, Map 13). The proposed road would follow an existing easement just north of the cemetery. However, it must be noted that although this road has definite benefits, it will also be very costly to construct because of the topography in the area.

Traffic Safety

Although the planning area is not faced with a need to extensively expand its road system, there is a need to make the system safer.

For example, the new Citizens Utility Company office at the airport will generate additional traffic along Highway 395. Although a left hand turn pocket exists at the Highway 395 and Airport Road intersection, it may not be long enough to accommodate increased traffic. The Department of Transportation plans to install a deceleration lane for north bound traffic at this intersection but there are no plans to improve the left hand turn pocket. Without this improvement, automobiles waiting to turn into the airport may create congestion. As a result, cars may back up into the highway right-of-way and increase the chance of rear end collisions. To improve the safety of this intersection, the left hand turn pocket should be extended and possibly widened in this area.

In order to commence the planning and eventual construction of this improvement, the Local Transportation Commission (LTC) must request the Department of Transportation to review the safety of this intersection. If the Department of Transportation concurs that safety improvements should be made, they will include the project on the State Transportation Improvement Plan and eventually make the necessary improvements.

During the public hearings on the Planning Alternatives Study, area residents indicated their concern about the safety of their children crossing Highway 395 at the Richmond Road intersection in order to reach the Johnstonville School. There is a blinking yellow light at this intersection but some area residents do not feel it effectively slows or makes traffic more cautious. Several alternatives to the blinking yellow light exist. These alternatives are:

- o Install a full traffic light at the intersection - While this would stop automobile traffic to permit crossing, traffic lights are very expensive (\$100,000 or more). Unless statistics show an immediate need for a stop light or the County was willing to assume a large portion of the cost, the Department of Transportation would probably be reluctant to install such a device in the immediate future.

- o Hire a crossing guard - This is one of the simplest and least costly solutions. However, the Johnstonville School reports that the California Highway Patrol has recommended that crossing guards not be used at this location. Crossing guards may endanger their own lives as well as the children's when performing their duties.

- o Construct a pedestrian bridge - Even a small pedestrian bridge would be very expensive (A minimum of \$100,000) and it could take years before it would be placed on the State's Transportation Improvement Plan for funding. In the meantime, existing conditions would remain the same.

- o Encourage or require children to use the school's existing bus transportation - The school provides bus transportation well within the range that is required by the State. This solution requires no additional expenditures since the school already provides this service. In addition, it could be put into effect immediately, even if other alternatives were selected.

Each of these alternatives has advantages as well as drawbacks. As part of the public hearing process for this plan, area residents should determine which alternative they wish to follow.

Policy

22-A It shall be a policy of Lassen County to provide a transportation system that provides safe and efficient service for the travel needs of all citizens, the movement of goods and as a means to implement the goals and objectives of this plan.

22-B This plan designates the following new roads, which are shown on the circulation map as new traffic roads:

- o The extension of Diamond Crest Road
- o A new road between Diamond Crest Road and Diana Drive.

Implementation

22.1 The County LTC should request the Department of Transportation to place the extension of the left hand turn pocket at Highway 395 and Airport Road on the State Transportation Improvement Plan.

22.2 The County shall require new development projects to contribute to the construction of the roads which will serve their projects.

22.3 Prior to the approval of all new projects, the County shall evaluate the potential effect on existing traffic patterns and shall require as a condition of approval, any improvements or in lieu fees necessary to alleviate potential traffic congestion and/or to ensure traffic safety.

AIRPORT

The Susanville Municipal Airport is located on the southeast side of the community of Johnstonville, approximately four miles southeast of the City of Susanville. The airport is owned by the City of Susanville. An Airport Layout Plan was prepared and included as Sheet No. 1 of the Airport Master Plan adopted by the City of Susanville on March 3, 1981. In the Master Plan, runway 7-25 was adopted as the future major runway. Runway 7-25 is proposed to be 5,600 feet long and 100 feet wide to meet the standards of the Federal Aviation Administration for a General Utility Runway at the altitude and normal maximum temperatures prevailing in Susanville. The length would accommodate all single-engine aircraft and most light twin-engine aircraft with reciprocating engines. It would also accommodate some of the lighter turbo jet aircraft such as the Cesna Citation. The 100-foot width is recommended because of the occasional gusty wind and crosswind conditions at the airport.

The Master Plan proposes to maintain operation of Runway 11-29 since this runway provides good crosswind performance and increases the wind coverage to 96.9%. As stated above, this runway has been improved to a length of 4050 feet.

The Susanville Municipal Airport is a valuable asset to the City of Susanville and Lassen County, with the potential for providing more services in the future. It can be a help to both jurisdictions in their efforts to attract new industries and is a benefit to industries already located in the area. It is frequently used by many governmental agencies, including the Forest Service, BLM, the California Department of Forestry, and the California Department of Corrections.

Because of the present and potential value of the airport, the County in conjunction with the City must carefully plan the area surrounding it to make sure that incompatible land uses do not hinder the improvement or future expansion of the airport.

On March 26, 1987 the Lassen County Airport Land Use Commission adopted an Airport Land Use Plan (ALUP) for the Susanville Municipal Airport, pursuant to Article 3.5 of the California Public Utilities Code. The ALUP contains policies addressing Land Use Compatibility criteria in various airport safety areas, along with noise and height restrictions (see Appendix E). The ALUP also designates "Referral Areas" and introduces a referral review process with the intent of reviewing proposed projects for consistency with the ALUP and assessing potential environmental impacts of development in the vicinity of the airport. Such a referral process would be a cooperative system between the ALUC, the County Board of Supervisors, and the City of Susanville as operator of the airport.

Section 65302.3(a) of the California Government Code states that "The general plan, and any applicable specific plan...shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code," (i.e. the airport land use plan).

In order to facilitate consistency between the Area Plan and the ALUP, Appendix E contains the following excerpts from the ALUP.

1. Map of Airport Safety Areas
2. Land Use Compatibility Guidelines
3. Referral Areas text and graphic
4. Noise Exposure Forecast Contours

Policy

23-A Lassen County shall endeavor to protect public health, safety, and welfare by encouraging and providing for the orderly expansion of the Susanville Municipal Airport, and by the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in the vicinity of the airport.

Implementation

23.1 Airport property, excepting those lands north of runway 11-29, shall be zoned Y-C, Airport Commercial District.

23.2 The County shall adopt and apply an Airport Public Safety Combining District corresponding to Referral Area A as set forth in the ALUP for the Susanville Municipal Airport, and the regulations of said Airport Public Safety District shall provide for project referral to and review by the ALUC for consistency with the ALUP.

23.3 The County shall use the Land Use Compatibility Guidelines in the ALUP as its own guidelines in determining appropriate land uses in the vicinity of the airport.

23.4 Review of proposed projects in Approach Zone Safety Areas of Referral Area A shall include the following criteria:

- a) Height limitations shall comply with FAA criteria;
- b) The use will not direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the airport, other than an FAA approved navigational signal light or visual approach slope indicator;

c) The use will not cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the airport;

d) The use will not generate a substantial amount of smoke, or attract large concentrations of birds, or otherwise affect safe air navigation;

e) The use will not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

f) The use will not include an incompatible concentration of people, threshold is 10 or more people per acre or per building at any one extended period of time.

PARKS

A recreation element is one of several optional elements planning law (Section 65303) allows local governments to adopt. Many local governments have adopted recreation elements because including policies in their general plans that improve the quality of life is as important as including policies that shape physical and economic development.

One park site presently exists in the Lake Leavitt Subdivision but is undeveloped because the County does not have the funds to develop it. Recently, the County applied for a State grant for this purpose. Because of the need for this park, the County should explore other methods of financing the improvement if the grant is not funded.

In the traffic safety component of this plan it was noted that area residents were concerned about the safety of children who cross Highway 395 in order to reach school. The school is not only an educational institution, it also serves as a play area. One way to reduce the possibility of a crossing accident occurring is to develop a park near the proposed residential areas south of the Highway 395 and Richmond Road crossing.

One method of providing additional park land is for the County to adopt a Quimby Act ordinance. A Quimby Act ordinance allows local governments to exact either land or in-lieu fees from land subdividers. The land or fees are to be used to provide parks for future residents of the area. However, prior to adopting such an ordinance, local governments are required to adopt a general plan recreation element.

Policy

24-A The County will provide adequate parks in the Johnstonville area adequate to fulfill the recreational demand of the residents.

Implementation

24.1 Lassen County should adopt and regularly review and update a countywide recreation element.

24.2 The County should adopt a Quimby Act Ordinance and begin collecting in-lieu fees to purchase a park site in the vicinity of the proposed residential areas south of Highway 395.

24.3 The park site near the Lake Leavitt Subdivision shall be zoned "O-S", Open Space or similar zoning district.

24.4 The County should apply for all available State and federal grants to upgrade existing and future parks.

DOMESTIC WATER AND SEWAGE DISPOSAL

The Lake Leavitt Subdivision is the only area within the planning area which is served by a community sewage system. The community of Johnstonville itself does not have a sewage system or domestic water system. All parcels utilize individual septic tanks and individual wells (with the exception of a small private water system serving the Susan River Park Subdivision). This situation not only increases the potential of water quality impacts, it also constrains opportunities for development of the Johnstonville Town Center and adjacent areas designated for development.

In 1975, the State Water Resources Control Board and the Lahontan Regional Water Quality Control Board studied the sewage disposal needs of Johnstonville. The conclusion of the study was that the present size and future growth of Johnstonville, in connection with the growth of Susanville, made the provision of a community sewage system desirable. Ten years later, the Johnstonville Town Center has experienced only moderate growth and still does not have a sewage system. The lack of such a system, in fact, may have contributed to a sprawl of growth outside the Town Center.

The future growth of the Johnstonville community will probably require the provision of a community sewer and/or water system. The land use patterns set forth in the area plan are not dependent on the provision of such services, but, as the area grows, it will become increasingly evident that these services are necessary for the proper development of a viable Town Center.

Policy

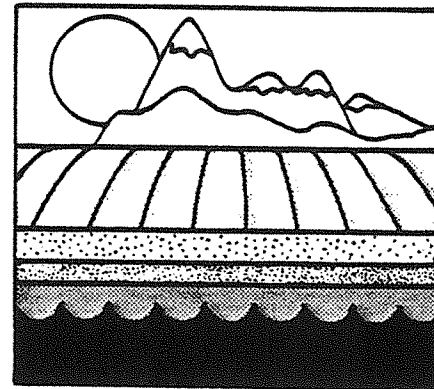
25-A The County will manage the intensity and type of development in the Johnstonville Town Center and surrounding area to balance development with the availability of appropriate support services.

Implementation

25.1 A community services district should be formed, when and as appropriate, for the provision of services including, but not limited to, sewage treatment and domestic water supply.

25.2 Minimum parcel sizes and other development regulations to manage the intensity of development shall be carefully considered and implemented to mitigate potential impacts related to sewage disposal until a community system is installed.

Johnstonville Area Plan



Section Three: Implementation

USE OF THE MAP

The land use map shows how the goals, objectives, policies and recommendations of the plan are to be carried out. The map is designed to provide further guidance in defining the plan. However, the scale of the map may present some limitations, especially when a small parcel of land near the intersection of boundaries for different land uses is involved. Therefore, when questions interpreting the map arise, readers should determine which land use designation furthers the intent of the plan to the greatest degree. Whenever amendments to the plan are made, corresponding revisions must be made to the map.

Figure 1 shows the land use designations used on the map, and the types of uses they contemplate. Appendix C includes a list of compatible zoning for each land use designation.

FIGURE 1
LASSEN COUNTY GENERAL PLAN
AND AREA PLAN
LAND USE DESIGNATIONS

RESIDENTIAL

URBAN	Includes residential areas receiving a full range of urban services such as community sewer and water services. May allow high density residential development and may include multi-family units. Density will usually exceed one dwelling unit per acre.
ESTATE	Provides areas for large-lot residential subdivision. Such parcels should be created by subdivision rather than by parcel map. All lots should be served by paved roads and may have community water and/or sewer services. Parcel sizes range from one to five acres.
RURAL RESIDENTIAL	Provides for medium density residential use in a rural environment. Parcels may or may not be served by paved roads or be connected to community water or sewer services. Parcel sizes generally range from three to twenty acres. Some parcels may be clustered with smaller parcels in exchange for retention of open space areas.
PLANNED DEVELOPMENT RESIDENTIAL	Provides for densities in the range of urban or estate residential when units are clustered to maintain open space areas or preserve sensitive and/or unique environmental features, resources and amenities.

COMMERCIAL

TOWN CENTER	Usually designated at existing communities. Identifies local commercial districts and social centers. Commercial uses may be mixed with residential and/or other compatible land uses.
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GENERAL COMMERCIAL	Uses include retail and general commercial providing a wide variety of goods and services.
NEIGHBORHOOD COMMERCIAL	Provides a limited selection of convenience goods within either walking or brief driving distance from residential areas. Typical use is a small convenience type grocery-gas station.
INDUSTRIAL	
GENERAL INDUSTRY	Provides for general light and heavy industrial and manufacturing uses, recognizing varying degrees of impacts and service requirements.
INDUSTRIAL PARK	Designates area for limited industrial uses to be designed and layed-out as a planned development with on-site services.
URBAN RESERVE	
URBAN RESERVE	Designates areas where the development of urban uses may be directed in the future with appropriate general plan consideration of proposed uses. More immediate land uses should be low intensity and not preclude future planning and development opportunities of the area.
NATURAL RESOURCES	
INTENSIVE AGRICULTURE	Designates lands devoted to or suitable for the growing of crops and/or the grazing of animals on natural prime or improved pasture land. Requires parcel sizes supportive of agricultural land use and production.
EXTENSIVE AGRICULTURE	Represents typical rangeland areas with grazing and general rangeland values, open space and scenic values, and/or low intensity outdoor oriented recreational values. Requires large parcel sizes to support and protect resources values.

GENERAL FOREST

Represents typical forest lands with timber production values, open space and scenic values, and/or low intensity outdoor oriented recreational values. Requires large parcel sizes to support and protect resource values.

CONSERVATION

CONSERVATION

Identifies natural resource areas requiring special protection or conservation policies or presenting special opportunities for parks or other carefully planned outdoor oriented recreational uses.

SCENIC
CORRIDOR

Identifies areas bordering major highways which have significant scenic values due to the level of public exposure and/or the existence of significant scenic features.

PUBLIC/RECREATIONAL FACILITIES

SCHOOL

AIRPORT

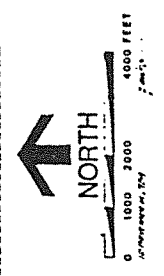
PARK

FEDERAL LANDS



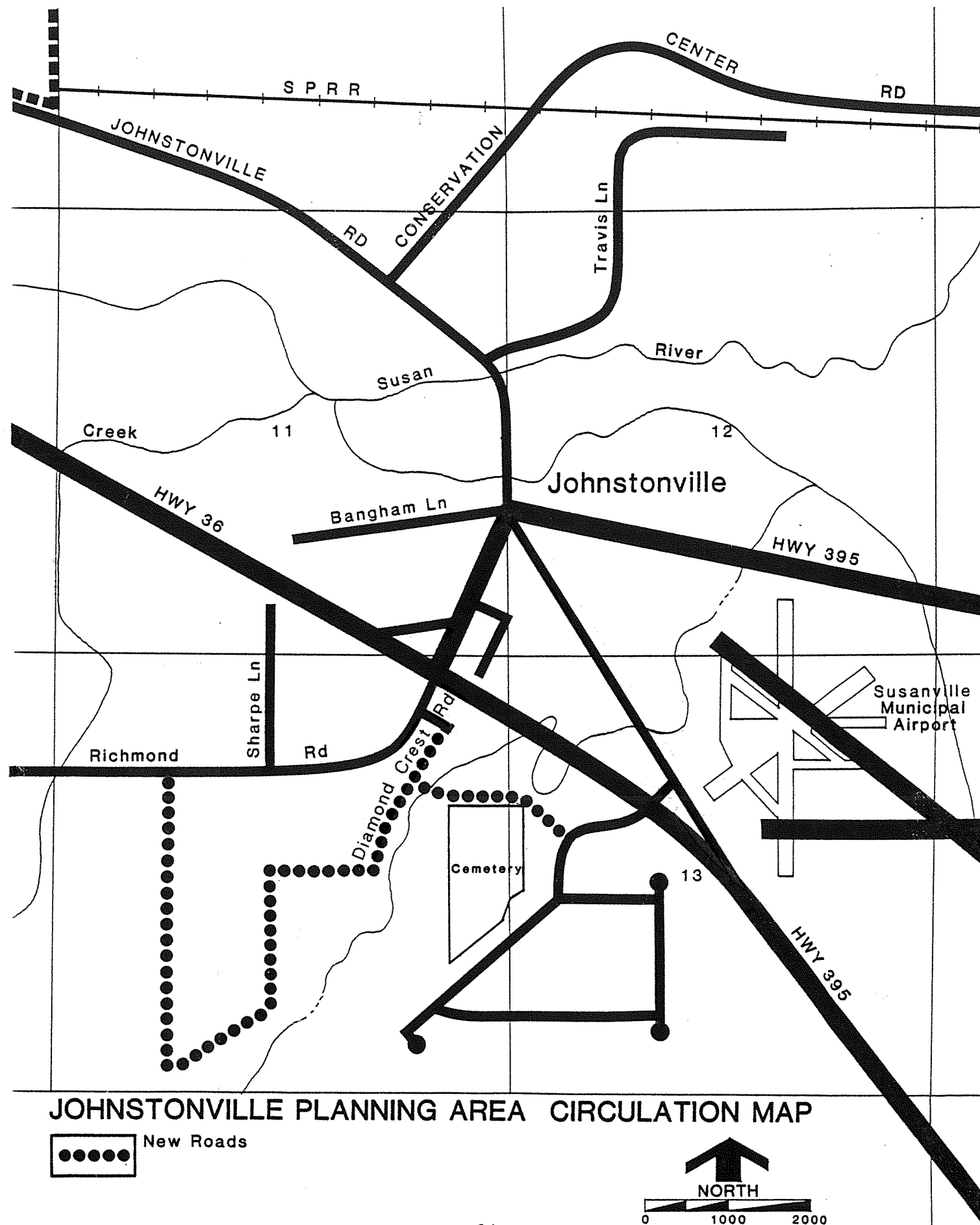
JOHNSTONVILLE PLANNING AREA LAND USE MAP

- | | | | |
|--|--------------------------------|--|----------------------------|
| | Planning Area Boundary | | Intensive Ag |
| | Urban Residential | | Extensive Ag |
| | Estate Residential | | General Forest Environment |
| | Rural Residential | | Scenic Corridor |
| | Ag Residential (20 acre min) | | Conservation |
| | Urban Reserve | | Resort |
| | Industrial | | School |
| | Industrial Park | | Public |
| | Town Service | | Federal Lands |
| | Neighborhood Commercial | | Planned Development Option |
| | Town Center | | Airport Clear Zone |



Johnstonville Planning Area
Land Use Map

ADOPTED: AUGUST 18, 1987



JOHNSTONVILLE PLANNING AREA CIRCULATION MAP

••••• New Roads



IMPLEMENTATION TECHNIQUES

DAY TO DAY USE

There is no better way to implement this plan than by using it on a daily basis. Regular use of the area plan should result in consistent decisions about land use and an efficient regulatory process that will facilitate development. Citizens will have a good idea about how land will develop in the community and land developers can tailor their proposals to meet what they believe the County will approve. It can also alleviate unnecessary controversy and litigation.

If the plan is used infrequently it will quickly become outmoded because of the unforeseen changes that have occurred in the community. It can also lead to frustration and alienate the citizens who participated in the preparation of the plan.

ZONING CONSISTENCY

Zoning is considered one of the primary tools of implementing the general plan. Since 1971, the State has required zoning ordinances to be consistent with general plans. With increasing frequency, consistency requirements are being written into California laws (See Figure 2 for a complete list of the consistency requirements). State law (Section 65860) requires zoning to be consistent with the general plan. To achieve consistency the land uses authorized by the zoning ordinance must be compatible with the type of land uses specified in the text and map of the general plan. Unless zoning and the general plan are consistent, no one will be sure how land should be developed. Since one purpose of a general plan is to clarify how land will be permitted to develop, this purpose will be defeated.

State law also requires local governments to maintain zoning consistency. Thus whenever a local government amends its general plan, the zoning must also be amended to re-establish consistency. While the law authorizes and encourages rezoning to be concurrent with general plan amendments, local governments must revise their zoning to conform to the amended general plan within a "reasonable amount of time" (Section 65860(c) and 65862). A reasonable amount of time for small amendments may be as long as six months, for larger amendments or a large scale general plan revision a greater amount of time is probably reasonable.

