

DRAFT

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

**CALIFORNIA CONSERVATION CORPS
FORTUNA RESIDENTIAL CENTER MULTIPURPOSE BUILDING PROJECT
FORTUNA, HUMBOLDT COUNTY, CALIFORNIA**

LSA

December 2019

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FORTUNA RESIDENTIAL CENTER MULTIPURPOSE BUILDING PROJECT
FORTUNA, HUMBOLDT COUNTY, CALIFORNIA**

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December 2019

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LIST OF ABBREVIATIONS AND ACRONYMS

| | |
|---------------------|---|
| μin/sec | microinches per second |
| μPa | micropascals |
| AAQS | ambient air quality standards |
| AB | Assembly Bill |
| ac | acre/acres |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| amsl | above mean sea level |
| APCD | Air Pollution Control District |
| APN | Assessor's Parcel Number |
| AQMD | Air Quality Management District |
| BCPT | Back Country Trails Program |
| bgs | below ground surface |
| BLM | Bureau of Land Management |
| BMP | best management practice |
| BSA | biological study area |
| C | Commercial |
| CAL FIRE | California Department of Forestry and Fire Protection |
| CalEEMod | California Emissions Estimator Model |
| CalEPA | California Environmental Protection Agency |
| CALGreen | California Green Building Standards Code |
| California Register | California Register of Historical Resources |
| CalRecycle | California Department of Resources Recycling and Recovery |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCC | California Conservation Corps |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CESA | California Endangered Species Act |
| CFR | Code of Federal Regulations |
| CH ₄ | methane |
| CHP | California Highway Patrol |

| | |
|----------------------------|--|
| CHRIS | California Historical Resources Information System |
| City | City of Fortuna |
| CNDDDB | California Natural Diversity Database |
| CNEL | Community Noise Equivalent Level |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| CO ₂ e | carbon dioxide equivalent |
| CPUC | California Public Utilities Commission |
| CT | Commercial Thoroughfare |
| dB | decibels |
| dBA | A-weighted decibels |
| DGS | California Department of General Services |
| DOC | California Department of Conservation |
| DSL | Digital Subscriber Line |
| DTSC | Department of Toxic Substances Control |
| DWR | Department of Water Resources |
| EERP | Enforcement and Emergency Response Program |
| EO | Executive Order |
| EPA | United States Environmental Protection Agency |
| ERD | Eel River Disposal and Resource Recovery Inc. |
| ESS | Environmental Services Section |
| EV | electric vehicle |
| FC | Freeway Commercial |
| FEMA | Federal Emergency Management Agency |
| FESA | Federal Endangered Species Act |
| FFPD | Fortuna Fire Protection District |
| FHWA | Federal Highway Administration |
| FIRM | Flood Insurance Rate Map |
| FMMP | Farmland Mapping and Monitoring Program |
| Forest Taxation Reform Act | Z'Berg-Warren-Keene-Collier Forest Taxation Reform Act |
| FPD | Fortuna Police Department |
| ft | foot/feet |
| FTA | Federal Transit Administration |
| FVFD | Fortuna Volunteer Fire Department |
| GHG | greenhouse gas |
| GSA | Groundwater Sustainability Agency |
| GSP | Groundwater Sustainability Plan |

| | |
|----------------------|---|
| GWh | gigawatt-hours |
| GWP | global warming potential |
| HA | Hydrological Area |
| HCAOG | Humboldt County Association of Governments |
| HCM | Highway Capacity Manual |
| HFCs | hydrofluorocarbons |
| HU | Hydrologic Unit |
| HVAC | heating, ventilation, and air conditioning |
| ICBO | International Conference of Building Officials |
| in/sec | inches per second |
| IPCC | Intergovernmental Panel on Climate Change |
| IS/MND | Initial Study/Mitigated Negative Declaration |
| kWh | kilowatt-hours |
| L_{dn} | day-night average noise level |
| LED | light-emitting diode |
| LEED | Leadership in Energy and Environmental Design |
| L_{eq} | equivalent continuous sound level |
| L_{max} | maximum instantaneous noise level |
| LID | Low Impact Development |
| LOS | level of service |
| LRA | Local Responsibility Area |
| LSA | LSA Associates, Inc. |
| L_v | velocity in decibels |
| Ma | million years ago |
| MBTA | Migratory Bird Treaty Act |
| MG | million gallons |
| mi | mile/miles |
| MLD | Most Likely Descendant |
| mm | millimeters |
| MMT | million metric tons |
| MND | Mitigated Negative Declaration |
| mpg | miles per gallon |
| MRMH Mapping Program | Mineral Resources and Mineral Hazards Mapping Program |
| MS4 | Municipal Separate Storm Sewer System |
| N/A | not applicable |
| N_2O | nitrous oxide |
| NAHC | Native American Heritage Commission |