SUBDIVISION CONSISTENCY

The State Subdivision Map Act (Section 66474) requires local governments to make a finding, prior to approving a subdivision, that the subdivision is consistent with the general plan. As a result, even if the zoning allows residential uses, local governments cannot legally approve a subdivision unless the general plan allows it. Illegally approved subdivisions are likely to result in court action which can delay or permanently halt the project.

ENVIRONMENTAL REVIEW

The State EIR Guidelines (Section 15080) require lead agencies to consider whether a proposed project is consistent with the general plan when an initial study is prepared. If an EIR is prepared, it must address inconsistencies between the project and the general plan of the area. Lastly, Appendix G of the EIR Guidelines contains a list of projects which will normally have a significant effect on the environment. The list includes projects which will "conflict with adopted environmental plans and goals of the community where it is located". Thus any project requiring an amendment of the general plan should probably be accompanied by an EIR.

FIGURE 2

Consistency Provisions in State Law and Regulations

Zoning

- Government Code Section 65860: requires that zoning ordinances in counties, general law cities, and charter cities with a population of over 2 million be consistent with the general plan.

Subdivisions

- Government Code Sections 66473.5 and 66474: require that subdivision and parcel map approvals in all jurisdictions be consistent with the general plan.
- Government Code Sections 66474.60 and 66474.61: require that subdivision and parcel map approvals in cities of more than 2,800,000 population (Los Angeles) be consistent with the general plan.

Reservations of Land Within Subdivisions

- Government Code Section 66479: requires that reservations of land for parks, recreational facilities, fire stations, libraries, and other public uses within a subdivision conform to the general plan.

Open Space

- Government Code Section 65566: requires that acquisition, disposal, restriction, or regulation of open-space land by a city or county be consistent with the open-space element of the general plan.
- Government Code Section 65567: prohibits the issuance of building permits, approval of subdivision maps, and adoption of open space zoning ordinances that are inconsistent with the open-space element of the general plan.

- Government Code Section 65910: requires that every city and county adopt an open-space zoning ordinance consistent with the open-space element of the general plan.

Park Dedications

- Government Code Section 66477: enables local governments to require as a condition of subdivision and parcel map approval the dedication of land or a payment of fees for parks and recreational purposes if the parks and recreational facilities are consistent with an adopted recreation element in the general plan.

Local Coastal Programs

- Public Resource Code Section 30513: requires the zoning ordinances of the Local Coastal Program to conform to the certified coastal land use plan (i.e., portions of the general plan).

Capital Improvements

- Government Code Sections 65401 and 65402: require the review of and report on the consistency of proposed city, county, and special district capital projects, including land acquisition and disposal, with the applicable general plan.

Development Agreements

- Government Code Section 65867.5: requires that development agreements between developers and local governments be consistent with the general plan.

Consistency Provisions (continued)

Redevelopment Plans

- Health and Safety Code Section 33331: requires that every redevelopment plan conform to the adopted general plan.

Housing Authority Projects

- Health and Safety Code Section 34326: declares that all housing projects undertaken by housing authorities are subject to local planning and zoning laws.

Special Housing Programs

- Health and Safety Code Section 34711: requires that housing and housing programs developed under Health and Safety Code Sections 34700 et seq. for the developmentally disabled, mentally disordered, and physically disabled be consistent with the housing element of the general plan.

Parking Authority Projects

- Streets and Highway Code Section 32503: requires that parking authorities in planning and locating any parking facility are "subject to the relationship of the facility to any officially adopted master plan or sections of such master plan for the development of the area in which the authority functions to the same extent as if it were a private entity."

Planning Commission Recommendations

- Government Code Section 65855: requires that the planning commission's written recommendation to the legislative body on adoption or amendment of a zoning ordinance include a report on the relationship of the proposed ordinance or amendment to the general plan.

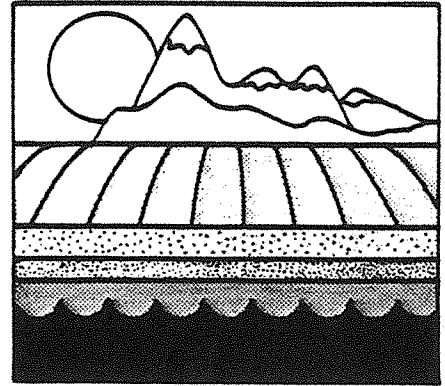
Project Review Under CEQA

- Title 14, California Administrative Code Section 15080: requires examination of projects subject to the provisions of the California Environmental Quality Act for consistency with the general plan.

On-Site Wastewater Disposal Zones

- Health and Safety Code Section 6965: requires a finding that the operation of an on-site wastewater disposal zone created under Health and Safety Code Sections 6950 et seq. will not result in land uses that are inconsistent with the applicable general plan.

Johnstonville Area Plan



Section Four: Environmental Impact Report

INTRODUCTION

The California Environmental Quality Act (CEQA) requires the preparation of an environmental impact report (EIR) on all projects which may significantly affect the environment. There is no specific definition of "significant" as it is used in the Act. However, Appendix G of the CEQA Guidelines provides a list of projects which normally will have a significant effect and therefore require an EIR. The list includes projects which will "conflict with adopted environmental plans and goals of the community". A strict interpretation of this statement requires the preparation of an EIR on this project because the land use pattern shown in the proposed plan will alter the adopted land use pattern in the 1968, Lassen County General Plan.

The Guidelines (Section 15147a) indicate that the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity described in the EIR. The Guidelines include the following example to clarify this statement:

"an EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with accuracy."

The Guidelines also recommend that EIRs prepared for general plans focus on the secondary impacts. Lastly, the Guidelines (Section 15148), establish a procedure which allows lead agencies to satisfy the CEQA requirements by preparing an "integrated" EIR. An integrated EIR allows the general plan to be used as the EIR if the plan addresses the points required by the Guidelines and if the document explains where in the general plan each EIR topic is addressed.

Because most of the EIR requirements have already been met and incorporated in the Johnstonville Area Plan or the Johnstonville Master Environmental Assessment (MEA), an integrated EIR approach is used for this project. This EIR identifies where, in the plan or MEA, the CEQA requirements are addressed. It also includes additional information and recommended mitigation measures if necessary.

DESCRIPTION OF THE PROJECT

Location

The location of the project is described in Section One: Framework, page 3.

A legal description of the planning area boundaries is included in Appendix A. See Map 1 for the location of project boundaries and their relationship with other physical and institutional features in the area.

Objectives

The purpose of an area plan is discussed in Section One: Introduction, page 1. In addition, readers should examine the goals and objectives which guided this project. They are shown on pages 6-9.

Characteristics

Characteristics of the project are discussed in Section One: Planning Framework, page 3.

DESCRIPTION OF ENVIRONMENTAL SETTING

Regional Setting

The MEA has been prepared to fulfill this requirement. It contains a complete description of the environmental, social and economic setting of the planning area.

Consistency with Adopted Local and Regional Plans

The Johnstonville Area Plan amends that portion of the Lassen County General Plan applicable to the Johnstonville Planning Area. This project identifies areas where growth should occur and the policies and implementation measures necessary to carry out the goals and objectives of the planning area. These amendments are needed to adequately accommodate the anticipated growth and conserve the resources and amenities of the area.

This amendment is necessary to maintain the legal adequacy of the Lassen County General Plan. State law requires local governments to regularly amend plans in order to properly address the issues prescribed by law. Although this amendment is inconsistent with the growth patterns shown in the 1968 General Plan, it is necessary in order to respond to changing conditions and to comply with State planning law.

This project is consistent with adopted regional transportation, air, and water quality plans for the area.

ENVIRONMENTAL IMPACTS

Loss of Agricultural Land

Description:

See section on Agricultural Land, page 28. In addition, readers who wish more detailed information should review pages 55-58 of the MEA.

This plan may result in the elimination of small amounts of agricultural land. While the loss is anticipated to be small, it will nevertheless contribute to the progressive, cumulative loss of productive agricultural land. To some people, this also means the loss of scenic views and a rural environment. While the loss is regrettable, the conversion process has already been set in motion in some areas and may be irreversible, regardless of the actions taken in this plan. For instance, in some areas where rural residential or agricultural residential uses are designated, small acreage lots have already been created. In other areas, some lands have already been committed to specific uses because of their proximity to existing development.

Mitigation Measures:

See policy and implementation measures for Agricultural Lands, page 28-29.

See policy and implementation measures for Land Use, pages 44-45.

Loss of Fish and Wildlife Habitat

Description:

See section on Fish and Wildlife, page 36. Additionally, readers may wish to review additional information on pages 40-42 of the MEA.

The plan establishes ways to preserve and protect fish and wildlife within the planning area. The plan accomplishes this by establishing policy and implementation measures to protect habitat areas, especially: the critical deer winter range and migration areas; antelope kidding grounds; and, the riparian habitat along waterways. As part of this planning process, a development suitability analysis was conducted (for detailed information refer to the Johnstonville Planning Alternatives Study). This analysis specifically examined fish and wildlife habitats and applied a low development suitability rating to those areas, which, in The Department of Fish and Games's

opinion, are high value habitats. To the greatest degree possible, non-agricultural land uses were directed away from the high value areas. However, as growth occurs, previously undeveloped land which serves as habitat for many animal species, will be lost. As a result, the number and/or diversity of wildlife species in the area may diminish.

Mitigation Measures:

See policy and implementation measures for Fish and Wildlife, page 37.

See policy and implementation measures for Planned Development in Land Use Section, page 45.

Water Quality

Description:

See section on Hydrologic Features in the MEA, pages 29-38.

New development in the area may affect water quality. Construction activities can lead to sedimentation of water bodies. One cause of sedimentation is the grading of land for new roads or to create building surfaces and pads. When grading occurs during the rainy season, soil is often carried away and discharged into water bodies. This not only reduces water quality but it can have an adverse effect on plants and animals living in the area.

Water quality may also be affected by urban runoff. During the winter months surface runoff increases as the result of heavy rainfall. Runoff may carry polluting substances such as oil and grease from streets and autos, litter, animal waste and heavy metals such as lead from auto exhaust. Since more land areas will be developed according to the proposed plan, a larger surface area containing these substances will be exposed to rainfall.

The Lake Leavitt Subdivision is the only area served by a community sewer system. All other areas use individual septic systems. If septic systems fail or are allowed in areas with a high ground water table, both surface and ground water could be adversely affected. An alternative to septic systems is the installation of a community sewer system. In 1975, the State Water Resources Control Board and the Regional Water Quality Control Board examined the sewage disposal needs of Johnstonville and many other communities in the North Lahontan Basin. The Boards examined sewage disposal needs of Johnstonville because in their opinion "the community of Johnstonville is located in an area which will probably be encompassed within metropolitan Susanville in the future. This possibility and the present size of Johnstonville, make desirable the provision of a community sewage system for the town."

Their study concluded that, if a sewage treatment system was constructed, a local system with a treatment site north of Johnstonville was the best alternative. Construction of a sewage treatment plant could have a growth inducing impact in the area. The availability of sewer service could attract additional development projects to the area. The system would also allow the creation of small urban size lots.

Without a sewer system, however, parcel sizes in the Town Center area of Johnstonville must be limited to sizes that can safely and adequately accommodate individual septic tanks. In Lassen County, parcels with individual septic tanks and wells are generally limited to a minimum of one acre; larger parcels may be necessary depending on soil and other physical constraints.

As stated in the Community Development section of the Area Plan, the land use patterns set forth in the area plan are not dependent on the provision of sewer and water services, but as the area grows it will become evident that these services are necessary for the proper development of a viable town center. In other words, at some point in the future, depending on the growth of the town center, it may be found that potential environmental impacts on water quality resulting from such growth can no longer be mitigated by attempts to control impacts by the enforcement of minimum parcel size requirements and methods appropriate for "rural" areas. When this time comes, the area plan recommends that a community services district be formed to develop plans for the provision of necessary services.

Until then, it is anticipated that coordination and cooperation between the County and the agencies responsible for the protection of water quality and the enforcement of appropriate regulations will minimize potential impacts which may result from development according to the Johnstonville Area Plan.

Mitigation:

See goal and objectives on Water Quality page 7. In addition the following mitigation measures are recommended:

The County should examine its regulations and procedures regarding the installation and use of septic systems and upgrade them to prevent septic tank failure or ground water contamination.

Waste disposal sites, and other sources of hazardous or polluting material should not be allowed in close proximity to streams, creeks, rivers, reservoirs or areas with very high ground water tables.

Require projects in which large amounts of earth are to be moved, to comply with the following measures: Perform all cut, fill and compaction activities in the dry season; design drainage channels to minimize erosion; and, revegetate all disturbed areas as soon as possible to protect against erosion and siltation.

Noise

Description:

See section on Noise, page 18. Readers may also wish to consult the MEA, pages 84-87.

More traffic and new residential, commercial and industrial development in the area may be a sign of progress to some, but for others new roads and growth means more noise. As construction of new projects occur, noise will also be generated by equipment used for leveling, road construction and building activities. Noise from traffic, industry and construction will all have a noticeable effect on the noise levels in the area. Unfortunately, it is impossible to determine the amount of noise which will occur, its location, or its potential effects. Noise may be kept to an acceptable level within the community, with close regulation and the proper mitigation procedures.

Mitigation Measures:

See policy and implementation measures for Noise, page 18.

RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF MANS ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

Land resources are needed for new housing, commerce and industry. Land resources are also needed for a circulation system to serve these uses. The land uses may adversely affect agricultural land, increase noise levels, diminish water quality, and reduce wildlife habitat. Consumption of land and natural resources may also foreclose future planning options.

Despite these impacts, adoption of the plan is justified because it provides for the long term maintenance of the County's natural resources. Failure to adopt the plan will result in substantially greater impacts to land and natural resources because existing policies do not provide the same level of protection as those contained in this plan. The 1968 plan, contains only four broad goals which have served to guide the County's land use policies and a limited number of implementation measures to carry out the goals. The proposed plan describes in more detail and in a greater level of specificity, what the County intends to do and how it intends to accomplish it.

GROWTH INDUCING IMPACTS OF THE PLAN

While the area will grow, it will not be a direct result of this plan. This plan is based on the concept that anticipated growth should be accommodated, but not at the expense of the area's natural resources. This plan attempts to provide a variety of living and working environments and, at the same time, minimize environmental harm. This plan will actually reduce the potential for growth in some areas. For example, the present zoning on many acres of land, allows parcels not served with a community water or sewer system, to be as small as one acre. This plan increases the minimum parcel size in these areas to 20 and 100 acres. These large minimum parcel sizes will dramatically slow growth in these areas.

While this plan restricts growth in some areas, it allows it in those areas where there is no substantial adverse conflicts with the adopted goals and objectives. Population projections prepared for the Planning Alternatives Study shows that by 1992 and 2002, the planning area's population should reach 1,411 and 1,922 respectively. To accommodate these levels of population growth, the Planning Alternatives Study estimated that at a minimum, a total of 1,307 and 1,685 acres should be designated and zoned for residential use by the years 1992 and 2002 respectively. Although this plan designates more land than the minimum suggested by the Alternatives Study, it reflects the fact that many areas in Johnstonville are already committed because of parcel size and location to residential use. In addition, land will be needed to accommodate commercial and industrial uses, although accurate projections of the amount of land necessary cannot be made.

To discourage sprawl, this plan has established a goal of discouraging sprawl and scattered development (See goal 1-B). Sound planning practices and State planning laws require the County to examine all future residential subdivisions and determine whether the project will further the intent of this goal (Note: Government Code Sections 66473.5 and 66474 require all subdivisions to be consistent with the goals of the general plan). If this procedure is followed and goal 1-B is honored, adverse growth inducing impacts should be preventable.

ALTERNATIVES TO THE PROJECT

A no project alternative is not a possibility in this case. State planning law requires all cities and counties to adopt a general plan and to regularly amend it. Presently, the County is using a general plan which was adopted in 1968.

Alternative land use patterns were examined in earlier phases of this planning process. Each alternative describes how growth in the planning area can be accommodated in a manner consistent with the adopted goals and objectives of the planning area. A discussion and evaluation of each of these alternatives is included in the Johnstonville Planning Alternatives Study.

EFFECTS NOT CONSIDERED SIGNIFICANT

Air Quality

The population growth of the planning area is expected to increase by only 726 persons over the next 20 years. The level of growth and the land use patterns this plan recommends is not expected to significantly contribute to air pollution. Large and "heavy" industrial development will not occur in this area because the plan allows only lighter, typically non-polluting industries. This plan also attempts to reduce commuting by designating light industrial and commercial uses near the residential areas.

Energy Consumption

While more people in the area will result in greater energy consumption, it is not believed that it will create a significant impact. Much of the population increase in the planning area will be the result of in-migration. Regardless of where these persons reside, energy resources will be consumed.

Traffic

The land use patterns recommended in this plan require few if any improvements. The extension of Diamond Crest Road follows an existing easement and should not have any adverse impacts. The tie in between Diamond Crest Road and Diana Drive, while traversing portions of rugged terrain, should not have any adverse impacts due to its short length. The traffic improvements recommended by this plan will occur along existing rights of way and are intended to increase traffic safety. Therefore, the construction and use of these improvements will have no adverse impacts.

The land uses recommended by this plan shall not create any adverse traffic impacts if the recommended traffic improvements are completed especially the extension of the left hand turn pocket on Highway 395.

LIST OF ORGANIZATIONS AND PERSONS CONSULTED FOR THE ENVIRONMENTAL
IMPACT REPORT

O.P.R. Clearinghouse

Dept. of Fish and Game, Redding

Susanville Indian Rancheria

Office of Historic Preservation

Calif. Dept. of Forestry, Susanville

California Archaeological Inventory, Chico State

Caltrans, Redding

U.S. Forest Service, Lassen National Forest

Lahontan Regional Water Q.C.B.

BLM, Susanville

Ag. Extension Office

Native American Heritage Commission

City of Susanville, Jeff Foltz

Johnstonville Elementary School Dist.

Shaffer Elementary School Dist.

Lassen Union High School Dist.

Susan River Fire Protection Dist.

Honey Lake Valley Soil Conservation Dist.

JOHNSTONVILLE AREA PLAN

REVISIONS TO ENVIRONMENTAL IMPACT REPORT

ADDENDUM

The following addendum to the Draft EIR, together with the draft, constitutes the final EIR for the Johnstonville Area Plan.

The addendum consists of the following:

1. EIR Evaluations of Alternatives
2. Revisions to the EIR
3. Comments and Recommendations received on the Draft EIR
4. Responses of the Lead Agency to significant points raised in the review process.

JOHNSTONVILLE AREA PLAN
ENVIRONMENTAL IMPACT REPORT

RE: ALTERNATIVES TO THE PROPOSED ACTION

The following addendum to the E.I.R. for the Johnstonville Area Plan addresses three specific alternatives to the proposed land use designations of the Area Plan. Generally, the Draft E.I.R. refers to alternatives which were examined in the Johnstonville Planning Alternatives Study and the public hearings held for selection of the Preferred Alternative. During the course of preparing the Johnstonville Area Plan, the respective property owners of the three sites addressed below have proposed and requested alternative land use designations and zoning for their properties. This addendum intends to document the County's consideration of these individual alternatives, relative environmental impacts, consistency with the goals and objectives of the Johnstonville Area Plan, and generally evaluate the merits of the alternatives.

SIMPSON PROPERTY

Paul Simpson owns ± 56 acres located along the west boundary of the Johnstonville Planning Area, south of Johnstonville Road and north of the Susan River (AP #116-070-25, 27). The property is currently zoned EA-A-P (Exclusive Agriculture, Agricultural Preserve). Mr. Simpson entered into a Williamson Act Contract with the County in 1972 which was non-renewed in January 1981. The property will come "out of contract" ten years after the non-renewal, which will be in 1991.

Mr. Simpson has requested an industrial designation for his property. If this is not acceptable, we would request either a commercial designation such as Highway Commercial, or a Rural Residential designation with a range of 10 acre parcel sizes.

In the Draft Area Plan, the Planning Commission has kept with the land use designation of the Preferred Alternative which was Agricultural Residential, 20 acre minimum parcel size. The reasons for not designating a more intensive land use are summarized below:

- a) When the boundary lines were proposed between the Johnstonville Planning Area and the Susanville Vicinity Planning Area to the west, it was evident that Big Sky Boulevard was a "de facto" boundary between the small-lot, commercial/industrial development along Johnstonville Road and the agricultural lands to the east, including those lands of Mr. Simpson's which are in an agricultural preserve. East of Big Sky Boulevard and the Johnstonville Road crossing of the railroad tracks, it is more than one mile to the next commercial use. To extend industrial or commercial uses east of Big Sky Boulevard would jump a line between those uses and the agricultural lands and set a precedent for further sprawl eastward.
- b) The designation of this property to anything other than exclusive agriculture or low density agricultural residential would be an extreme

conversion of agricultural land. The Area Plan has a specific Goal and Objective which states that the Plan shall, "Protect productive agricultural lands from conversion to less appropriate uses or conflict caused by intrusion from incompatible uses." The Susanville Vicinity Area Plan has designated ± 818 acres as either industrial or industrial park. The Johnstonville Area Plan, in the form adopted by the Planning Commission, contains ± 191 acres of such lands. It is difficult, therefore, to justify additional conversion of agricultural land to totally non-agricultural uses for "economic reasons," when enough land is proposed for industrial uses to meet the regional industrial land use needs of Lassen County for years to come.

MILLER PROPERTY

Darrell Miller, et al., owns ± 45 acres west of the Susanville Municipal Airport and west of Highway 395. Principal access to the property is via Diane Drive, a paved road off of Highway 395. Diane Drive is also the only access route into the existing Diamond Crest Ranchos Subdivision. Much of the Miller property has been used as a material site. There are no structures. Sand Slough winds through the northern portion of the property. The Department of Fish and Game has stated that the slough has wildlife and conservation value. Surrounding land uses consist of: Highway 395 to the northeast; parcels ranging from two to five acres with mixed residential and commercial use to the northwest; a cemetery to the west; the Diamond Crest Ranchos Subdivision to the south, and a vacant ± 20 acre parcel owned by the City of Susanville to the southeast.

The Susanville Municipal Airport is located east of the subject parcels across Highway 395. The City of Susanville adopted a master plan for the airport in 1980. In anticipation of improving an east-west runway 7-25 to a length of 5600 feet, and to protect the proposed approach to this runway, the master plan recommends zoning of "permanent agriculture" beneath the actual clear zone and "compatible commercial or permanent agriculture" in an area around the clear zone.

The Draft Area Plan proposes an "Industrial Park" designation over the Miller and City property. The zoning to implement this designation would have been "M-L", Limited Industrial District. The "M-L" District is designed to provide "non-nuisance type industrial uses where activities are conducted and confined within the building or structure." However, neither the property owners and residents of Diamond Crest Ranchos, or the Millers, have supported the industrial park concept for this property. It is also apparent that the M-L zone, if applied to all of the Miller and the City property, would not be consistent with the airport master plan.

The owners of the Miller property have requested a light industrial designation to accommodate, among other possible uses, their own heavy equipment yard. The owners feel that the community needs rezoned areas which will encourage business to locate in Lassen County and feel that the proximity to the airport makes this site attractive for light industrial development. The principal objection to the industrial park concept was that the uses permitted "by right" are too limited and that it does not allow outdoor activity. The City of Susanville has recently gone on record in support of the request for a

light industrial designation in this area.

A petition signed by 30 homeowners in Diamond Crest Ranchos opposed not only the industrial park proposal, but any industrial development on their side of Highway 395. They favor Estate Residential zoning adjacent to the subdivision and along Diane Drive. The letter presenting the petition cites several objections including: incompatibility with the existing Estate Residential zoning of the subdivision; potential traffic hazards along Diane Drive and the intersection of Highway 395; children crossing through the industrial area going to schools; bright lights; possibly unsightly development and noisy activity; conflicts with wildlife. It has also been pointed out that Diane Drive was not constructed at a traffic index suitable for industrial use.

The Johnstonville Area Plan, in its draft form as approved by the Planning Commission on September 4, 1985, designates the Miller property, as well as the adjacent City of Susanville property, as "Extensive Agriculture" and proposes zoning to U-C, Upland Conservation, with a combining P-S, Public Safety, zoning district. The principal reasons for this designation are:

- a) An "Agricultural" designation, or more restrictive "Open Space" designation, is necessary to comply with the Susanville Municipal Airport Master Plan. The U-C zone would allow for continuation of current and historic land use of this property (ie. grazing and material sites with appropriate permits). It would also provide for residential use in conjunction with agricultural use, but the P-S, Public Safety, combining district would ensure that the number and location of any dwellings would not conflict with the intent of the Master Plan policy through the P-S use permit requirements for dwellings.
- b) The "agricultural" designation beneath the runway approach zone is also the most consistent land use to meet Goal and Objective 1-K which states, "Protect the integrity and viability of the Susanville Municipal Airport by discouraging incompatible uses in the airport vicinity and providing for an appropriate buffer zone of compatible uses. Recognize the airport's importance to the economy of Lassen County." The easterly end of the proposed runway is already designated "Agricultural" and is zoned "E-A", Exclusive Agriculture.
- c) It is apparent that any industrial designation would be considered as an encroachment of a conflicting land use by the residents and property owners of the Diamond Crest Ranchos Subdivision, especially in consideration that Diane Drive, which would be the principal access to any future industrial use, is the only access to the established Diamond Crest Ranchos residential neighborhood. Industrial designations would compromise Goal 1-A, "Ensure compatibility between land use types by providing for efficient and complimentary mixtures and patterns of land uses.
- d) The principal proposed industrial district of the Johnstonville Planning Area is in the immediate airport vicinity east of Highway 395 and sufficient land is proposed to accommodate future industrial growth in this area. To expand this area west of the highway to the Miller

property is unnecessary in a regional economic perspective, and would, among other indirect impacts, aggravate traffic congestion crossing the highway from Diane Drive to the airport.

CRAMER PROPERTY

Leroy Cramer, et al., owns ± 650 acres of land north of Johnstonville on the north and south sides of Conservation Center Road. Mr. Cramer has stated that construction of Conservation Center Road through his property ruined it for farming and that he was led to believe by certain County officials in 1967 that the road would make it easier to subdivide his property in the future.

The Draft Area Plan as approved by the Planning Commission proposes "Extensive Agriculture" land use north of Conservation Center Road, "Agricultural Residential" with 20 acre minimum parcel size north of the intersection of Center Road and Johnstonville Road and between Center Road and Travis Lane, and "Intensive Agriculture" over the southeast portion of Mr. Cramer's property. Part of this southeast area also has a "Planned Development Option" overlay which would allow residential development if designed and approved according to Lassen County's Planned Development Permit procedure.

Mr. Cramer has proposed a development plan with his desired land-use designations (see attached map). This plan includes: Estate Residential with one acre parcels northeast of the slough between Center Road and Travis Lane; Rural Residential, three acre parcels north of the railroad along Center Road; a commercial designation for a 600 foot strip along Johnstonville Road; Agricultural Residential, 20 acre parcels between the slough and the proposed commercial area; and extensive agriculture in the north portion of the property. Mr. Cramer requested that, if the Commission stayed with the Agricultural Residential designation, the minimum parcel size should be 10, not 20, acres.

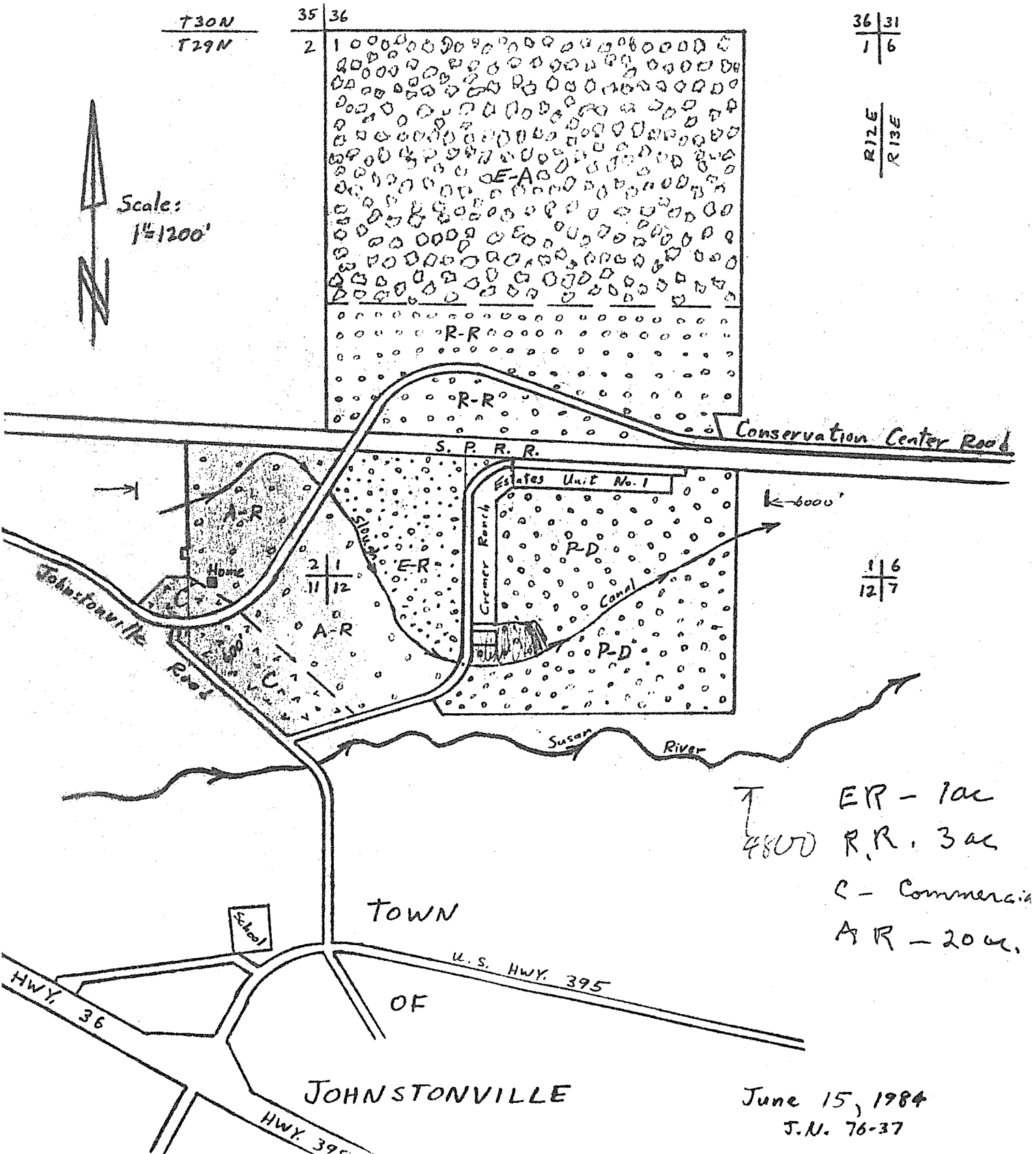
Following are the facts supporting the Commission's land use designations in support of the Draft Area Plan:

- a) The Department of Fish and Game has identified the north portion of the Cramer property as containing important deer winter range and antelope kidding grounds. Residential development north of Center Road would conflict with these resources as well as set a precedent for such use in an otherwise open space environment. The Extensive Agriculture designation made by the Commission can protect these resources from adverse impacts and comply with Goal 2-E to, "Recognize and protect wildlife and fishery resources by maintaining a policy for compatible relationships among habitats, parks and residential development. Protect critical habitats from intrusion by incompatible uses."
- b) The Commission has elected to stay with its Agricultural Residential, 20 acre minimum parcel size, designation in the vicinity of the intersection of Conservation Center Road and Johnstonville Road. Much of this area is subject to flooding from the Susan River and other drainages, which is adverse to higher residential densities or commercial uses. Higher densities would also constitute an unwarranted conversion of agricultural lands, and increase the potential for land use conflicts with existing agricultural operations in the vicinity.

It would also compromise the open, rural character of the Planning Area. Goal 1-B states, "Retain and protect the open, rural character of the Planning Area by encouraging clustered residential development and expansion of existing neighborhoods and by discouraging sprawl and scattered development. These reasons apply not only to Mr. Cramer's property, but to other lands in the area that have been given the Agricultural Residential, 20 acre minimum, designation.

Mr. Cramer, however, has been given a "Planned Development Option" designation for lands in the vicinity of the existing Cramer Ranch Estates Subdivision, Unit No. 1. This gives Mr. Cramer the opportunity to develop a relatively high density residential project, if he so desires, within the concept of a clustered development adjacent to an established residential area and yet not on productive agricultural lands.

REVISED
 PROPOSED LAND-USE DESIGNATIONS
 For
 LEROY CRAMER RANCH



ER - 100 ac
 4800 R-R - 3 ac
 C - Commercial
 A-R - 20 ac

June 15, 1984
 J.N. 76-37

JOHNSTONVILLE AREA PLAN

REVISIONS TO ENVIRONMENTAL IMPACT REPORT

A. Add under "Loss of Agricultural Land":

The amount of agricultural land "lost" to other uses as a result of a change of land use designation in the Johnstonville Area Plan is ±480 acres. These lands have varying agricultural values from prime grazing and cropland areas to extensive rangeland. Much of the agricultural use in this area, as explained above, has already been compromised by land division and development in the vicinity.

One objective of the Johnstonville Area Plan is to protect agricultural lands from premature conversion. To accomplish this, it is necessary to make certain concessions of some agricultural lands for development. Along with these concessions, however, the County is able to make more definitive agricultural designations on the more productive agricultural lands outside of the developing community and thereby implement land use policies protecting agricultural lands in a way more effective than in past years.

B. Add as Environmental Impact after Mitigation Measures for Noise:

Land Use Conflicts

Description:

As a community grows in both circumference and density, it is inevitable that new and growing land uses will begin to encroach and conflict with established uses. This conflict usually appears first as a conflict of new residential development with agricultural development. A second conflict often appears as, with more intense community development, commercial industrial uses begin to conflict with residential uses. Other forms of land use conflicts may be evident, such as development in the proximity of airports and the resultant conflicts of highway improvements through established communities.

A good plan attempts to resolve such conflicts. When they are unavoidable, the plan should attempt to minimize the conflicts and find a fair solution or compromise in accordance with the objectives of the plan.

Mitigation Measures:

Implementing conditions have been included throughout the area plan to mitigate various impacts related to potential land use conflicts of general nature, as well as more specific related impacts such as

noise and visual impacts. For example, the plan incorporates design review criteria for industrial development along Diane Drive to mitigate impacts on the residential area to the south. The plan also calls for buffer setbacks and/or natural screens where dense residential or commercial development is proposed adjacent to lands devoted to agricultural production.

In addition to the mitigation measures incorporated into the area plan, the County will continually consider and apply appropriate mitigation measures as individual projects subject to discretionary review are proposed. For such applications, public hearings will be conducted and the provisions of CEQA will be applied on a project-specific level.

C. Include under "Effects Not Considered Significant":

Airport

Description:

The land use designation given the airport and vicinity in the Johnstonville Area Plan reflects the Airport Layout Plan included in the Airport Master Plan adopted by the City of Susanville in March, 1981. The Master Plan proposes the development of Runway 7-25 as the major runway with a length of 5,600 feet. The Area Plan also incorporates recommendations made by the Lassen County Airport Land Use Commission (ALUC) to be consistent with the Airport Land Use Plan adopted by that commission in March, 1987.

This EIR does not address the potential impacts of proposed airport expansion. It is the County's position that the Johnstonville Area Plan does not propose the expansion of the airport, but only attempts to accommodate airport development plans adopted by the City of Susanville as the owner of the airport. Policies related to airport use and development are incorporated into the area plan to further mitigate potential impacts should such airport development occur in a manner consistent with the duly adopted Airport Land Use Plan. Analysis of specific environmental impacts of future airport expansion must be deferred until a definite project is proposed and the appropriate lead agency assumes responsibility under CEQA.

As stated above, the Lassen County ALUC adopted its Airport Land Use Plan for the Susanville Municipal Airport in March, 1987. In review of the potential environmental impacts of their plan, the ALUC found that its plan will serve to mitigate many safety and land use conflict issues which will occur with development and use of the airport planned in the Susanville Municipal Airport Master Plan. The Airport Land Use Plan policies are for public safety purposes and are, in themselves, mitigation measures to avoid or lessen environmental impacts related to use of the airport.

This position is shared by the Johnstonville Area Plan in regard to policies related to the airport and development in the vicinity. Incorporation of the Airport Public Safety Combining District Concept, referral to the ALUC for review of applicable projects, and use of the Land Use Compatibility Guidelines will reinforce the County's efforts to avoid land use conflicts and potential environmental impacts which may result as airport development, and development in the airport vicinity, occurs.

JOHNSTONVILLE AREA PLAN EIR

COMMENTS AND RECOMMENDATIONS
RECEIVED ON THE DRAFT EIR

The following person, organizations, and public agencies have commented in writing (attached) on the draft EIR:

Paul and Joann Simpson
Jim Uptegrove
Chuck and Judy Nesbit
Eugene and Evelyn Rowland
Marjorie Lattka
Department of Fish and Game
California Regional Water Quality Control Board, Lahontan Region
Department of Health Services
Petition- 30 homeowners Diamond Crest Ranchos
Native American Heritage Commission

Additional comments concerning the EIR were made during the public hearing by the following:

Jeri Smith: Expressed concern and opposition over connecting Diane Drive with Diamond Crest Road due to increases in traffic hazards.

John McIntosh: Expressed concern over connecting Diane Drive with Diamond Crest Road and traffic problems related to proposed industrial development.

JOHNSTONVILLE AREA PLAN EIR

RESPONSES OF THE LEAD AGENCY TO SIGNIFICANT ENVIRONMENTAL POINTS RAISED IN THE
REVIEW AND CONSULTATION PROCESS

1. RE: Conversion of Agricultural Lands

Comment: Paul Simpson, in regard to his ±60 acres of land along the west boundary of the Planning Area, contended that his requested "Industrial" designation of land which is currently under a Williamson Act Contract was (1) not a significant conversions of ag land; and (2) the lack of urban related services was not a significant impact because other lands to the west have undergone industrial development without being required to annex or connect to services. Adequate services, he claimed, would be provided as a condition of any industrial development. He proposed a 100 foot "buffer" setback between his proposed industrial property and agricultural property to the east and south.

Response: The Board of Supervisors has designated Mr. Simpson's land as "Industrial" and directed that it be rezoned to "M-2, Heavy Industry" when the Williamson Act Contract expires. The buffer concept has been incorporated into the plan, as was the clarification of the effective timing of the rezone after expiration of the Williamson Act Contract (see also mitigating policies for industrial development below).

2. RE: Industrial zoning in Diane Drive area and connecting Diane Drive to Diamond Crest Road.

Comment: A number of comments were made concerning impacts of proposed "Industrial" development in the Diane Drive area, as well as the related proposed connection of Diane Drive to Diamond Crest Road, including: Jim Uptegrove; Marjorie and Franz Lattka; Eugene and Evelyn Rowland; Chuck and Judy Nesbit; John McIntosh; Jeri Smith; Petition signed by 30 homeowners in Diamond Crest Ranchos, represented by Marjorie Lattka. Comments address:

- a) conflicting land uses of proposed industrial with existing residential development;
- b) safety concerns of mixing industrial traffic with residential traffic, including school busses, children on bicycles, people stopping at mail boxes;
- c) destruction of road designed for residential use if used by industrial traffic;
- d) noise and visual distraction of industrial uses, including bright lights, and negative impacts on value of homes;
- e) congestion and hazards in case of fire;
- f) disturbance of wildlife;

g) hazards of development in vicinity of airport.

Response: The Board of Supervisors has directed that ±45 acres be designated and zoned for industrial land use along Diane Drive (i.e. the "Miller Property"). Development standards and conditions have been proposed to help mitigate impacts related not only to proposed industrial development in the Diane Drive area, but throughout the Johnstonville Planning Area. These include:

- a) Design Review requirements and approval of development plans prior to development;
- b) Special setbacks and screening (e.g. natural vegetation, landscaping) for industrial storage areas along public roads and non-industrial properties;
- c) Retention of natural vegetation where feasible;
- d) Provisions for construction of bike lanes, relocation of mailboxes, and upgrading of traffic index on Diane Drive in Industrial area.

Regarding the proposed connection of Diane Drive and Diamond Crest Road, it has been recognized that such a connection would not serve as a major access to future industrial development in the Diane Drive area. The major function of the connection would be to relieve congestion of general traffic which is circulating on the west side of Highway 395. This would be limited in extent.

3. RE: Industrial Development

Comment: The California Regional Water Quality Control Board, Lahontan Region, has expressed concern over the extent of industrial development in the Johnstonville area and the need to address possible increased use, storage, transportation, and disposal of hazardous substances.

Response: No specific policies are proposed for the Johnstonville area. Policies will be considered on a County-wide basis.

4. RE: Wildlife Resources

Comment: The Department of Fish and Game (DFG) and other citizens have expressed concern over protection of wildlife resources. DFG recommends correction of wildlife sensitivity map delineating deer winter range and antelope kidding grounds. Also, recommend additional designation of riparian habitat along two watercourses. Expressed concern over "Estate Residential" designation in Section 23 and Planned Development Option and Rural Residential designations in Section 15; T 29 N, R 12 E.

Response: Wildlife Sensitivity Map has been amended as recommended.