| | |
|-------------------|--|
| NALMA | North American Land Mammal Age |
| National Register | National Register of Historic Places |
| NCUAQMD | North Coast Unified Air Quality Management District |
| NMFS | National Marine Fisheries Service |
| NO ₂ | nitrogen dioxide |
| NO _x | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NRCS | Natural Resources Conservation Service |
| NWIC | Northwest Information Center |
| O ₃ | ozone |
| OHP | Office of Historic Preservation |
| OPR | Office of Planning and Research |
| Pb | lead |
| PEIR | Program Environmental Impact Report |
| PFCs | perfluorocarbons |
| PG&E | Pacific Gas and Electric Company |
| PM | particulate matter |
| PM ₁₀ | particulate matter less than 10 microns in size |
| PM _{2.5} | particulate matter less than 2.5 microns in size |
| PPV | peak particle velocity |
| PRC | Public Resources Code |
| proposed project | Fortuna Residential Center Multipurpose Building Project |
| RCRA | Resource Conservation and Recovery Act |
| RESD | Real Estate Services Division |
| RMS | root-mean-square |
| ROCs | reactive organic compounds |
| ROG | reactive organic gases |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agency |
| RWQCB | Regional Water Quality Control Board |
| SAFE | Service Authority for Freeway Emergencies |
| SB | Senate Bill |
| sf | square foot/feet |
| SF ₆ | sulfur hexafluoride |
| SGMA | Sustainable Groundwater Management Act of 2014 |
| SLF | Sacred Lands File |
| SMARA | California Surface Mining and Reclamation Act of 1975 |

| | |
|-----------------|---|
| SO ₂ | sulfur dioxide |
| SO _x | sulfur oxides |
| SR-36 | State Route 36 |
| SRA | State Responsibility Area |
| SUV | sport utility vehicle |
| SVP | Society of Vertebrate Paleontology |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TACs | toxic air contaminants |
| TIA | traffic impact analysis |
| TPZ | Timberland Production Zone |
| TRB | Transportation Research Board |
| UBC | Uniform Building Code |
| UCMP | University of California Museum of Paleontology |
| UNFCCC | United Nations Framework Convention on Climate Change |
| US-101 | United States Route 101 |
| USACE | United States Army Corps of Engineers |
| USC | United States Code |
| USDA | United States Department of Agriculture |
| USDOT | United States Department of Transportation |
| VdB | vibration velocity decibels |
| VHFHSZ | Very High Fire Hazard Severity Zone |
| VMT | vehicle miles traveled |
| WDR | Waste Discharge Requirement |
| WSP | Watershed Stewards Program |
| ZNE | Zero Net Energy |

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1.0 PROJECT INFORMATION

1.1 PROJECT SUMMARY

1. Project Title:

Fortuna Residential Center Multipurpose Building Project

2. Lead Agency Name and Address:

Dan Millsap
California Conservation Corps
1719 24th Street
Sacramento, CA 95816

3. Contact Person and Phone Number:

Terry Ash, Senior Environmental Planner (Department of General Services)
Sacramento, CA 95816
(916) 376-3824

4. Project Location:

The project site (Assessor's Parcel Number [APN] 200-363-018) is located at 1500 Alamar Way, Fortuna, in Humboldt County, California, between United States Route 101 (US-101) to the east, Riverwalk Drive to the west, and Alamar Way to the south (refer to Figure 2-1, Project Location).