The "Estate Residential" designation in Section 23 has been redesignated Rural Residential for several reasons, including current parcel size. The Area Plan (11.5[b]) requires that this Rural Residential area be zoned with an "NH," Natural Habitat, combining

district for additional mitigation of potential impacts on wildlife.

The area overlayed with the "Planned Development Option" in Section 15 was dropped from this planning area by the Board at the property owners request. The "Rural Residential" designation in Section 15 is consistent with existing development in that area. Proposed zoning (five-acre minimum parcel sizes) would preclude increased density.

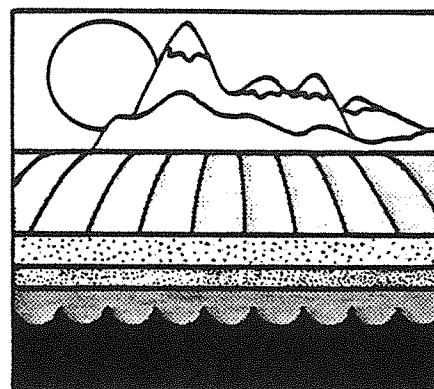
5. RE: Airport

Comment: Concern with use of airport and development in the vicinity of the airport (Jim Uptegrove, Department of Health Services).

Response: Considerable examination of airport issues has been made since preparation of the Draft Johnstonville Area Plan. Lassen County has formed an Airport Land Use Commission (ALUC) which has adopted an Airport Land Use Plan for the Susanville Municipal Airport. The goal of the Airport Land Use Plan, generally, is to provide for the orderly growth of the Susanville Municipal Airport and the area surrounding the airport, and to safeguard the general welfare of the inhabitants within the vicinity. The Airport Land Use Plan, therefore, addresses many potential impacts related to airport development and use and presents policies to mitigate anticipated issues. The ALUC has reviewed the Draft Area Plan and has made recommendations to the Board of Supervisors to aid in the incorporation of airport land use policies into the area plan. These include:

- a) Policies for restricting permitted land uses within the 60 CNEL noise contour;
- b) Recognition of Airport Safety Areas and respective Land Use Compatibility Guidelines;
- c) Use of an Airport Public Safety Combining District requiring review of projects for consistency with the Airport Land Use Plan and referral of projects for review by the ALUC.
- d) Criteria for proposed projects in Approach Zone Safety Areas.

Johnstonville Area Plan



Section Five: Appendicies

APPENDIX A: PLANNING AREA BOUNDARIES

APPENDIX A

LEGAL DESCRIPTION OF BOUNDARIES, JOHNSTONVILLE PLANNING AREA

Township 29 North, Range 12 East

Sections 1, 2;
Sections 3, only that portion south of Johnstonville Road East and lands
east of Big Sky Boulevard;
Sections 10, 11, 12, 13, 14, 15
E $\frac{1}{2}$ W $\frac{1}{2}$ and E $\frac{1}{2}$ Section 22
Sections 23, 24
E $\frac{1}{2}$ Section 27
Section 26
W $\frac{1}{2}$ Section 25
E $\frac{1}{2}$ Section 34
Section 35 all but S $\frac{1}{2}$, S $\frac{1}{2}$, E $\frac{1}{2}$

Township 30 North, Range 12 East

Sections 35, 36

Township 28 North, Range 12 East

E $\frac{1}{2}$ Section 3
E $\frac{1}{2}$ Section 10
NE $\frac{1}{4}$ Section 15

Township 29 North, Range 13 East

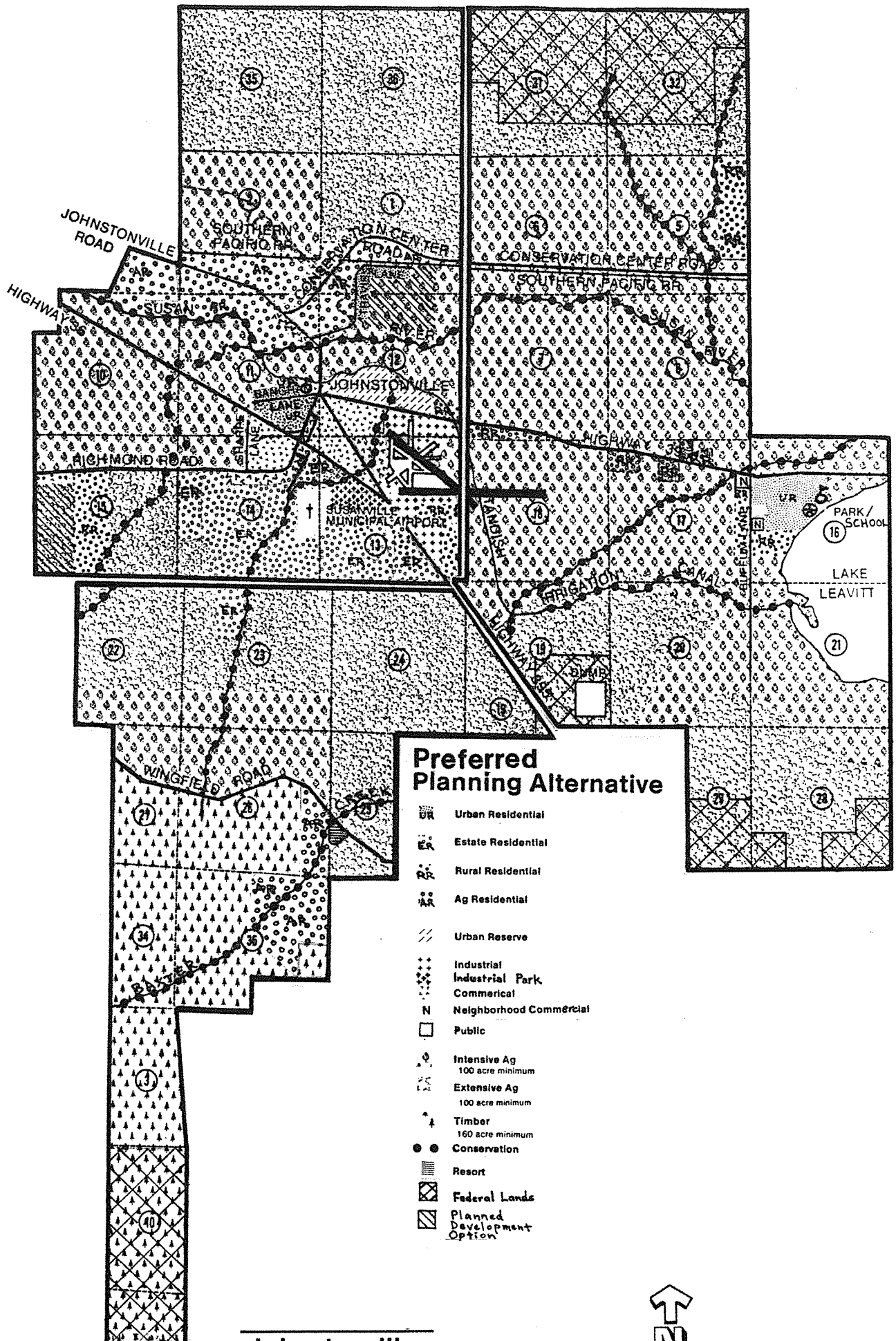
Sections 5, 6, 7, 8, 16, 17, 18, 19, 20, 21, 28
E $\frac{1}{2}$ Section 29

Township 30 North, Range 13 East

Sections 31, 32

NOTE: On January 21, 1986, the Board of Supervisors directed that the "Soule' property" (A.P. #116-28-07) be taken out of the Johnstonville Planning Area and incorporated into a future Richmond/Gold Run Area Plan.

APPENDIX B: PREFERRED ALTERNATIVE



APPENDIX C: LAND USE AND ZONING DESCRIPTIONS

LASSEN COUNTY GENERAL PLAN DESIGNATIONS
AND
TYPICAL CORRESPONDING ZONING DISTRICTS

The following outline indicates the principal Lassen County General Plan/Area Plan land use designations and typical zoning districts or combinations of zoning districts which correspond to the designations. This list is not meant to be exclusive and zoning districts not listed below may be consistent under varying circumstances. Also not included are various combining districts which may be combined with the principal zoning districts under specific circumstances.

GENERAL PLAN
DESIGNATIONS

TYPICAL CORRESPONDING
ZONING DISTRICTS

Residential

1. Urban

Low Density

"R-1" Single Family Residential
"R-2" Limited Multiple-Family Residential
"R-3" Multiple-Family Residential

High Density

2. Estate

"R-1" Single Family Residential

3. Rural Residential

"A-2" Agricultural-Residential,
3-20 acre minimum building sites

4. Agricultural-Residential

"A-2" Agricultural-Residential,
20-40 acre minimum building sites.

5. Planned Development

"PUD" Planned Unit Development
District, cluster development with
areas of Open Space.

6. Planned Development Option

May be used as an "overlay" of other
appropriate land use designations
and corresponding zoning districts.
At the appropriate time a Planned
Development Permit would involve
zoning to "PUD" providing for appropriate
cluster development and open
space areas.

GENERAL PLAN
DESIGNATIONS

TYPICAL CORRESPONDING
ZONING DISTRICTS

Commercial

- | | |
|---------------------------------------|---|
| 1. Town Center | Possible combinations of "R-1" Single Family Residential, "R-2" Limited Multiple-Family Residential, and "C-T" Town Service |
| 2. General Commercial | "C-G" General Commercial District, "C-T" Town Service District, "C-H" Highway Commercial District |
| 3. Business Park | "B-P" Business Park District |
| 4. Highway Commercial | "C-H" Highway Commercial District
"C-L" Local Convenience Commercial |
| 5. Neighborhood Commercial | "C-L" Local Convenience Commercial |
| 6. Resort/Recreation Service District | "R-S" Resort District, "O-C-B" Public Campground/Boating/Beach District, "F-R" Forest Recreation District |

Industrial

- | | |
|---------------------|---|
| 1. General Industry | "M-1" Light Industrial, "M-2" Heavy Industrial District |
| 2. Industrial Park | "M-L" Limited Industrial District |

Urban Reserve

- | | |
|---------------|--|
| Urban Reserve | Zoning may vary, will be low density agricultural or a "conservation-type" zoning district (i.e. "U-C" Upland Conservation) until determination of future urban use at appropriate time. |
|---------------|--|

Public Land and Facilities

- | | |
|----------------|--|
| 1. Public Land | "O-S" Open Space District |
| 2. School | "I-1" Institutional Use District |
| 3. Airport | "Y-C" Airport Commercial District,
"I-1" Institutional Use District |

Recreational Facilities

- | | |
|----------------|---|
| 1. Campgrounds | "O-C-B" Public Campground/Boating/Beach District, "F-R" Forest Recreation |
| 2. Boat Launch | "O-C-B" Public Campground/Boating/Beach District |

GENERAL PLAN
DESIGNATIONS

TYPICAL CORRESPONDING
ZONING DISTRICTS

Recreational Facilities (Cont'd)

- | | |
|-----------------------|---|
| 3. Winter Sports Area | "R-S" Resort District |
| 4. Park | "I-1" Institutional Use, "O-S" Open Space District, "O-C-B" Public Camp-ground/Boating/Beach District |

Natural Resources

- | | |
|---|---|
| 1. Intensive Agriculture | |
| Cropland and Prime Grazing | "E-A" Exclusive Agriculture District, "A-3" Agricultural District |
| 2. Extensive Agriculture/Open Space Environment | |
| Grazing and Sagebrush Environment | "U-C" Upland Conservation District, "O-S" Open Space District |
| General Forest Environment | "U-C" Upland Conservation, "TPZ" Timber Production Zone, "F-R" Forest Recreation |
| Open Space | "O-S" Open Space District, "O-D" Primitive Area District |
| 3. Conservation/Parkland | |
| Conservation | "O-S" Open Space District, "I-1" Institutional Use District, "O-D" Primitive Area District |
| Natural Wildlife Habitat | "N-H" Natural Habitat Combining District |
| Scenic Highway Corridor | Will overlay other land use designations. May have "D" Design Combining District in some areas. |
| Prime Recreation | This is a general overlay designation. Zoning will be consistent with the principal designation (e.g. "U-C" Upland Conservation). |
| Lassen National Park | "O-S" Open Space |

APPENDIX D: DEPARTMENT OF FORESTRY CORRESPONDENCE

DEPARTMENT OF FORESTRY

Highway 36

Susanville, CA 96130

(916) 257-4171



SEP 17 1984
RECEIVED

September 13, 1984

Mr. Robert Sorvaag, Planning Director
Room 103, Courthouse Annex
Susanville, CA 96130

Dear Bob,

**Johnstonville Planning Area
MEA & Planning Alternatives**

Fire hazards within the Johnstonville Planning Area can be described as low (farming areas on the valley floor), moderate (sagebrush/bitterbrush areas between the valley floor and conifer belt), and high (includes conifer and conifer/brush areas). Our concern for fire safety standards involves both the moderate and high fire hazard areas.

Fire hazard should be a factor when considering development suitability for lands within the Johnstonville Planning Area. Specifically, lands having a low fire hazard should be categorized as having a high suitability for development. Lands having a moderate fire hazard should be categorized as having moderate suitability for development. Lands with a high fire hazard should be categorized as having a low suitability for development. Mitigating measures can be applied which reduce the risk of wildfire causing damage to development.

The following fire safety standards are recommended as mitigating measures to reduce fire risk for parcel maps and subdivisions:

1. ACCESS/TRAFFIC CIRCULATION

Road networks, either public or private, should provide for safe and ready access for emergency fire equipment and for alternate routes of escape that will safely handle evacuations.

Ingress-Egress Routes

Two different ingress-egress routes should be required whenever access routes exceed the lengths recommended for cul-de-sacs. For example, in high fire hazard areas, multiple access should be required whenever cul-de-sacs exceed 600 feet, and in moderate fire hazard areas, multiple access should be required whenever cul-de-sacs exceed 800 feet. In low fire hazard areas, multiple access should be required whenever cul-de-sacs exceed 1000 feet.

Right-of-Way Road Width

Sufficient right-of-way should be provided for the construction of two (2) 12-foot traffic lanes. In single or minor subdivision development, the main traffic lane width to all building sites should be at least 16 feet to allow emergency fire equipment access while occupants are escaping a fire. Also, turnaround access at the building site on roads over 200 feet should have a 70 foot-diameter turnaround to accommodate fire equipment.

Cul-de-Sacs

Limit cul-de-sacs length based on fire hazard to 1000 feet for low, 800 feet for moderate and 600 feet for high, terminated by a turnaround of not less than 90 feet in diameter.

Street Grades

Street grades should be limited to 15 per cent, except for short distances when topographic conditions make moderate grades impractical.

Street Radius

Vertical curves and dips in the roadway should have a radius of not less than 50 feet.

Bridges

On roads and driveways over 200 feet, bridges should have a minimum load of 40,000 pounds (20 tons) and be no narrower than the driving portion of the road serving each end. Major ingress-egress roads in subdivisions should have a minimum load limit on bridges of 80,000 pounds (40 tons).

2. STREET, ROAD AND BUILDING IDENTIFICATION

To facilitate fire location and to avoid delay in response, all roads streets and buildings should be designated by name or number on signs clearly visible from the main traveled roadway.

3. WATER SUPPLY

Water is the most important single factor in fighting structural fires and in protecting structures threatened by wildland fires. Subdivisions and mobile home parks should be required to provide adequate water systems for fire protection. The water system should have water mains, fire hydrants, and water storage which are adequate for structure density, type and construction. The local fire department should be consulted for recommendations to ensure that an adequate water system is provided.

Separately developed dwellings should be required to make lakes, ponds, swimming pools, streams or other water sources accessible to fire equipment. Wells larger than 200 GPM should be required to have a fire department connection. The local fire departments have large water tankers (2500 gal. and larger) which would preclude requiring private water supplies for fire protection.

4. ROOFING

The roof is the most vulnerable part of a structure during a wildland fire. Firebrands can be carried by strong winds and convection columns for distances up to one mile during a conflagration. Flammable roofs, such as wood shake and shingle, will catch and hold these firebrands, posing a serious hazard to the structure and other structures downwind from them. Once the roof catches on fire, the wood shakes or shingles peel off and are carried as firebrands by the wind and convection column.

Uniform Building Code Standard 32.7 should be required as follows:

<u>Fire Hazard Severity</u>	<u>Type Roof Required</u>
High	Class A
Moderate	Class B
Low	Class C

5. SETBACK

A minimum setback of 30 feet from the property line should be required for all structures within the moderate and high fire hazard areas. This will enable fire agencies to enforce Public Resources Code Section 4291 which requires all flammable vegetation to be removed for a distance of not less than 30 feet on each side of the structure.

6. FUELBREAKS AND GREENBELTS

Fuelbreaks and/or greenbelts can be used as mitigation, providing continued adequate maintenance is guaranteed. Limits on cul-de-sacs, ingress-egress, and development suitability (spacing and density) can be extended, providing the fuelbreak and/or greenbelt standards are approved by the fire agencies.

Residential development in the Baxter Creek drainage of the Wingfield Road Sub-Planning Area should be limited. This is a very high fire hazard area due to the steep topography and heavy accumulations of forest fuels. Access along Baxter Creek is sub-standard with no opportunity for multiple access at this time.

The area within approximately $\frac{1}{4}$ mile of Wingfield Road is located at the bottom of the Baxter Creek Drainage with fairly level terrain and less fuel accumulation than the area further up the drainage. This area is also within the Susan River Fire Protection District. A 20 acre minimum, allowing one dwelling per parcel, would be acceptable for this area.

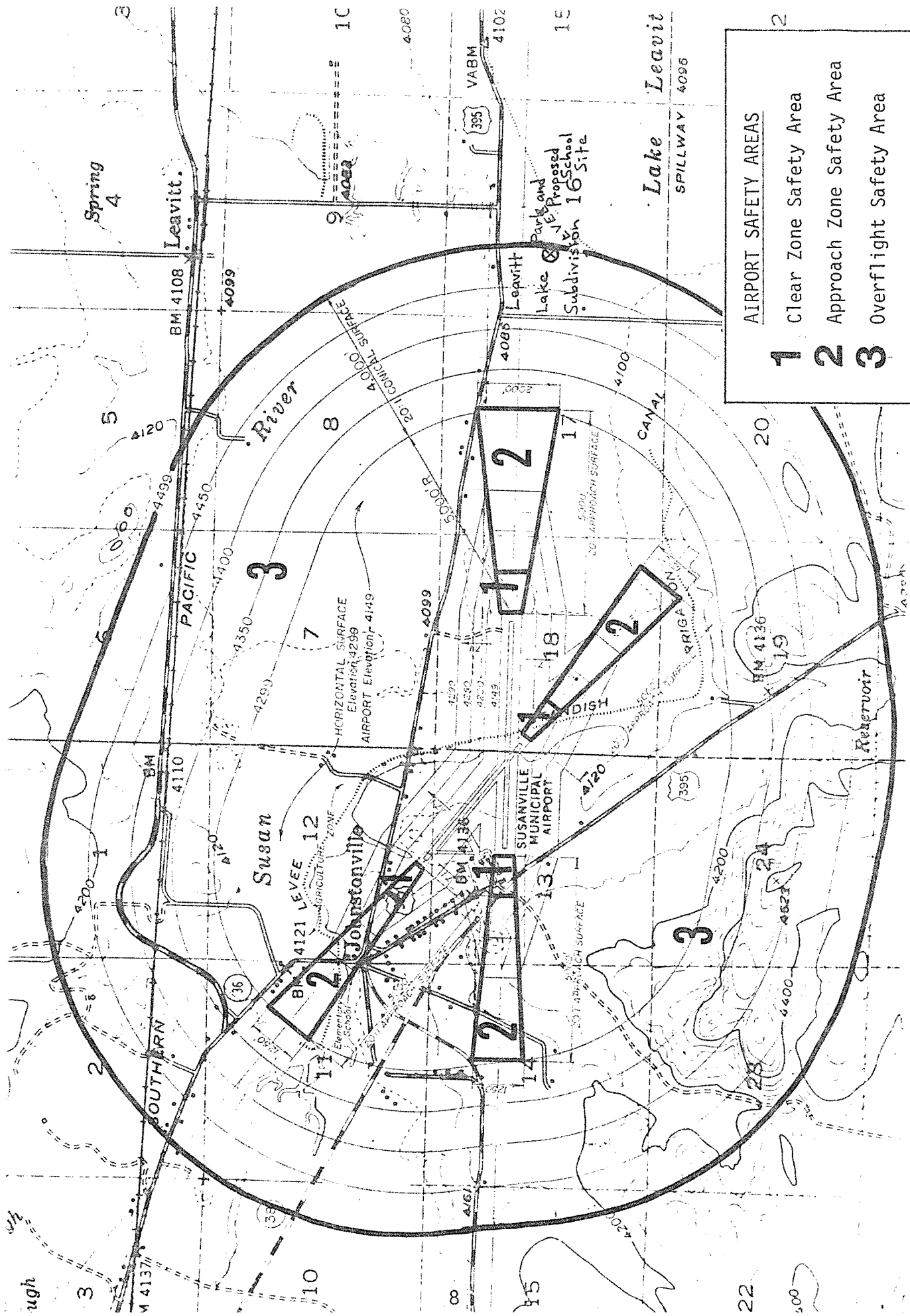
APPENDIX E: EXCERPTS FROM AIRPORT LAND USE PLAN

APPENDIX E

EXCERPTS FROM THE AIRPORT LAND USE PLAN FOR THE SUSANVILLE MUNICIPAL AIRPORT

To facilitate consistency between the Johnstonville Area Plan, as an amendment to the Lassen County General Plan, and the Airport Land Use Plan (ALUP) adopted by the Lassen County Airport Land Use Commission on March 26, 1987, the following excerpts from the ALUP are herein enclosed for reference in the Area Plan:

1. Map of Airport Safety Areas
2. Land Use Compatibility Guidelines
3. Referral Areas text and graphic
4. Noise Exposure Forecast Contours



AIRPORT SAFETY AREAS

- 1** Clear Zone Safety Area
- 2** Approach Zone Safety Area
- 3** Overflight Safety Area

FIG. 2

TABLE ONE

LAND USE COMPATIBILITY GUIDELINES

Policy:

It is a policy of the Airport Land Use Plan for the Susanville Municipal Airport that the following guidelines be applied in the planning, zoning and project review of land use within the recognized airport safety areas. The functions of the guidelines are to identify uses which are acceptable or unacceptable and to describe certain criteria underwhich certain uses might be acceptable.

It should be noted that consideration of the land uses addressed herein, as well as similar land uses that have not been specifically addressed, should be guided by a commitment to the overall purpose of airport land use policies:

To protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports.

TABLE ONE, PART ONE
CLEAR ZONE SAFETY AREAS

The following land use guidelines shall be applied to the Clear Zone Safety Areas depicted on Figure 2 as Safety Area 1.

GENERAL GUIDELINES

Clear zones should be kept essentially clear. Development must be carefully restricted. No structures are allowed. ALUC recommends that airport owners obtain property and/or development rights for clear zone areas.

LAND USE GUIDELINES

<u>Residential</u>	No
<u>Commercial/Retail</u>	No
<u>Industrial/Manufacturing</u>	No
<u>Transportation</u>	
Highways, streets	Yes (1)
Auto Parking Lots	No
<u>Communications, Utilities</u>	Yes (2)(3)
<u>Public and Quasi-Public Services</u>	No
<u>Outdoor Recreation</u>	No
<u>Resource Production, Extraction, and Open Space</u>	
Agriculture	Yes (3)
Forestry Activities and Related Services	No
Mining Activities	No
Open Space uses (e.g. grazing)	Yes

- (1) Highways and streets with moving traffic are considered compatible. Intersections which would result in a relatively high density of standing traffic in clear zones are discouraged.
- (2) No above-grade transmission lines.
- (3) No structures permitted.

TABLE ONE, PART TWO
APPROACH ZONE SAFETY AREAS

The following land use guidelines shall be applied to the Approach Zone Safety Areas depicted on Figure 2 as Safety Area 2.

LAND USE GUIDELINES

<u>Subdivisions</u>	Yes (1)(3)
<u>Residential</u>	
Single Family	Yes (1)(2)(3)
Multiple Family	No
Mobile Home Parks	No
Hotels, Motels	No
<u>Commercial/Retail</u>	
General Retail, Merchandise	Yes (2)(3)
Wholesale Trade	Yes (3)
Building materials, Retail	Yes (3)
Restaurants, Bars	No
Small-scale repair	Yes (3)
Professional offices	Yes (2)(3)
<u>Industrial/Manufacturing</u>	
Chemical, Petroleum,	
Rubber and Plastics	No
Miscellaneous Manufacturing	Yes (3)
Warehousing, Storage of non-flammables	Yes (3)
<u>Transportation</u>	Yes
<u>Communications, Utilities</u>	Yes (3)
<u>Public and Quasi-Public Services</u>	
Cemeteries	Yes (3)
Other Public and Quasi-Public	
Services and Facilities (e.g. schools,	
hospitals)	No
<u>Outdoor Recreation Facilities</u>	
Playgrounds, Neighborhood Parks	No
Spectator Sports, arenas	No
Auditoriums, Amphitheaters	No
Motocross	Yes (3)
Riding Stables	No
<u>Resource Production, Extraction and</u>	
<u>Open Space</u>	Yes (3)

TABLE ONE, PART TWO
APPROACH ZONE SAFETY AREAS
(Continued from previous page)

- (1) Density of residential use shall not exceed one dwelling unit per 2.5 acres.
- (2) Not within 2000 feet from the Clear Zone.
- (3) Projects must be reviewed on individual basis. Threshold for review of "large concentrations" is on the order of 10 people per acre for non-residential uses. Industrial projects must be reviewed to preclude smoke, electronic interference, lights and/or glare which may constitute operation hazards to aircraft. A finding, supported by facts in the record, must be made for any project approval stating: Approval of the project is consistent with the need to protect public health, safety, and welfare by ensuring the orderly expansion of the airport and the adoption of land use measures that minimize the public's exposure to substantial noise and safety hazards within areas around public airports.

TABLE ONE, PART THREE
OVERFLIGHT ZONE SAFETY AREAS

The following land use guidelines shall be applied to the Overflight Safety Area depicted on Figure 2 as Safety Area 3.

LAND USE GUIDELINES

Residential

Single Family	Yes
Multiple Family	Yes (1)
Mobile Home Parks	Yes (1)
Hotels, Motels	Yes (1)

<u>Commercial/Retail</u>	Yes (1)
--------------------------	---------

Industrial/Manufacturing

Warehousing, Storage of non-flammables	Yes
All others	Yes (1)

<u>Transportation</u>	Yes
-----------------------	-----

<u>Communications, Utilities</u>	Yes
----------------------------------	-----

Public and Quasi-Public Services

Cemeteries	Yes
Schools, Hospitals	Yes (1)
Other Public and Quasi-Public Services and Facilities	Yes (1)

<u>Outdoor Recreation Facilities</u>	Yes (1)
--------------------------------------	---------

<u>Resource Production, Extraction and Open Space</u>	Yes
---	-----

<u>Subdivisions</u>	Yes (1)
---------------------	---------

- (1) Projects must be reviewed on individual basis. A finding, supported by facts in the record, must be made for any project approval stating: Approval of the project is consistent with the need to protect public health, safety, and welfare by ensuring the orderly expansion of the airport and the adoption of land use measures that minimize the public's exposure to substantial noise and safety hazards within areas around public airports.

6. REFERRAL AREAS

Referral areas are portions of the airport land use planning area which warrant case-by-case review of particular development projects due to significant noise and safety concerns. The use of the term "referral" shall herein mean the referral by the County of Lassen (e.g. Planning Commission, Board of Supervisors) of proposed development projects and applications to the ALUC or its designated staff for review concerning the project's consistency with the airport land use plan's goals, objectives and policies.

A. Referral Area A

Referral Area A, depicted in Figure 3, includes all clear zone and approach zone safety areas designated in this plan, along with the area beneath the FAA Transitional Surface indicated in the airport master plan.

All development proposals, including building permits, use permits, rezoning and subdivision applications shall be reviewed for compliance with this airport land use plan. The Land Use Compatibility Guidelines, as well as general provisions to promote public safety and discourage incompatible land uses shall be considered as review criteria.

B. Referral Area B

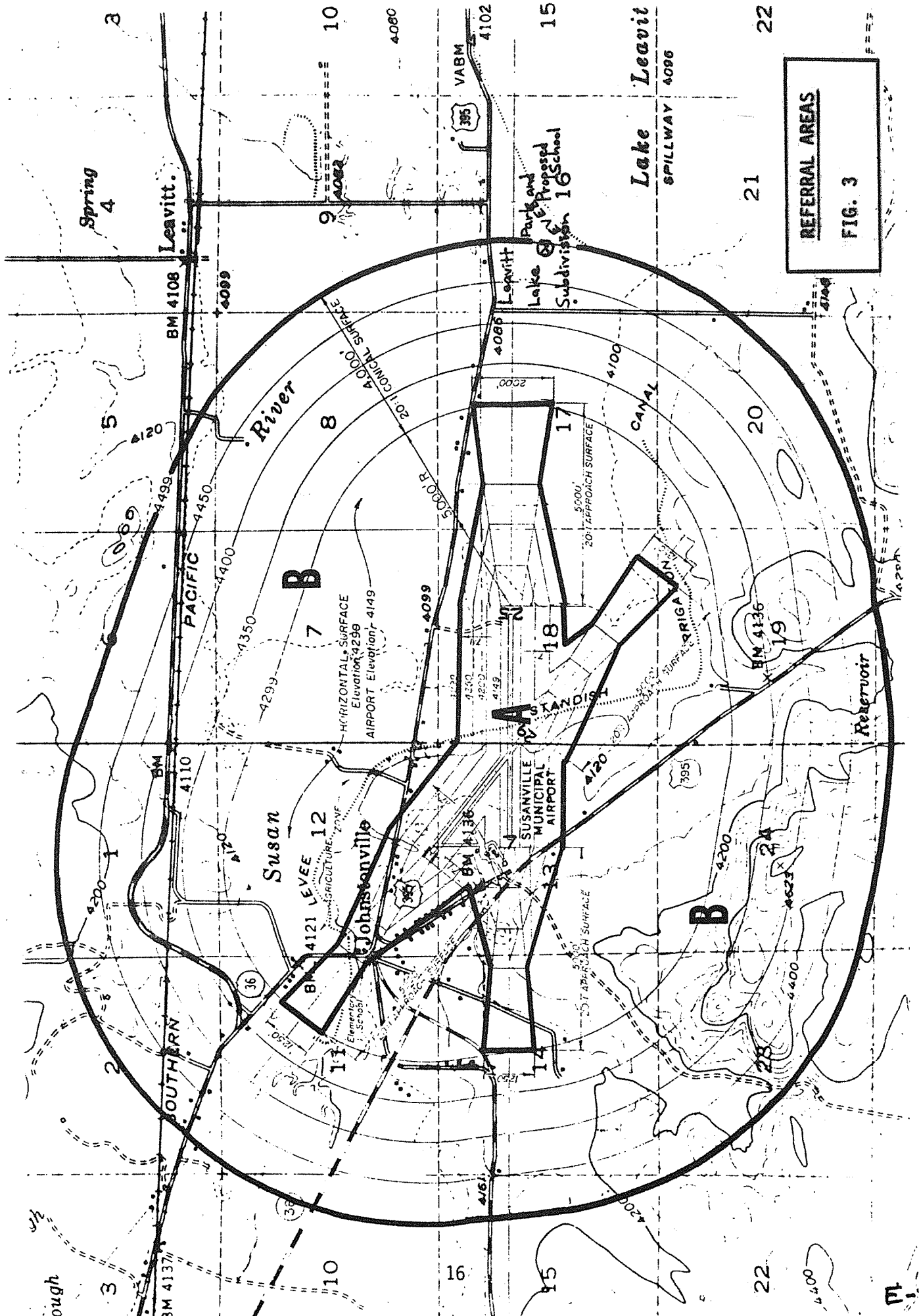
Referral Area B, depicted in Figure 3, includes the remainder of the airport land use planning area outside Referral Area A.

Use permit, rezoning and subdivision proposals shall be reviewed for compliance with this plan. Individual building permits are not required to be referred to the ALUC or its staff, provided that the use of the proposed structures are consistent with the land use compatibility guidelines of this plan.

C. Referral Review Process

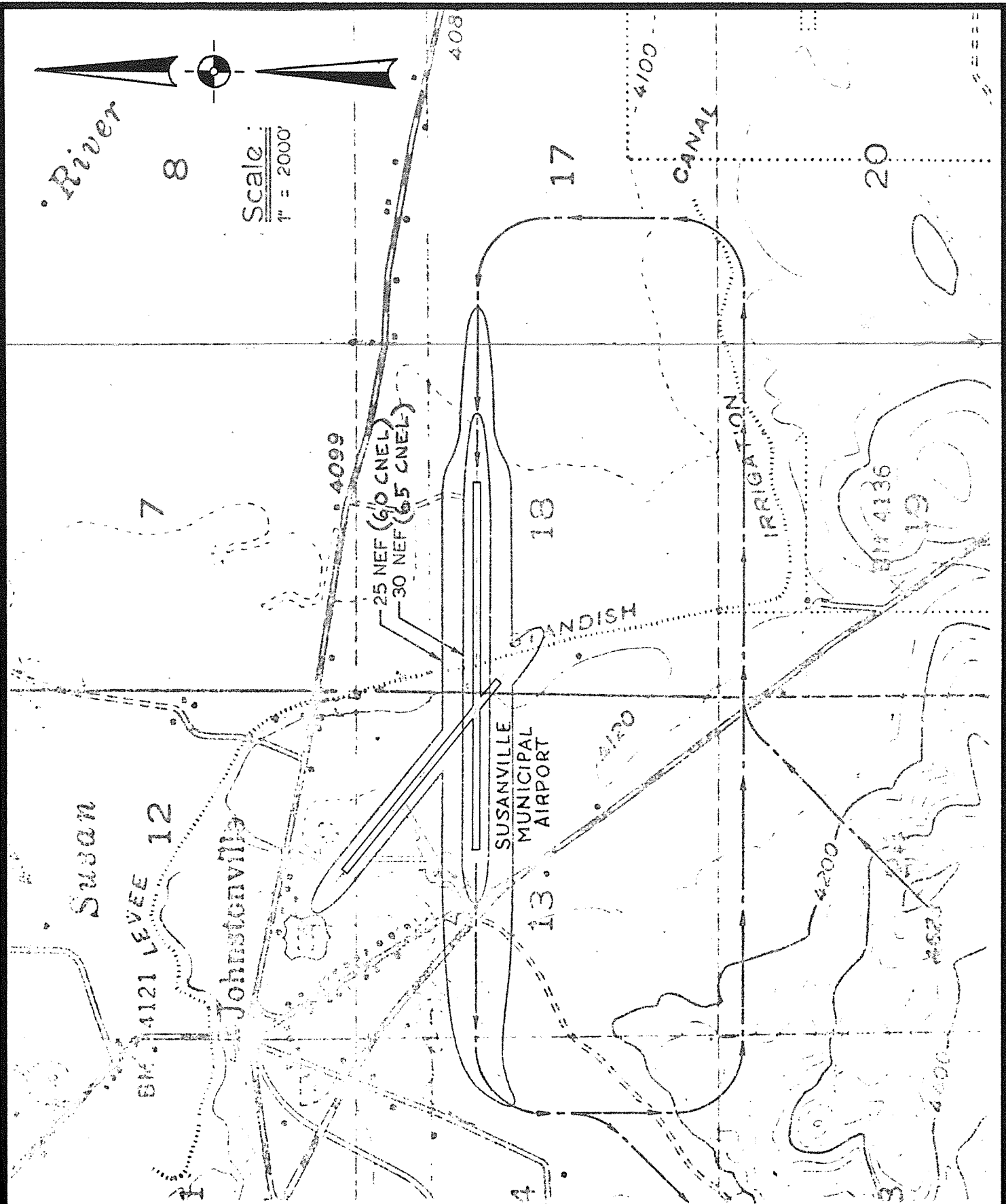
The Executive Secretary of the ALUC will develop an administrative review process to be reviewed and adopted by the commission. The administrative review process will establish procedures and review criteria for the timely and effective review by the ALUC or its designated staff of proposed development within the identified referral areas. The process shall coordinate ALUC referral procedures with the project application procedures of the Lassen County Board of Supervisors, Planning Commission and Environmental Review Officer. Whenever possible, referral shall be made to the ALUC before or during review of proposed projects under the provisions of the California Environmental Quality Act. Recommendations by the ALUC in response to a referral shall consider the following questions:

- a) Is the project consistent with the airport land use plan?
- b) Does the project have the potential of creating or increasing a significant environmental impact, including but not limited to, impacts on the public safety of inhabitants within the vicinity of the airport, and/or impacts on the safe and efficient use of the airport?



REFERRAL AREAS

FIG. 3



Reinard W. Brandley
CONSULTING AIRPORT ENGINEER

2041 N. Lincoln Drive • Sacramento, California 95825 / (916) 622-4775

NOISE EXPOSURE FORECAST CONTOURS
FOR 100,000 OPERATIONS PER YEAR
FOR A TYPICAL SMALL GENERAL
AVIATION AIRPORT

FIG. 4 E-II

APPENDIX F: WRITTEN COMMENTS ON THE DRAFT EIR

Bob Sorvaag, Planning Director
Lassen County Courthouse
Susanville, CA 96130

Paul and Jean Simpson
127 Lake Almond West Drive
Chester, CA 96020
March 4, 1986

LASSEN COUNTY
PLANNING DEPT.

MAR 04 1986

Re: Johnstonville Area Plan

RECEIVED

Dear Bob:

Thank you for the opportunity to review your 3rd Draft dated Mar. 3, 1986 to the Board of Supervisors regarding the changes to be incorporated into the Johnstonville EIR and Plan.

I agree with you that any identified environmental impacts should be eliminated or substantially lessened (CEQA 15092)

With respect to our property, we wish to offer the following comments:

1. Significant effects.
 - a. Conversion of Ag land; our letter of "non-renewal" was dated January 4, 1980 and the 10 years will expire on January 4, 1990. Also, the County has presently about 1,900,000 acres of Ag designated land. The conversion of 60 acres is not of itself that significant, and may only be cumulatively significant if added together with a substantial amount of additional acreage. It seems to us that these amounts are relevant if an argument is going to be made that this conversion is to be described as "significant".
2. The acreage of our property is 60 acres, not 56 as indicated.
3. A second mitigation to the conversion of Ag land could be as follows:
 2. Designate the Simpson property as Industrial and withhold the Zone Change until expiration of the Ag Contract on Jan. 4, 1990; then the zoning to be changed to M-2 Heavy Industrial as directed by Board of Supervisors.
4. The paragraph b. describing Industrial land use conflict with

to state that the property owner has stated anything on numerous occasions. The point is well established in good planning policy.

5. A second mitigation to the conflict with Industrial and Ag land could be as follows: 2. Designate a 100 foot wide building and landscape setback along the east and south boundary of the Simpson property as long as the adjoining lands are used for ag purposes.

6. Urban related services. This is not a significant impact. All of the former Ag lands between our property and the City limits were changed to Industrial uses without any requirement to apply to LAFCO or to connect to available services. Adequate services would necessarily be provided as a condition of any industrial development. If the property is designated Industrial and zoned Industrial, LAFCO will eventually acknowledge this change when it reviews and updates the Susanville sphere of influence.

Attached Draft 3
with notes:

Respectfully Submitted,

Paul and Joan Simpson

P.S. copies of our letters of request for cancellation and non-renewal are attached for your records

Susanville, California
February 3, 1986

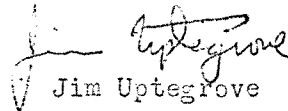
The Honorable Board of Supervisors
Lassen County Courthouse
Susanville, California
96130

Gentlemen,

I understand that the Board might look at some sort of action to reduce the impact on surrounding lands of the Jan. 21, 1986 Industrial zoning of the Miller property west of the airport.

Along these lines, and for additional background, a copy of a May 28, 1985 letter to the Planning Commission is enclosed.

Yours,


Jim Uptegrove

Encl; as noted

Susanville, California
May 28, 1985

The Honorable Lassen County Planning Commission
Room 103, Courthouse Annex
Susanville, Calif.

Gentlemen,

I would like to comment on the Johnstonville Vicinity Area plan and proposed rezoning, specifically regarding the Miller property and the City of Susanville property on the west side of US 395 across from the airport.

The proposed Industrial zoning for these lands is wrong.

The only possible zoning for the 20 acres of city property is "open space". Caltrans deeded this sandpit area to the city specifically as a clear zone for runway 7-25. The deed contains a clause prohibiting any development, under penalty of reversion of title to the state.

Industrial zoning for the 45 acres of Miller property is inappropriate for a number of reasons.

1. Of the 45 acres, 13 acres are within the approach zone of runway 7-25. This area certainly should not have construction equipment, stacks of culvert, aggregate stockpiles, maintenance shops, construction offices, etc., within it. There is a good reason to keep anything out of a runway approach zone; witness the ice cream parlor tragedy at Sacramento a few years back. 2 acres of the remaining is the right-of-way for Diane Drive; 14 acres are in the flood plain of Sand Slough. There are only 16 usable acres on the south side of Diane Drive. This is too small an area for anything except the one construction yard. There is no possibility of expansion in any direction. Industrial designation for this area would be one shot spot zoning at its worst. The Millers' yard present location, in the Sierra Road Industrial area, is certainly a better site.
2. The residents of Diamond Crest Ranchos Subdivision deserve consideration. This is a quality residential subdivision with 30 homes at present worth something like $2\frac{1}{2}$ million dollars. Future build out would add 35 more homes. These people do not want an industrial construction yard at their front entrance. Further, the mixing of residential traffic, school busses, children on bicycles, people stopping for their mail at the entrance off US 395, etc., with heavy industrial traffic is inappropriate.
3. Diane Drive, now in the county road system, was designed and built to a traffic index of 5.5, or a moderate traffic residential collector street. It will not stand heavy industrial traffic.