5. Project Sponsor's Name and Address:

Same as the Lead Agency

6. General Plan Designation:

Commercial (C)

7. Zoning:

Freeway Commercial (FC)

8. Description of Project :

Please refer to Chapter 2.0, Project Description.

9. Surrounding Land Uses and Setting:

Please refer to Chapter 2.0, Project Description.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

Please refer to Chapter 2.0, Project Description.

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

Neither the Department of General Services (DGS) nor the California Conservation Corps (CCC) have been contacted by California Native American tribes who are traditionally and culturally affiliated with the project area to request consultation pursuant to Public Resources Code (PRC) Section 21080.3.1. However, as further detailed in Section 4.18 of this Initial Study/Mitigated Negative Declaration (IS/MND), DGS and CCC have notified all the area tribes listed by the Native American Heritage Commission (NAHC) in their general response letter in order to solicit information regarding cultural resources. Letters were sent via certified mail on June 12, 2019. One response was received as a result of the project notification letters. Rachel Sundberg, Tribal Historic Preservation Officer for the Cher-Ae Heights Indian Community of the Trinidad Rancheria (Rancheria), sent a letter via mail to Patricia Kelly of DGS (the contact listed on the project notification letter) dated July 23, 2019. The letter stated that the project area is outside of the geographic area of concern for the Rancheria, and the Rancheria have no interest in the project. Ms. Sundberg also stated that she would be interested in a report for the Rancheria's records after the project is completed. No responses for consultation were received by DGS or CCC.

NOTE:

Conducting consultation early in the California Environmental Quality Act (CEQA) conformance process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review and identify and address potential adverse impacts to tribal cultural resources, thereby helping to reduce the potential for delay and conflict in the environmental review process (see PRC Section 21083.3.2). Information may also be available from the NAHC Sacred Lands File (SLF) per PRC Section 5097.96 and the California Historical Resources Information System (CHRIS) administered by the California Office of Historic Preservation (OHP). Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

1.2 INTRODUCTION AND REGULATORY GUIDANCE

The CCC, with assistance from the DGS, has prepared this IS/MND to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of construction and operation of the Fortuna Residential Center Multipurpose Building Project (proposed project). This IS/MND has been prepared in accordance with CEQA, PRC Sections 21000 et seq., and the *State CEQA Guidelines*, Title 14 California Code of Regulations (CCR) Sections 15000 et seq.

Pursuant to CEQA (PRC Sections 21000 et seq.), the Lead Agency must prepare an Initial Study for discretionary projects such as the proposed project to determine whether the proposed project may have a significant adverse effect on the environment. The Initial Study uses the significance criteria

outlined in Appendix G of the *State CEQA Guidelines* (14 CCR Sections 15000 et seq.). Article 6, Section 15070, Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, of the *State CEQA Guidelines* states the following:

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- a. *The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or*
- b. *The initial study identifies potentially significant effects, but:*
 - 1) *Revisions in the project plans or proposals made by, or agreed to by, the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
 - 2) *There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (14 CCR 15070).*

Based on the analysis in this IS/MND, it has been determined that all project-related environmental impacts would be reduced to less than significant levels with the incorporation of feasible mitigation measures. Therefore, adoption of a Mitigated Negative Declaration (MND) will satisfy the requirements of CEQA.

1.3 LEAD AGENCY

The Lead Agency is the public agency that has the primary responsibility for approving a project. *State CEQA Guidelines* Section 15051(a)(1) states that, "if the project will be carried out by a public agency, that agency shall be the Lead Agency even if the project would be located within the jurisdiction of another public agency." The Lead Agency for the proposed project is the CCC.

1.4 PURPOSE OF THIS DOCUMENT

DGS has been tasked with directing the preparation of an IS/MND in compliance with CEQA on behalf of the CCC for the Fortuna Residential Center Multipurpose Building Project. The purpose of this document is to present to reviewing agencies and the public the environmental consequences of implementing the proposed project. The IS/MND is available for a 30-day public review from December 19, 2019 to January 18, 2020.