4. Visual pollution is still pollution. Hwy 395 is the main route into Susanville. How many more tourists would turn right and continue north on 395 instead of coming into town after passing an unsightly construction yard? At one time you had a scenic highway designation on this part of 395, with a 300 ft. setback. The removal of this designation did not change the highway; 395 is still a scenic route into Susanville.
5. Rezoning of this property to anything other than A-1-B would result in split zoning. The rest of Miller's property, 69 acres abutting this 45 acres on the south and east, is still zoned A-1-B 2.5, like Diamond Crest Ranchos Subdivision.
6. There is still an outstanding lawsuit against the Board of Supervisors over the 1982 rezoning of these 45 acres from A-1-B 5 to M.

Appropriate zoning for the city property is "open space" and for the Miller property is A-1-B 5, as it was prior to 1982, with a building exclusion in the airport approach zone. This would still allow 5 or 6 residential parcels to be created, each with a building site out of the runway clear zone and out of the Sand Slough flood plain.

Note that I have no economic "axe to grind" as developer of Diamond Crest Ranchos Subdivision, inasmuch as all the lots have been sold. I do feel, however, that I have a moral obligation to the lot buyers to express the foregoing.

I would ask that these comments be read into the record of the 5 June, 1985 public hearing on the Johnstonville Vicinity Area Plan. Thank you for your consideration of this matter.

A map is attached which shows the two properties, US 395 and Diane Drive, Sand Slough, and the runway approach zone.

Yours,

James R. Uptegrove
James L. Uptegrove

attach: as noted

Lassen County Board of Supervisors
c/o/ Lassen County Planning Dept.
Room 103, Courthouse Annex
Susanville, CA 96130

January 20, 1986

Re: Johnstonville Area Plan

Dear Supervisors:

We would like it to go on record that we support the Lassen County Planning Commission recommendation to designate the airport lands of Robert, Leota, and Darrel Miller as "Extensive Agriculture" and to propose zoning to U-C, "Upland Conservation" with a combining P-S, Public Safety zoning district. We would like to include the following considerations, which have been repeatedly brought up in this matter, but are still important to the local property owners -

- 1) Industrial zoning is incompatible with the surrounding residential zoning.
- 2) Any industrial construction or use of this property would create traffic hazards along Diane Drive and at the intersection of Diane Drive and Highway 395.
- 3) Possible light pollution
- 4) Possible noise pollution
- 5) Industrial zoning could cause hazards for the area's children both in their play and their travels to and from school.
- 6) Industrial construction is unsightly next to a subdivision, and is unsightly along Highway 395. For an example look at Johnstonville Road outside of Susanville.

In conclusion, we are not opposing growth in Lassen County, but we are trying to preserve the qualities that make Lassen County a great place to live. There are many more areas in the county suitable for industrial development that are not immediately adjacent to residential developments.

Sincerely,

Chuck Nesbit & Judy Nesbit
Chuck and Judy Nesbit
residents of 705-445 Susan St.
(Diamond Crest Ranchos Subdivision)

LASSEN COUNTY
PLANNING DEPT.

JUN 04 1985 *43✓*

RECEIVED

not in packet

June 3, 1985

Mr. Sorvaag, Planning Director
Lassen Co. Planning Commission
County Court House Annex

Dear Sir:

As residents and property owners of Diamond Crest Sub-division, we are strongly opposed to any type of zoning other than Estate Residential in section 13 of the zoning map. Any other zoning would be incompatible with single family home lots in the area. Any industrial zoning would pose a threat to the children going to and from school, riding bicycles, and playing along the single access road to highway 395. Any industrial traffic would be a hazard to area traffic to and from the homes, also, the congestion it would cause in an emergency. It is inconceivable that industrial traffic would use the long curved proposed trailway to Richmond road rather than the short Diane Drive to 395.

In conclusion, we urge the planning commission to protect our area against possible accidents in the subdivision by rejecting industrial zoning in the area.

Thank you for your consideration.

Eugene and Evelyn Rowland

Eugene Rowland
Evelyn S. Rowland

705-360 Indale Dr.
Susanville, Calif. 96130

471-225 Diane Dr.
Susanville, CA. 96130
June 17, 1985

Robert K. Sorvaag, Planning Director
Lassen County Planning Department
Local Agency Foundation Commission
Room 105, Courthouse Annex
Susanville, CA. 96130

LASSEN COUNTY
PLANNING DEPT.

JUN 18 1985 *LS*

RECEIVED
IN PACKET 7/3/85

Dear Mr. Sorvaag and Members of the Planning Commission,

I am unable to attend the July 3rd public hearing regarding the Johnstonville Area Plan. As a result, I am requesting that you read this letter at that hearing.

We are opposed to Industrial-Commercial zoning at the entrance to the Diamond Crest Ranches Subdivision. Please take into consideration traffic hazards, ^{endangering} safety for children, unsightly appearance, unpleasant byproducts, and disturbance of wildlife habitats which may result if this area is zoned Industrial-Commercial.

Careful planning must be implemented to avoid the above mentioned concerns. A good part of that land is presently appropriate for residential development. Estate Residential zoning is the most compatible to be

adopted in that area.

We are not alone in opposing such zoning. 30 other homeowners living in the Diamond Crest Ranches signed a petition to oppose Industrial zoning in that area. Numerous letters have been written by homeowners and landowners in the Diamond Crest Ranches opposing Industrial Development.

Industrial zoning is incompatible with Estate Residential zoning. Residential areas should be separated from Industry. We have a fine, quality neighborhood that deserves to be expanded. Industrial-Commercial Development does not co-exist well with Neighborhood.

Please consider our concerns in making your final decision regarding the zoning of the land adjacent to our Subdivision. For more specific descriptions of our concerns, please refer to the May 1st letter which I read at the public hearing on that day. We appreciate this opportunity to express our concerns, and we sincerely hope that you take them into consideration.

Sincerely,
Maureen Latta.

471-225 Diane Drive
Susanville, CA 96130
May 1, 1985

Robert K. Sorvaag, Planning Director
Lassen County Planning Department
Local Agency Foundation Commission
Room 103, Courthouse Annex
Susanville, CA 96130

Rec 5-1-85
LASSEN COUNTY
PLANNING DEPT.

MAY 01 1985

RECEIVED

Dear Mr. Sorvaag and Members on the Planning Commission,

Attached is a petition signed by 30 homeowners in the Diamond Crest Ranchos Subdivision. We oppose the proposed Industrial Park Zoning adjacent to our subdivision. We favor Estate Residential Zoning at that location. Of the houses presently occupied by homeowners in our subdivision, two homeowners were not at home when the petition was circulated, and only three homeowners chose not to sign the petition. We did not contact landowners of the undeveloped lots, but it is very likely many landowners would oppose the proposed Industrial Park Zoning at this location (see the attached map).

We have good reason to oppose Industrial Park Zoning. The main reason is that Industrial Park Zoning is incompatible with the Estate Residential Zoning in the area. We have a quiet residential neighborhood. Most of the residents have families. A few of our neighbors are retired. Many people are seen outside gardening, walking, or riding bikes. Many of us like having one road entering our subdivision. We know that people driving through our neighborhood are either residents or their guests. Our children can safely play and ride their bikes on our streets. To my knowledge, there have been no burglaries in our neighborhood. Neighbors keep a close watch over each others' homes. We can also watch a car leave our subdivision all the way to Highway 395. There is no other place for a car to escape or "hide". Most of us like our neighborhood the way it is. We want our neighborhood to grow with more homes and families who care about its appearance and safety features.

If this area becomes zoned for an Industrial Park, traffic hazards will be great, even if a proposed road is built connecting Diane Drive to Diamond Crest Road. It is highly unlikely that people will take the long, slow "back route" to get to an Industrial Park (see your map designating Transportation Alternatives). Most people will use Diane Drive to turn onto and off of Highway 395. At this time Hwy. 395 is heavily congested in the morning hours (when people would be coming to work), and in the afternoon hours (when people would be returning home from work). People working at the Industrial Park will be adding to this congestion--especially on Diane Drive when residents are also going to and coming from work. The proposed Industrial Park Zoning encompasses all sides of Diane Drive. Entrances and exits for the Industrial Park would be on both sides of Diane Drive. Several entrances and exits may be needed. It is not likely caution will be exercised to watch for children

or residents' vehicles going through that area. In addition, there is a "blind curve" on Diane Drive which goes through the Industrial Park Zoning, adding to the traffic hazard. Even residents of the subdivision have problems negotiating this unexpected sharp curve.

At this time, children living in the subdivision of ages 14 to 18 must walk on Diane Drive to go to and from the High School bus stop. In addition, some of our younger children have been known to ride bikes to Johnstonville School. Both groups of students walk through the proposed Industrial Park Zone to cross Hwy. 395. Are employees going to and from work and customers at the Industrial Park going to be alert in watching for these children?

When the new Citizen's Utilities Complex was completed, many people in our subdivision were disturbed by the bright lights the Phone Company used at night. The Phone Company has since reduced the number of lights used. If an Industrial Park is built just next to our homes, bright lights will be a great disturbance to us. Even if the Industrial Park reduces the lights used at night, they will be much more obtrusive than the lights across the highway at the phone company.

Additionally, there is a possibility that the industry will cause further incompatibility if it is unsightly, noisy, or has unpleasant by-products. There is also a good possibility that buildings in the Industrial Park could remain vacant over long periods of time. This was true of the automotive building on the corner of Richmond Road and Highways 36 and 395.

Because our lots are large (2 $\frac{1}{2}$ acres), the deer are still free to graze in the open space around our neighborhood, and on the hills above our homes. When out walking near our neighborhood, we have observed hundreds of deer migrating on the hills above our houses. Granted, residential zoning is going to negatively affect the deer population, but there will probably always be open space in our neighborhood for deer. People are not likely to develop and fence 2 $\frac{1}{2}$ acres. Much of the land will be left in its natural state. This will not be the case if an Industrial Park is built at this location.

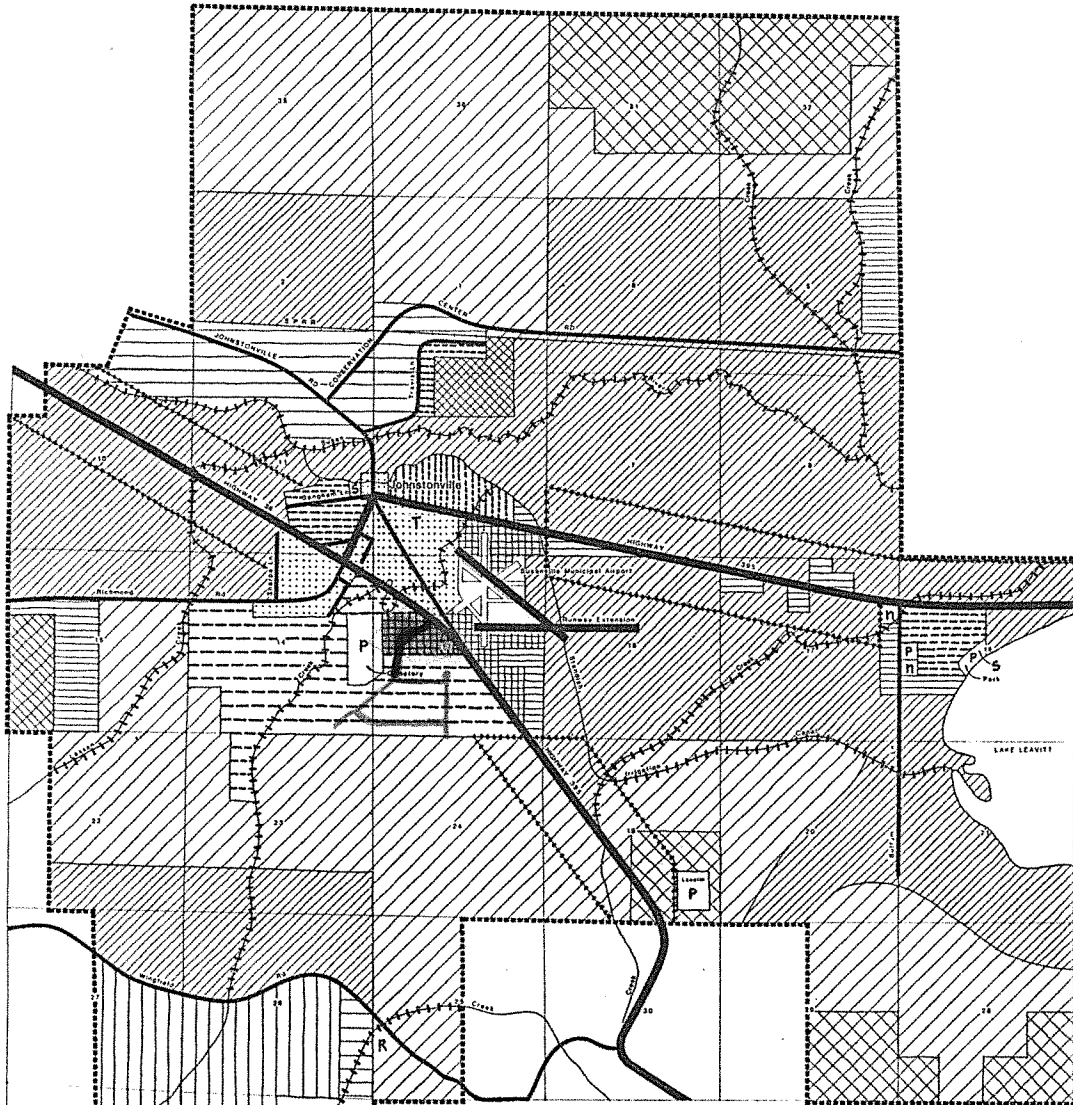
In the goals and objectives section of the booklet, "Planning Alternatives Johnstonville Planning Area", dated October 1983, you encourage "clustered residential development and expansion of existing neighborhoods", and you favor confining "industrial development to areas contiguous to existing industrial development". You discourage "leap frog" development. There is presently no industry next to our subdivision. All present and proposed land uses surrounding our subdivision are residential or agricultural with the exception of the Diamond Crest Cemetery. Finally, you "ensure compatibility between land use types by providing for efficient and complimentary mixtures and patterns of land uses". An Industrial Park is not compatible with a residential neighborhood and a cemetery.

An Industrial Park would create traffic hazards, and endanger the safety of our children and ourselves. It could possibly endanger the wildlife and their habitats in our area. An Industrial Park is not harmonious with the present and proposed land uses surrounding our subdivision.

We trust that you will change the proposed Industrial Park Zoning to Estate Residential Zoning in developing a general plan for the Johnstonville Planning Area. Thank You for this opportunity to present our concerns to you.

Sincerely,

Marjorie Lattka
Marjorie Lattka



JOHNSTONVILLE PLANNING AREA LAND USE MAP

	Planning Area Boundary		Intensive Ag (100 acre min)
	Urban Residential		Extensive Ag (100 acre min)
	Estate Residential		General Forest Environment (160 acre min)
	Rural Residential		Scenic Corridor
	Ag Residential (20 acre min)		Conservation
	Urban Reserve		Resort
	Industrial		School
	Industrial Park		Public
	Town Service		Federal Lands
	Neighborhood Commercial		Planned Development Option
	Town Center		

Roads in the Diamond Crest Subdivision
Diane Dr. going through proposed sight

We, the undersigned homeowners in the Diamond Crest Ranchos Subdivision, are opposed to the proposed Industrial Park Zoning adjacent to our subdivision. We favor Estate Residential Zoning at that location.

Signature & Date

Print Name

Address & Phone Number

1. Marjorie Lattka 4-27-85 Marjorie Lattka 471-225 Diane Dr, Susanville 257-8262
2. Franz Lattka 4/27/85 Franz Lattka 471-225 Diane Dr. Susanville 257-8262
3. Greg M Yuncovich 4/27/85 Greg M Yuncovich 471-105 Diane Dr. Susanville 257-6376
4. Sydney Yuncovich 4/27/85 Sydney Yuncovich 471-105 Diane Dr. Susanville 257-6376
5. Valerie Moran 4-27-85 Valerie Moran 705-210 Indale Dr. Susanville (P.O. Box 371) mail 257-7484
6. George Moran 4-27-85 George MORAN 705-210 Indale Dr. 257-7484
7. Evelyn Rowland 4/27/85 Evelyn Rowland 705-360 Indale Dr. 257-5302
8. Eugene Rowland 4/27/85 Eugene Rowland 705-360 Indale
9. Elvira Harrison 4-27-85 Elvira HARRISON 49 Indale Dr. 257-5206
10. Libinia Ferguson 4-27-85 50 LINCOLN LANE 257-2069
11. Stephen G. Taylor 4-27-85 STEPHEN G. TAYLOR 470-860 LINCO LANE 257-7394
12. Pat Devlyne 4-27-85 PAT DEVLYNE 471-095 LINCO LN 257-2621
13. Marilyn Devlyne 4-27-85 MARILYN Devlyne 471-095 LINCO, LN. 257-2621
14. Ronald Harrison 4-27-85 RONALDO HARRISON 49 INDALE DR. 257-5206
15. Glenn Hodgson 4-27-85 Glenn Hodgson 19 Diane Dr. 257-2709
16. Edwin A. Lehman 4-28-85 Edwin A. Lehman, 705-240 Susan St 257-4343
17. Ann E. Lehman 4-28-85 Ann E. Lehman, 705-240 Susan St 257-4343
18. Carew Radcliff 4-28-85 CAREW RADCLIFF 471-475 Diane Dr. 257-8245
19. Richard Rizz 4-28-85 Richard Rizz 471-535 Diane Dr 257-5466
20. Joe Langston 4-29-85 Joe LANGSTON 705-370 Susan Dr 257-925
21. Robert J Lang 4-29 ROBERT J LANG 471-495 DIANE DR 257-6681
22. Laura L. Collie 4-28 LAURA L. Collie 257-7439 705-440 Susan St.
23. Robert Moniz 04/28 Robert Moniz 257-5294 471-420 Linco Sw.
24. m. m. m. 11/28 m. m. m. " " "

We, the undersigned homeowners in the Diamond Crest Ranchos Subdivision, are opposed to the proposed Industrial Park Zoning adjacent to our subdivision. We favor Estate Residential Zoning at that location.

Signature & Date	Print Name	Address & Phone Number
1. Marjorie Lattka 4-27-85	Marjorie Lattka	471-225 Diane Dr. Susanville 257-8262
2. Franz Lattka 4/27/85	Franz Lattka	471-225 Diane Dr. Susanville 257-8262
3. Greg M Yuncovich 4/27/85	Greg M Yuncovich	471-105 Diane Dr. Susanville 257-6376
4. Sydney Yuncovich 4/27/85	Sydney Yuncovich	471-105 Diane Dr. Susanville 257-6376
5. Valerie Moran 4-27-85	Valerie Moran	705-210 Indale Dr. Susanville (P.O. Box 371) mail 257-7484
6. George Moran 4-27-85	George MORAN	705-210 Indale Dr. 257-7484
7. Evelyn Rowland 4/27/85	Evelyn Rowland	705-360 Indale Dr. 257-5302
8. Eugene Rowland 4/27/85	Eugene Rowland	705-360 Indale
9. Elvira Harrison 4-27-85	Elvira Harrison	49 Indale Dr. 257-5206
10. Libman Ferguson 4-27-85	50 LINCOLN LANE	257-2069
11. Stephen G. Taylor 4-27-85	STEPHEN G. TAYLOR	470-860 LINDCO LANE 257-7394
12. Pat Devlyne 4-27-85	PAT DEVLYNE	471-095 LINCO LN 257-2621
13. Marilyn Devlyne 4-27-85	MARILYN Devlyne	471-095 LINCO, LN. 257-2621
14. Ronald E. Harrison 4-27-85	RONALD E. HARRISON	49 INDALE DR. 257-5206
15. Glenn Hodgson 4-27-85	Glenn Hodgson	19 Diane Dr. 257-2709
16. Edwin A. Lehman 4-28-85	Edwin A. Lehman	705-240 Susan St 257-4343
17. Ann E. Lehman 4-28-85	Ann E. Lehman	705-240 Susan St 257-4343
18. Caren Radcliff 4-28-85	CAREW RADCLIFF	471-475 Diane Dr. 257-8245
19. Richard Rorr 4-28-85	Richard Rorr	471-535 Diane Dr. 257-5460
20. Joe Langston 4-29-85	JOE LANGSTON	705-370 Susan Dr 257-959
21. Robert J. Lang 4-29	ROBERT J. LANG	471-495 Diane Dr. 257-6681
22. Laura L. Collie 4-28	LAURA L. COLLIE	257-7439 705-440 Susan St.
23. Robert Moniz 04/28	Robert Moniz	257-5294 471-420 Lindco St.
24. Melody Moniz 4/28	Melody Moniz	" " "

We, the undersigned homeowners in the Diamond Crest Ranchos Subdivision, are opposed to the proposed Industrial Park Zoning adjacent to our subdivision. We favor Estate Residential Zoning at that location.

Signature & Date

Print Name

Address & Phone Number

- | | | |
|------------------------------------|-----------------|-----------------------------|
| 25. <i>Tania Stine</i> 4-28-85 | Tania Stine | 471-480 Linco Ln. 257-6212 |
| 26. <i>Ray Collier</i> 4-28-85 | RAY COLLIE | 705-440 SUSAN ST 257-7439 |
| 27. <i>Chuck Nesbit</i> 4-28-85 | CHUCK NESBIT | 705-445 SUSAN ST 257-9566 |
| 28. <i>Laura Lang</i> 4/28/85 | Laura Lang | 471-195 Diane Dr. 257-6681 |
| 29. <i>Barbara Alfred</i> 4/28/85 | Barbara Alfred | 705-040 Indale Dr. 257-2232 |
| 30. <i>Glenora Sharrow</i> 4/29/85 | Glenora Sharrow | Box 1, Susanville 257-2235 |

We, the undersigned homeowners in the Diamond Crest Ranchos Subdivision, are opposed to the proposed Industrial Park Zoning adjacent to our subdivision. We favor Estate Residential Zoning at that location.

<u>Signature & Date</u>	<u>Print Name</u>	<u>Address & Phone Number</u>
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26. <i>Ray Colie</i> 4-28-85	RAY COLLIE	705-440 SUSAN ST 257-7439
27. <i>Chuck Nesbit</i> 4-28-85	CHUCK NESBIT	705-445 SUSAN ST 257-9566
28. <i>Laura Lang</i> 4/28/85	Laura Lang	471-195 Diane Dr. 257-6681
29. <i>Barbara Alfred</i> 4/28/85	Barbara Alfred	705-040 Indale Dr. 257-2232
30. <i>Glenora Sharrow</i> 4/29/85	Glenora Sharrow	Box 1, Susanville 257-2235

Memorandum

To : 1. Projects Coordinator
Resources Agency

2. Robert K. Sorvaag, Director
Lassen County Planning Department
Courthouse Annex
Susanville, CA 96130

Date : May 23, 1985

From : Department of Fish and Game

Subject: SCH 84082013 - Draft Johnstonville Area Plan and Environmental Impact Report - Lassen County

Lassen County is preparing a Draft Johnstonville Area Plan based upon the revised preferred alternative after numerous public hearings. The document also contains a Draft Environmental Impact Review to address the project impacts associated with the Area Plan. Upon certification of the D.E.I.R. and adoption of the Area Plan the document will become the Revised General Plan for this portion of Lassen County.

We have reviewed the document and believe there are two principal mapping errors that need to be changed in the Final E.I.R. and two areas designated for development that we believe are in conflict with the Goals and Objectives for Wildlife/Fishery Resources.

In Sections 1 and 2, T29N, R12E, MDM, we had recommended a change in the deer winter range and antelope kidding ground delineation based upon an on-site evaluation on May 25, 1984, which we previously submitted to the County. A copy of this map change was sent directly to Lassen County under separate letterhead. In addition, all of the land within the revised area should be given a "10" rating under the wildlife sensitivity map.

The second mapping error involves the changes needed to protect riparian habitat along two additional watercourses within the Planning Area. The first watercourse is the Susan River irrigation canal in Sections 11 and 12. The irrigation canal should be designated with a rating of "10" from the center of Section 11, and the center of Section 12, T29N, R12E, MDM.

The second watercourse that needs riparian habitat protection is Sand Slough from Section 23 north to Section 12, T29N, R12E, MDM.

The two areas designated for development that we believe are in conflict with the Goals and Objectives for Wildlife/Fishery Resources (page 9) are:

1. Page 60, map 12 - The designation of "Estate" residential in the north central portion of Section 23 is inappropriate to protect the previously identified "10" critical deer winter range (map 10, Pg. 37). Development of this area will have a significant impact upon the deer winter range capability of supporting deer.
2. The designation in the SW 1/4 of Section 15, T29N, R12E, MDM, will adversely impact existing deer values if developed above current levels. The "Planned Development Option" and "Rural Residential" classifications are not compatible with the resource values designated in the Master Environmental Assessment (MEA).

If Lassen County would correct the maps to reflect the Department's recommended changes and change the development designations in the above mentioned conflict areas to the Extensive Agriculture designation, the Department of Fish and Game could support the Draft Johnstonville Area Plan and E.I.R.

If you have any questions regarding our comments please contact Mr. A. E. Naylor, Regional Manager, Region 1, 601 Locust Street, Redding, CA 96001. His telephone number is (916) 225-2363.

for Peter Bantadelli
Jack C. Parnell
Director

DEPARTMENT OF FISH AND GAME

601 LOCUST STREET
REDDING, CA 96001
(916) 225-2300

LASSEN COUNTY
PLANNING DEPT.

MAY 29 1985 *m*

RECEIVED
IN PACKET



May 24, 1985

Mr. Robert K. Sorvaag, Director
Lassen County Planning Department
Courthouse Annex
Susanville, CA 96001

Dear Mr. Sorvaag:

Attached is a revised map of the Johnstonville Area Plan that we referred to in our letter to the Resources Agency. However, since we could not include the map in the letter because we sent the letter via our computer terminal we are sending it direct to you.

Please keep the map and attach it to our letter that you receive from the State Clearinghouse.

Very truly yours,

A. E. Naylor

A. E. Naylor
Regional Manager
Region 1

Attachment



10 Add
water course
protection

Amended
documents
5-25-84

Hard Stone
DFG

WATERFOWL

Antelope
Kidding

Amended
5-25-84

Hard Stone
DFG

USFS

BLM

FEQ

BIA

STATE LA

Red-tailed
hawk nest

Memorandum

To : Dr. Gordon Snow
The Resources Agency
1416 Ninth Street
Sacramento, CA 95814

Date : May 1, 1985

Subject : REVIEW OF JOHNSTONVILLE
AREA PLAN AND DRAFT
ENVIRONMENTAL IMPACT
REPORT, LASSEN COUNTY,
SCH #84082013

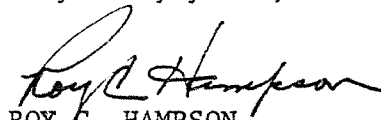
From : California Regional Water Quality Control Board
Lahontan Region
P.O. Box 9428
2092 Lake Tahoe Boulevard
South Lake Tahoe, California 95731-2428
(916) 544-3481

We have reviewed this document. In general, it adequately addresses the potential water quality impacts of proposed zoning and plan policies. The county is to be commended for providing protection for riparian areas and areas with steep slopes, and for recognizing the need to plan for eventual community wastewater disposal facilities in coordination with growth in the area. We have the following additional comment.

The plan recognizes a potential for additional industrial development in the Johnstonville area. The possible increased use, storage, transportation, and disposal of hazardous substances in connection with such development should be recognized as an environmental impact, and appropriate mitigation measures should be discussed.

Please contact Dr. Judith E. Unsicker at this office if you have any questions.

Very truly yours,



ROY C. HAMPSON
EXECUTIVE OFFICER

Attachment

cc: Regional Board Members
Lassen County Planning Department

wja

RECEIVED
MAY 03 1985

State Clearinghouse

Memorandum

To : Terry Roberts
STATE CLEARINGHOUSE
1400 Tenth Street, Room 121

Date : May 9, 1985

Subject: Johnstonville Area
Plan and Rezoning
SCH #84082013

From : ENVIRONMENTAL HEALTH DIVISION
714 P Street, Room 616
322-2308

The Department has reviewed the subject environmental document and offers the following comments.

The Department is unable to evaluate the section on noise because of a lack of information. Examples are as follows:

1. Two references are made to Johnstonville Planning Area "MEA (pages 84-87)", but neither the MEA nor these pages are included in the present document.
2. Page 18, item 3.1 refers to the noise standards of Lassen County's General Plan. These standards have not been included in the present document.
3. Page 18, item 3.3 states that new developments located near noise generators should incorporate design features reducing noise impacts. However, Map 4 (not Map 3 as stated in the text) suggests that several sensitive noise receivers are already exposed to extreme or high noise levels. These include the Johnstonville School, Cramer Ranch Estates, and possibly the Lake Leavitt Subdivision. The "Implementation" section (page 18) contains no measures to reduce the exposure of these receivers.

Moreover, if improvements of the Susanville Airport occur (pages 51 and 52) and if these increase usage of the airport, the noise exposures in Johnstonville and at the school may increase. What specific mitigation measures are required for this eventuality?

If you have any questions or need further information concerning these comments, please contact Dr. Jerome Lukas of the Noise Control Program, Office of Local Environmental Health Programs, at 2151 Berkeley Way, Room 613, Berkeley, CA 94704, 415/540-2665.

RECEIVED
MAY 10 1985

-inghouse

JACK mcgunk
for: Windell B. Phillips, R.S., Acting Chief
Office of Local Environmental Health Programs

NATIVE AMERICAN HERITAGE COMMISSION

915 Capitol Mall, Room 288
Sacramento, California 95814

(916) 322-7791

April 24, 1985

Robert K. Sorvaag
Johnstonville Area Plan and Rezoning
Lassen County Board of Supervisors
Room 103, Courthouse Annex
Susanville, CA 96130

LASSEN COUNTY
PLANNING DEPT.

APR 26 1985

RECEIVED

Re: Johnstonville Area Plan and Rezoning

Dear Mr. Sorvaag:

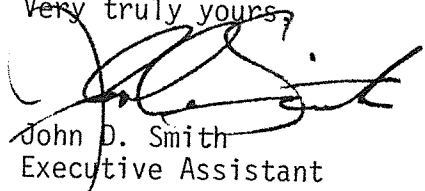
The Native American Heritage Commission appreciates the opportunity to express its concerns and comments in the environmental review process. As you may know, the Commission is mandated to preserve and protect places of special religious or cultural significance to Native Americans pursuant to Section 5097 et seq of the Public Resources Code.

The Commission has the further responsibility of assisting Native Americans in cemetery and burial protection pursuant to Section 5097.94(k) of the Public Resources Code. Should human remains of Native American origin be encountered during the project, we request that the County Coroner's Office be contacted pursuant to the procedures set forth in Section 7050.5 of the Health and Safety Code.

In order to mitigate potential impacts to the numerous known and perhaps unknown archaeological sites located within or in the immediate vicinity of the planning area, as well as to determine if there are any Native American cultural concerns regarding the proposed project, I strongly suggest that you consult with the local Indian community. I have attached a list of individuals and groups which will assist you in determining if there are any Native American cultural concerns in or about the project area.

Please do not hesitate to contact me if you have any questions.

Very truly yours,


John D. Smith
Executive Assistant

JDS:jg

Attachment

Kenneth Joseph
26 Upland Street
Susanville, California 96130

Leo Guitierrez
Susanville Indian Rancheria
Drawer A
Susanville, California 96130

Francis Towers
P.O. Box 673
Chester, California 96020

Viola Williams
340 Adella Street
Susanville, California 96130

Susanville Rancheria (916) 257-6264
Drawer A
Susanville, California 96130

Harold Dixon, Vice Chairman
Susanville Rancheria
P.O. Box 541
Susanville, California 96130

Freda C. Owens
P.O. Box 754
Susanville, California 96130

Dwight Lowry, Chairman
Susanville Indian Rancheria
Drawer "U"
Susanville, CA 96130

Lucille Calvin
840 Joaquin Street
Susanville, CA 96130

Area Plan Amendments

RESOLUTION NO. 98-050

RESOLUTION OF THE LASSEN COUNTY BOARD OF SUPERVISORS ADOPTING
NEGATIVE DECLARATION #1997-38, MITIGATION MONITORING PROGRAM #1997-
38, AND APPROVING AREA PLAN AMENDMENT #760.31, REZONE #1997-38 AND
PARCEL MAP APPLICATION #1997-38, MILLER'S CUSTOM WORK, INC., SUBJECT TO
CONDITIONS

WHEREAS, the subject of this resolution is a parcel of land approximately 31 acres in size; the application includes a request to amend the Johnstonville Area Plan land use designation and Land Use Map on approximately 12 of the 31 acres from "Industrial" to "Estate Residential," and to rezone the same 12 acres from "M-1" and "M-1-PSA" to "R-1-A-B-2.5" and "R-1-A-B-2.5-PSA," and a parcel map creating two residential parcels on said 12 acres (one of 5 acres and one of 7 acres) and a remainder of 19 acres (to remain industrial); and

WHEREAS, the Board of Supervisors has received a written report from the Lassen County Planning Commission which includes the Commission's findings and recommendations to the Board (Planning Commission Resolution #4-02-98, and minutes of the April 1, 1998 hearing); and

WHEREAS, the Board of Supervisors of Lassen County, after due notice, has considered Application File #1997-38, consisting of an area plan amendment, rezone and parcel map, filed by Miller's Custom Work, Inc., being located on both sides of Diane Drive, approximately ¼ mile south of its intersection with Highway 395, southeast of Johnstonville, Lassen County (Assessor's Parcel Number 116-180-48); and

WHEREAS, the Environmental Review Officer of the County of Lassen has prepared an Initial Environmental Study and given notice of preparation of a Negative Declaration for review by the Planning Commission, and adoption by the Board of Supervisors in accordance with the California Environmental Quality Act, and the Lassen County Code.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The foregoing recitals are true and correct.
2. The Board of Supervisors hereby adopts the findings of the Technical Advisory Committee as such findings are described in the TAC Staff Report, and adopts of the following additional findings:
 - a. That the proposed Area Plan amendment from Industrial to Estate Residential is consistent with the intent and policies of the Lassen County General Plan, and the Johnstonville Area Plan, to encourage Estate Residential as the primary residential land use in the vicinity of the project, and to locate new residential development adjacent to existing residential development and outside the 60 CNEL noise contour of the Susanville Airport.

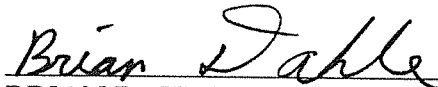
RESOLUTION No. 98-050, MILLER'S CUSTOM WORK, INC.

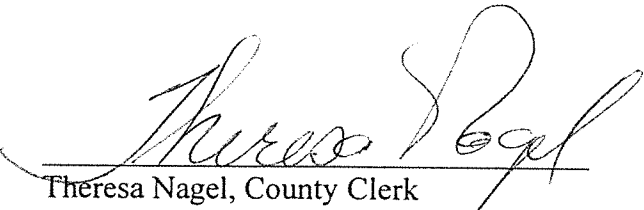
- b. That the proposed rezone from "M-1" Light Industrial to "R-1" single Family Residential is consistent with the zoning of adjoining residential properties within the Diamond Crest Ranchos subdivision, and consistent with the residential zoning prescribed in the Johnstonville Area Plan for lands designated "Estate Residential."
 - c. The proposed residential parcels are within the area west and southwest of the Susanville Airport, identified in the Johnstonville Area Plan as the "area this plan recommends for estate residential land use."
 - d. Proposed Parcel B is adjacent to an existing industrial use: the Caltrans Maintenance Yard. Industrial lands adjacent to proposed parcel A are undeveloped at this time.
 - e. The project site is physically suitable for the type and density of development proposed.
 - f. The proposed project and improvements will not adversely effect the health, welfare and safety of the public.
 - g. The project, as conditioned, meets the County design and improvement standards set forth in the Lassen County Ordinance Code.
 - h. The project, as conditioned, is in compliance with the Subdivision Map Act and Lassen County Ordinance Code.
3. The Board of Supervisors hereby approves Negative Declaration #1997-38 and Mitigation Monitoring Program #1997-38 as the environmental document for this Area Plan Amendment, Rezone and Parcel Map project.
4. The Board of Supervisors hereby approves:
- Area Plan Amendment #1997-38, as described in the attached Exhibit A;
- Rezone #1997-38 pursuant to Ordinance No. ^{467A-307}_____, a copy of which is attached hereto as Exhibit B; and
- Parcel Map #1997-38, subject to the conditions of approval attached hereto as Exhibit C.

RESOLUTION No. 98-050, MILLER'S CUSTOM WORK, INC.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors, County of Lassen,
State of California, on the 11th day of Aug. 1998, by the following vote:

AYES: Supervisors Dahle, Neely, Chapman, Loubet
NOES: None
ABSTAIN: None
ABSENT: Supervisor McCain


BRIAN DAHLE, Chairman
Lassen County Board of Supervisors

Attest: 
Theresa Nagel, County Clerk

I, THERESA NAGEL, Clerk of the County of Lassen, State of California, and ex-officio Clerk
of the Board of Supervisors thereof, do hereby certify that the foregoing resolution was adopted
by said Board of Supervisors at a regular meeting thereof on the 11th day of Aug. 1998.

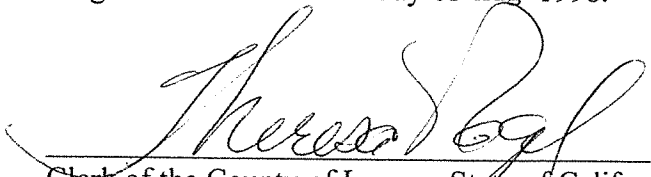

Clerk of the County of Lassen, State of California
and ex-officio Clerk of the Board of Supervisors

EXHIBIT A

**AMENDMENTS TO THE JOHNSTONVILLE AREA PLAN
AREA PLAN AMENDMENT #760.31, MILLER'S CUSTOM WORK, INC.
BOARD OF SUPERVISORS RESOLUTION No. 98-050**

The Land Use Map (Map 12) in the Implementation Section of the Johnstonville Area Plan shall be amended to show the subject property (approximately 12 acres as described in the rezone ordinance no. 467A-307) as "Estate Residential" (a change from "Industrial").

ORDINANCE NO. 467A-307
MILLER'S CUSTOM WORK, INC.

RECLASSIFYING CERTAIN LANDS IN THE UNINCORPORATED AREA OF THE
COUNTY OF LASSEN AS TO ZONING REGULATIONS

The following ordinance, consisting of three (3) sections, was duly and regularly passed and adopted by the Board of Supervisors of the County of Lassen, State of California, at a regular meeting of the Board of Supervisors held on the 11th day of Aug, 1998, by the following vote:

AYES: Supervisors Dahle, Neely, Chapman, Loubet

NOES: None

ABSTAIN: None

ABSENT: Supervisor McCain

Brian Dahle
BRIAN DAHLE, Chairman, Lassen County Board
of Supervisors

Attest:

Theresa Nagel
Theresa Nagel, County Clerk

I, THERESA NAGEL, Clerk of the County of Lassen, State of California, and ex-officio Clerk of the Board of Supervisors thereof, do hereby certify that the foregoing ordinance was adopted by said Board of Supervisors at a regular meeting thereof on the 11th day of August, 1998.

Theresa Nagel
Clerk of the County of Lassen, State of California
and ex-officio Clerk of the Board of Supervisors

THE BOARD OF SUPERVISORS OF THE COUNTY OF LASSEN,
STATE OF CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION ONE: This ordinance shall take effect Thirty (30) days after its passage, and before the expiration of fifteen (15) days after its passage a summary shall be published with the names of the members voting for and against the same, once in a local newspaper of the County of Lassen, State of California.

SECTION TWO: The following described area, comprising a portion of the area depicted on Zoning Index Map No. 93, is hereby rezoned from M-1 and M-1 PSA to R-1-A-B-2.5 and R-1-A-B-2.5-PSA, and the uses permitted therein shall be subject to the provisions and restrictions as set forth in Chapters 18.22 ("R-1"), 18.80 ("A"), 18.82 ("B"), 18.97 ("PSA") and the General Provisions of Chapter 18.102, Lassen County Code.

LEGAL DESCRIPTION

All that certain real property situated, lying and being in the County of Lassen, State of California, more particularly described as follows:

That portion of the Remainder shown on the Subdivision Map of Susanville Airport Park Unit No. 1 filed March 12, 1991 in Book 29 of Maps at Pages 29 and 30 in the office of the Recorder of Lassen County, California described as follows:

That portion of said Remainder lying southerly of Lots 1 and 2 as shown on said Map and lying easterly of the east right-of-way line of the County Road and Utility Easement as shown on said Map.