Written comments should be addressed to:

Terry Ash, Senior Environmental Planner
Department of General Services, RESD, PMDB
c/o LSA Associates, Inc.
285 South Street, Suite P
San Luis Obispo, CA 93401

The email address for electronic comments is FortunaCCC@lsa.net. Please include “CCC Fortuna Residential Center Multipurpose Building Project IS/MND Comments” in the subject line of all emails.

The IS/MND may be viewed online (<https://lsa.net/FortunaCCC>) during the public review period. In addition, copies of the IS/MND and appendices on CD are available for review at the locations listed in Table 1.A.

Table 1.A: Environmental Document Repositories

| Site | Address |
|--|--|
| California Department of General Services, RESD Environmental Services | 707 Third Street, 4th Floor West Sacramento, CA 95605 |
| Fortuna Library (Main Library) | 753 14th Street Fortuna, CA 95540 |

RESD = Real Estate Services Division.

After comments are received from the public and reviewing agencies, the State will consider those comments and may (1) adopt the MND and mitigation monitoring program and approve the proposed project, (2) undertake additional environmental studies, or (3) abandon the project.

1.5 DOCUMENT ORGANIZATION

This IS/MND is organized to provide an analysis of the potentially significant environmental impacts and mitigation measures for the proposed project. In order to describe the direct and indirect impacts, as well as mitigation measures for the proposed project, this IS/MND is organized as follows:

- **Chapter 1.0, Project Information**, serves as a foreword to the IS/MND, introducing the applicable environmental review procedures, intended uses of the IS/MND, format of the IS/MND, and summary of conclusions of the environmental analysis.
- **Chapter 2.0, Project Description**, provides a thorough description of the proposed CCC project components and required permits and approvals.
- **Chapter 3.0, Environmental Factors Potentially Affected**, provides a checklist of resources that involve at least one impact that is a “Less than Significant Impact with Mitigation Incorporated” as indicated by the checklist in Chapter 4 and a determination of the project’s effect on the environment.
- **Chapter 4.0, CEQA Environmental Checklist**, provides a description of the existing environmental setting, an analysis of the potentially significant environmental impacts identified for the proposed project, and proposed mitigation measures to reduce or avoid any potentially significant impacts.
- **Chapter 5.0, List of Preparers**, lists members of the IS/MND team that contributed to the preparation of this document as well as their primary IS/MND responsibilities.

- **Chapter 6.0, References**, lists references used in preparation of the IS/MND.
- **Appendices** include various information and technical studies prepared for the CCC Fortuna Residential Center Multipurpose Building Project.

1.6 SUMMARY OF FINDINGS

Chapter 4.0 of this document contains the analysis and discussion of potential environmental impacts of the proposed project. Based on the issues evaluated in Chapter 4.0, it was determined that the proposed project would have impacts on environmental resources as shown in Table 1.B.

Table 1.B: Summary of Environmental Impacts by Resource

| Resource | No Impact | Less than Significant Impact | Less than Significant with Mitigation Incorporated | Mitigation Measures |
|------------------------------------|-----------|------------------------------|--|---|
| Aesthetics | ● | | | N/A |
| Agriculture and Forestry Resources | | ● | | N/A |
| Air Quality | | ● | | N/A |
| Biological Resources | | | ● | BIO-1: Nesting Bird Surveys |
| Cultural Resources | | | ● | CULT-1: Inadvertent Discovery of Unknown Archaeological Resources CULT-2: Inadvertent Discovery of Human Remains |
| Energy | | ● | | N/A |
| Geology and Soils | | | ● | GEO-1: California Building Code Compliance and Seismic Standards. PAL-1: Paleontological Discoveries |
| Greenhouse Gas Emissions | | ● | | N/A |
| Hazards and Hazardous Materials | | ● | | N/A |
| Hydrology and Water Quality | | ● | | N/A |
| Land Use and Planning | ● | | | N/A |
| Mineral Resources | ● | | | N/A |
| Noise | | ● | | N/A |
| Population and Housing | | ● | | N/A |
| Public Services | | ● | | N/A |
| Recreation | | ● | | N/A |
| Transportation | | ● | | N/A |
| Tribal Cultural Resources | ● | | | N/A |
| Utilities and Service Systems | | ● | | N/A |
| Wildfire | | ● | | N/A |
| Mandatory Findings of Significance | | | ● | Refer to BIO-1 , CULT-1 , and CULT-2 . |