ALSO TOGETHER THEREWITH that portion of said Remainder described as follows:

Beginning at the intersection of the south line of said Remainder and the west right-of-way line of said County Road and Utility Easement, thence S 88° 37' 03" W 500.00 feet to the southwest corner of said remainder; thence along the west line of said Remainder N 0° 37' 55" W 439.91 feet; thence N 88° 37' 03" E 494.24 feet to said west right-of-way line; thence along said west right-of-way line, S 1° 22' 57" E 439.88 feet to the point of beginning.

SECTION THREE: If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional and invalid, such decision shall not affect the validity of the remaining portion of this ordinance. The Board of Supervisors hereby declares that it would have passed this ordinance and every section, subsection, sentence, clause or phrase thereof, irrespective of the fact any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional or invalid.

EXHIBIT C

CONDITIONS OF APPROVAL
PARCEL MAP #1997-38, MILLER'S CUSTOM WORK, INC.
BOARD OF SUPERVISORS RESOLUTION No. 98-050

1. Unless specifically provided otherwise herein or by law, each condition of approval shall be completed to the satisfaction of the County prior to filing of the final parcel map.
2. The owner(s), or owner's agent(s) shall satisfy and the project shall comply with all applicable requirements provided by law, including the requirements of the Subdivision Map Act (Government Code Section 66410, et seq.) and Title 16 of the Lassen County Ordinance Code.
3. A final parcel map meeting the requirements of Chapter 16.05 of the Lassen County Subdivision Ordinance (Title 16, Lassen County Code) shall be prepared and recorded at the Lassen County Recorder's Office. Three (3) check prints of the final map, calculations, supporting documentation, inspection and map check fees shall be submitted to the County Surveyor's Office/County Road Department for checking. A current title report or subdivision map guarantee shall be provided at the time of filing of the final parcel map.
4. A preliminary title report shall be submitted concurrently with the final parcel map check prints and a current title report or subdivision map guarantee shall be provided at the time of filing of the final map.
5. Physical addresses shall be assigned to each newly created parcel by the County Address Coordinator and shall be shown on the final parcel map.
6. All easements of record, and those to be created, which effect this property are to be shown on the Final Map.
7. A report on water quality and quantity available to the parcels for domestic use shall be submitted to the Health Department for review. The final parcel map shall not be approved or recorded unless the Health Department certifies that said testing demonstrates that adequate water quality and quantity are available to serve the parcels.
8. Percolation and soils testing shall be performed on the parcels according to the methods described in the United States Public Health Service *Manual of Septic Tank Practices*. Test pits are to be dug to a depth of at least eight feet, with the soil profile tabulated and submitted to the Health Department for review. All soils testing shall be performed by, or under the direction of, a professional engineer, engineering geologist, or a registered environmental health specialist. The final map shall not be approved and recorded until the Health Department has certified that site soils are suitable for the use of individual water-flush sewage disposal systems.

9. The owner shall be required to pay all due taxes, past and current, on the property prior to recording the final parcel map.
10. In the event any cultural resources are discovered during any construction or ground disturbing activities associated with the project, such work shall be halted in the immediate area of the find until a professional archaeologist, who shall be retained at the project proponent's expense, is able to assess the find and recommend appropriate mitigation measures, if any. Additionally, the following note shall be placed on the final map and improvement plans for the project: "In the event any archaeological or cultural resources are discovered during construction or any ground disturbing activities in association with this project, such work is to be halted in the immediate area of the discovery until a qualified archaeologist is consulted to assess the find's significance and recommend appropriate mitigation measures."
11. Designated building areas, outside the boundaries of the 60 CNEL noise contour of the Susanville Airport, and outside any noise impacted area (as defined in the Lassen County Noise Element, 1989) related to the Caltrans yard, on both parcels A and B shall be shown on the final parcel map. A note shall be placed on the final map stating that no building or structure intended for human habitation shall be permitted outside of the designated building areas, or within the noise buffer setback area..
12. A note shall be placed on the Final Map indicating the presence of the Caltrans Maintenance yard adjacent to Parcel B, and undeveloped industrial properties adjacent to Parcel A. If County Counsel determines a noise easement has legal validity, a noise easement shall be created by the developer on both parcels A and B, and offered to Caltrans. The easement shall acknowledge the adjacent Caltrans yard and noise generated therefrom, and shall prevent future residents on parcels A and B, or any future parcels created therefrom them, from any action against Caltrans related to noise generated from the yard that is within the standards established by the County Noise Element dated 1989. The easement shall be noted on and recorded with the Final Map.
13. A 130-foot wide "Noise Buffer Setback" shall be established along the north boundary of Parcels A and B and shown on the Final Map.
14. A note shall be placed on the final parcel map stating that all new utilities serving the parcels shall be placed underground.
15. Prior to any residential development on either Parcel A or B, those properties shall be designated for Estate Residential Land Use in the Johnstonville Area Plan, and shall be rezoned to R-1, Single Family Residential.
16. In the event that the approval of this subdivision is legally challenged on grounds, including, but not limited to, CEQA compliance and/or general plan inconsistency or inadequacy, the County will promptly notify the applicant of any claim, action, or proceeding, and the County will cooperate fully in the defense of this matter. Once notified that a claim, action, or proceeding

Board of Supervisors Resolution No. 98-050

has been filed to attack, set aside, void or annul an approval by the Planning Commission or the Board of Supervisors concerning the subdivision, the applicant agrees to defend, indemnify and hold harmless the County and its agents, officers and employees. The applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this subdivision.

pm/1997-38/Brdres

RESOLUTION OF THE LASSEN COUNTY BOARD OF SUPERVISORS ADOPTING
NEGATIVE DECLARATION # 2001-120, APPROVING GENERAL PLAN AMENDMENT
#755.01.05, APPROVING REZONE APPLICATION #2001-120, AND APPROVING
PARCEL MAP APPLICATION #2001-120, LEAVITT LAKE CSD/ STANDIFORD,
SUBJECT TO CONDITIONS

WHEREAS, the Board of Supervisors of Lassen County, after due notice, has considered General Plan Amendment #755.01.05, Rezone Application #2001-120, and Parcel Map Application #2001-120, filed by Larry Standiford and Leavitt Lake Community Services District; to change the land use designation on 13.7 acres located on two adjacent parcels (APN 117-690-13 (portion) & 15). The proposed General Plan Amendment involves a change in the land use designation from Rural Residential to Urban Residential on 13.2 acres and from Rural Residential to Public on .5 acres. In conjunction with the change in land use designation, the applicant is proposing to change the zoning on 13.2 acres from A-2-B-5-A (Agricultural Residential, Building Site Combining – 5 Acre Minimum, Agricultural Combining District) to R-1 (Single-Family Residential) and .5 acres from A-2-B-5-A to I-1 (Institutional Use District). Along with this proposal, the applicant is proposing to subdivide 2 parcels (APN 117-690-15 & 16) into 4 parcels being .14 acre, .23 acre, 1.13 acres, and 6.49 acres in size; and

WHEREAS, the Environmental Review Officer of the County of Lassen has prepared an Initial Environmental Study and given Notice of Preparation of a Negative Declaration for adoption by the Planning Commission in accordance with the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The foregoing recitals are true and correct.
2. The Board hereby finds that the graphic modifications to the *Johnstonville Area Plan* (1987) and change in the land use designation on two parcels (APN 117-690-13 (portion) & 15) from “Rural Residential” to “Urban Residential” (13.2 acres) and “Public” (.5 acres) to be consistent with those applicable goals, policies, and implementation measures set forth in the *Johnstonville Area Plan* (1987).
3. The Board hereby finds that rezoning of the property from A-2-B-5-A to R-1 (13.2 acres) and I-1 (.5 acres) to be consistent with those applicable goals, policies, and implementation measures set forth in the *Johnstonville Area Plan* (1987).
4. The Board hereby finds that the project, as conditioned, is in compliance with the Subdivision Map Act and Lassen County Ordinances.

RESOLUTION NO. 02-047

5. The Board of Supervisors hereby adopts the findings made by the Technical Advisory Committee, as stated within the staff report to the Planning Commission.
6. The Board hereby adopts findings #1 through #11 made by the Planning Commission, as contained within Resolution No. 06-03-02.
7. The Planning Commission, at its June 5, 2002 meeting recommended that Negative Declaration #2001-120 be adopted, that the Board approve General Plan Amendment #755.01.05, that Parcel Map Application #2001-120 be approved, and that the Board adopt an ordinance rezoning the subject property from A-2-B-5-A to R-1 and I-1.
8. The Board hereby adopts Negative Declaration # 2001-120 as the environmental document for the project.
9. The Board hereby approves General Plan Amendment #755.01.05, and that the *Johnstonville Area Plan* (1987) be amended as follows:

Change the land use designation on two parcels (APN 117-690-13 (portion) & 117-690-15) from "Rural Residential" to "Urban Residential" (13.2 acres) and "Public" (.5 acres), as shown by Exhibit A of this resolution.
10. The Board hereby approves Rezone Application #2001-120 rezoning the subject property from A-2-B-5-A to R-1 and I-1.
11. The Board hereby approves Parcel Map #2001-120, subject to the conditions of approval attached hereto.

RESOLUTION NO. 02-047

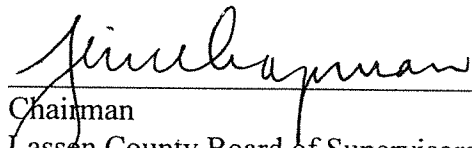
PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Lassen, State of California, on the Twenty Third day of July, 2002, by the following vote:

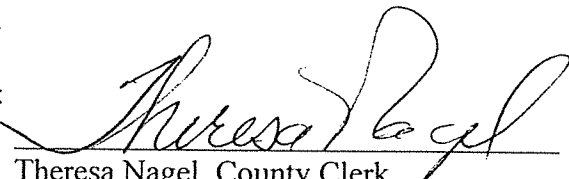
AYES: Supervisors Chapman, Pyle, Keefer

NOES: None

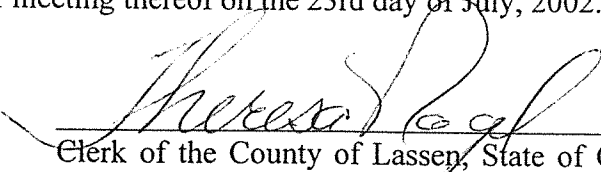
ABSTAIN: None

ABSENT: Supervisors Dahle, McCain


Vice- Chairman
Lassen County Board of Supervisors

Attest: 
Theresa Nagel, County Clerk

I, THERESA NAGEL, Clerk of the County of Lassen, State of California, and ex-officio Clerk of the Board of Supervisors thereof, do hereby certify that the foregoing ordinance was adopted by said Board of Supervisors at a regular meeting thereof on the 23rd day of July, 2002.


Clerk of the County of Lassen, State of California
and ex-officio Clerk of the Board of Supervisors

CONDITIONS OF APPROVAL
PARCEL MAP #2001-120

1. Owner(s), Owner's agent(s), or Applicant shall satisfy and the project shall meet all applicable requirements provided by law, including the requirements provided by the Subdivision Map Act (Government Code Section 66410, et seq.) and Title 16 of the Lassen County Code.
2. A Final Parcel Map meeting the requirements of Chapter 16.05 of the County Subdivision Ordinance (Title 16) shall be recorded at the Lassen County's Recorder's Office. Owner shall submit three (3) check prints of the Final Parcel Map, calculations, supporting documentation and inspection and map checking fees to the County Surveyor's Office for checking, approval, and filing of the Final Parcel Map. A current Title Report is to be submitted with the check prints and a Subdivision Map Guarantee shall be provided at the time of filing of the Final Parcel Map.
3. All existing and proposed easements of record or those created which affect this property are to be shown on the Final Parcel Map.
4. If an offer of dedication is required, then the Trustee or his representative must sign a certificate on the map.
5. The County road standard for the access road to Parcel "4" is a Rural Road Standard #5 which is 20' wide compacted road surface. Said access road shall be located within a minimum 60'-wide right-of-way. This standard shall apply from Buffum Lane easterly to serve Parcel '4'.
6. Buffum Lane shall be improved from the north line of Parcel "1" to the south line of Parcel "2" to a Paved Urban Street Standard #1, with curb and gutter, or to the same improvement standard set forth for Buffum Lane in Leavitt Lake Homesites Unit No. 4, Phase 1 Subdivision.
7. A stock-tight fence meeting the requirements of Lassen county Ordinance 492 shall be constructed along that portion of the boundary of the side adjoining lands zoned E-A-A-P (Exclusive Agricultural - Agricultural Preserve Combining District). Alternatively, the fence may be constructed on the adjoining agriculturally zoned land with the consent of the adjoining land owner(s). Said fence shall be constructed to ensure that livestock cannot enter the subdivision from adjoining agricultural lands. The fence shall be inspected and approved by the Lassen County Farm Advisor's Office.
8. Electric, telephone, water and sewer lines shall be installed to serve all parcels. All utility installations shall be inspected and approved by the servicing utility companies. Said utility companies shall provide written verification that required utility installations have been approved prior to recordation of the Final Parcel Map.

9. All new utility lines shall be placed underground. A note shall be placed on the final parcel map stating that all new utility lines shall be placed underground.
10. In the event that the approval of this parcel map is legally challenged on grounds, including, but not limited to, CEQA compliance and/or general plan inconsistency or inadequacy, the County will promptly notify the applicant of any claim, action, or proceeding, and the County will cooperate fully in the defense of this matter. Once notified that a claim, action, or proceeding has been filed to attack, set aside, void or annul an approval by the Planning Commission or the Board of Supervisors concerning the subdivision, the applicant agrees to defend, indemnify and hold harmless the County and its agents, officers and employees. The applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this subdivision.
11. In the event any cultural resources are discovered during any construction or ground disturbing activities associated with the project, such work shall be halted in the immediate area of the find until a professional archaeologist, who shall be retained at the project proponent's expense, is able to assess the find and recommend appropriate measures, if any, needed to prevent adverse impacts to potentially significant cultural resources. The project proponent shall implement any measures prescribed by the project archaeologist to reduce potential impacts to cultural resources to a less than significant level. Additionally, the following note shall be placed on the final parcel map and improvement plans for the project: "In the event any archaeological or cultural resources are discovered during construction or any ground disturbing activities in association with this project, such work is to be halted in the immediate area of the discovery until a qualified archaeologist is consulted to assess the find's significance and recommend the appropriate measures to be taken. The project proponent shall implement any measures recommended by the archaeologist to reduce potentially significant impacts to identified cultural resources to a less than significant level."

Mitigation Measures

12. Construction of improvements required as conditions of project approval, including, but not limited to access road construction, drainage facility construction, and utility trenching and installation, shall comply with the following erosion control guidelines:
 - a. Surplus or waste earthen material shall not be placed in drainage ways on the property.
 - b. All loose piles of soil, silt, clay, sand, debris, or other earthen materials shall be protected in a reasonable manner, as determined by the County Engineer's Office, to prevent the discharge of these materials to waters of the State.
 - c. After completion of construction activities, all surplus or waste earthen materials shall be removed from the site and deposited in an approved disposal location or stabilized onsite.

- d. All disturbed areas shall be stabilized by appropriate soil stabilization measures, as determined by the County Engineer's Office, by October 15 of each year.
- e. Excavation and grading activities (of greater than three cubic yards) shall be prohibited between October 15 and May 1, unless the County Engineer's Office determines that site and weather conditions would allow for such construction without the risk of adverse soils and water quality impacts. In the event the County Engineer's Office permits ground disturbing work to occur between October 15 and May 1, it shall specify, in writing, the conditions under which such work shall be performed.
- f. Drainage swales disturbed by construction activities shall be stabilized by appropriate soil stabilization measures, as determined by the County Engineer's Office, to prevent erosion.
- g. During construction, temporary gravel, hay bale, earthen, or sand bag dikes and/or non-woven filter fabric fences shall be used, as necessary, to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
- h. Impervious areas shall be constructed with infiltration trenches or similar protection facilities along the downgradient sides to infiltrate and/or retain the increase in runoff resulting from the new impervious areas.
- i. Waste drainage waters in excess of that which can be adequately retained on the property shall be collected before such waters have a chance to result in soil erosion, and shall be treated, if necessary, before discharge from the property so as to prevent adverse water quality impacts.
- j. Prior to the commencement of construction of improvements required as conditions of project approval, the project proponent shall be required to obtain the County Engineer's Office approval of grading, drainage, erosion control, and stormwater runoff treatment plans. Said approval shall not be obtained until the County Engineer's Office determines that said plans comply with the standards and requirements set forth above.

EXHIBIT A



Johnstonville Planning Area
Land Use Map

ADOPTED: AUGUST 18, 1987

RESOLUTION NO. 04-004

RESOLUTION OF THE LASSEN COUNTY BOARD OF SUPERVISORS APPROVING NEGATIVE DECLARATION #2003-106, JOHNSTONVILLE AREA PLAN AMENDMENT #765.01.10 AND REZONE APPLICATION #2003-106, LASSEN COUNTY.

WHEREAS, the Board of Supervisors of Lassen County has, after due notice, considered Negative Declaration #2003-106, Johnstonville Area Plan Amendment #765.01.10 and rezone #2003-106, filed by Lassen County, to change the land use designation on a 10.76 acre County owned parcel from Extensive Agriculture to Public and to rezone the site from "U-C" and "U-C- PSA" (Upland Conservation and Upland Conservation-Public Safety Airport Combining District) to "I" and "I- PSA" (Institutional and Institutional-Public Safety Airport Combining District); located at the southwest corner of Diane Drive and Highway 395 in Johnstonville; and

WHEREAS, the Planning Commission of Lassen County, acting as an advisory body to the Board of Supervisors has, after due notice, considered the Negative Declaration, Area Plan Amendment and Rezone, and, following its public hearing on January 7, 2004, adopted Resolution 01-05-04 recommending that the Board adopt the Negative Declaration, and approve the Area Plan Amendment and Rezone as proposed; and

WHEREAS, the Environmental Review Officer of the County of Lassen has prepared an Initial Environmental Study and given Notice of Preparation of a Negative Declaration for adoption by the Board of Supervisors in accordance with the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The foregoing recitals are true and correct.
2. The Lassen County Board of Supervisors finds as follows:
 - a. That the proposed general plan amendment and rezone were initiated by the current record owner of the subject property.
 - b. The proposed zoning of "I" and "I-PSA" and the proposed general plan amendment are consistent with the General Plan and the Johnstonville Area Plan.
 - c. The Johnstonville Community relies heavily on the fields and play area of the Johnstonville School for recreation opportunities and lacks adequate alternative park facilities.

- d. The proposed amendment and rezone will facilitate the construction of a community park in Johnstonville which will further the Area Plan policy of providing parks in the Johnstonville area adequate to fulfill the recreational needs of the residents (Johnstonville Area Plan Policy 24-A).
 - e. The proposed project will not adversely affect the health, welfare and safety of the public.
 - f. The project will not cause substantial environmental damage, including impacts to fish and/or wildlife and their habitat
3. The Board of Supervisors hereby adopts Negative Declaration #2003-106 as the environmental document for the Area Plan Amendment and Rezone.
4. The Board of Supervisors hereby approves the Area Plan Amendment as proposed, which amendment will change the Land Use Map and the land use designation on the subject property from "Extensive Agriculture" to "Public," and hereby approves the rezone of the subject property from "U-C" and "U-C-PSA" to "I" and "I-PSA."

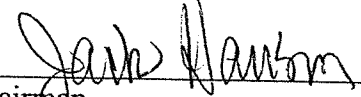
PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Lassen, State of California, on the 20th day of January, 2004 by the following vote;

AYES: Supervisors Hanson, Pyle, Chapmam, Keefer, Dahle

NOES: None

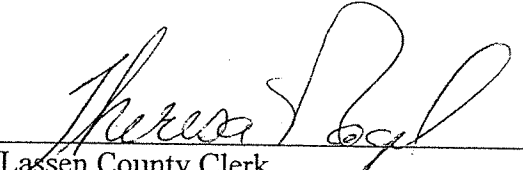
ABSTAIN: None

ABSENT: None



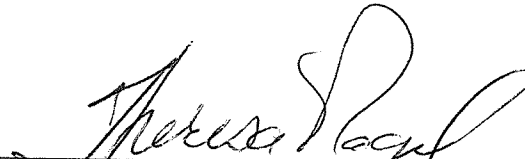
Chairman,
Lassen County Board of Supervisors

ATTEST:



Lassen County Clerk

I, THERESA NAGEL, Clerk of the County of Lassen, State of California, and ex-officio Clerk of the Board of Supervisors thereof, do hereby certify that the foregoing resolution was adopted by said Board of Supervisors at a regular meeting thereof on the 20th day of January, 2004.



Clerk of the County of Lassen, State of California
and ex-officio Clerk of the Board of Supervisors