MS4 = Municipal Separate Storm Sewer System

N/A = Not Applicable

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The California Conservation Corps (CCC) Fortuna Residential Center Multipurpose Building (proposed project) will be developed at an existing CCC facility at 1500 Alamar Way (Assessor's Parcel Number [APN] 200-363-018) at the northeast corner of Alamar Way and Riverwalk Drive in Fortuna, Humboldt County, California (refer to Figure 2-1). The project site is approximately 0.15 mile (mi) west of United States Route 101 (US-101), and 0.1 mi east of the Eel River.

2.2 PROJECT SETTING

The approximately 6-acre (ac) project site is currently partially developed within an existing CCC facility. The proposed project is bound by Alamar Way, industrial uses, and vacant land (across Alamar Way) to the south, industrial uses and a mini-storage facility to the north, Riverwalk Drive and vacant land (across Riverwalk Drive) to the west, and Strongs Creek and US-101 to the east (refer to Figure 2-1). Land uses in the vicinity of the project site include a mix of industrial, storage, retail, commercial, and agricultural. Directly to the north of the project site are various industrial and storage facilities. Farther to the north of the project site is a transportation and salvage site, Eel River Transportation and Salvage, and Recology Eel River. Commercial, retail, industrial, and agricultural uses currently exist to the south. Vacant land is located to the west beyond Riverwalk Drive. Immediately to the east is Strongs Creek, which is densely vegetated with large trees, and US-101. Farther to the east is vacant land as well as a mix of commercial and retail uses. The Rohnerville Airport is located approximately 3 mi southeast of the project site. The project site is approximately 0.1 mi east of Eel River and located in Federal Emergency Management Agency (FEMA) Flood Zone AE. The project site is predominantly level and at an elevation of approximately 46 to 48 feet (ft) above mean sea level (amsl).

The project site is currently being used as a CCC facility. Therefore, there are several structures and facilities already existing at the site, including a multipurpose room used for community meetings and classes, a recreation room, a TV room, a computer lab, offices, a large shop for maintenance and storage of tools, a kitchen and indoor and outside dining areas, a bay for large trucks, a warehouse, and several portable storage units. Additionally, the existing project site includes dormitories for approximately 80 Corpsmembers who live on site year-round. The existing project site is also used for recreation and training activities for the CCC as well as meeting space for other State agencies and various public events. The space on the project site in which the proposed multipurpose building will be located was previously disturbed and is currently undeveloped.

Local access to the project site is provided via Alamar Way, a two-way local road. Alamar Way starts at Riverwalk Drive at the southwest corner of the project site, runs along the southern boundary of the project site, at which point it makes a 90-degree turn at the southeast corner of the project site and heads south before intersecting Riverwalk Drive approximately 0.5 mi south of the project site. Detailed information about local roads, traffic, and access to the project site is provided in Section 4.17 (Transportation).

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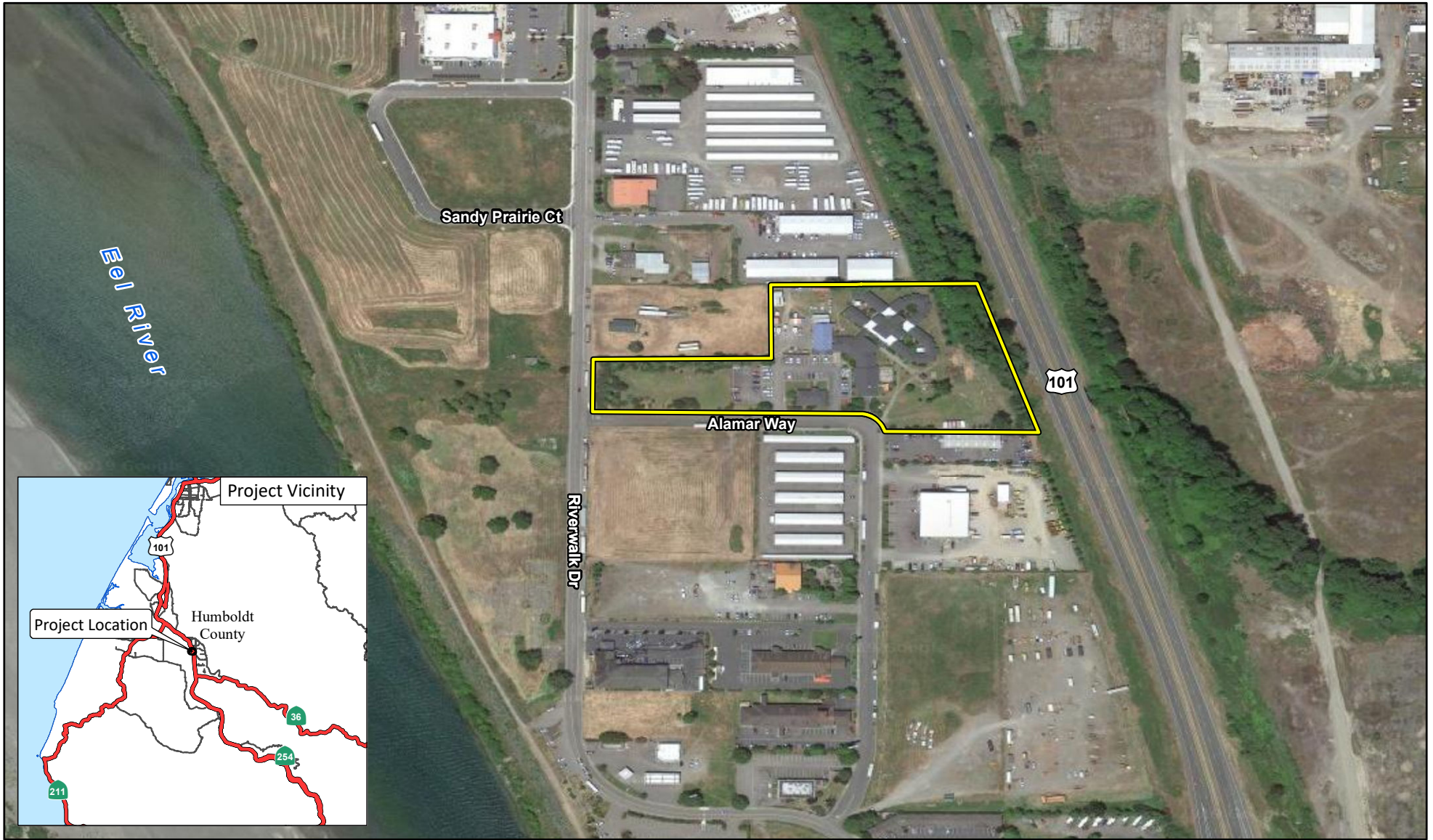
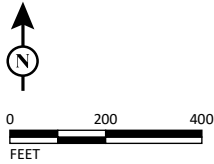


FIGURE 2-1

LSA

LEGEND
 Project Site



SOURCE: Google Earth (2019), DGS (5/2019)
 I:\DGS1801.04\GIS\MXD\ProjectVicinityLocation_Aerial.mxd (9/23/2019)

California Conservation Corps
 Fortuna Residential Center Multipurpose Building
 City of Fortuna, Humboldt County, California
 Project Location

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2.3 PROJECT BACKGROUND

The CCC has been operating the Fortuna Residential Center at 1500 Alamar Way since 1992. Existing structures on site total approximately 28,000 square feet (sf) and consist of an administration building, dormitories, educational facilities, and a warehouse on approximately 6 ac. The proposed project will not result in an increase in the number of Corpsmembers or staff on site. Rather, its implementation would complete the complement of facilities needed for today's CCC campus and address many deferred maintenance issues (e.g., Americans with Disabilities Act [ADA], seismic, fire, and life safety upgrades).

The new multipurpose building will increase the ability for Corpsmembers to take part in physical training by providing an adequate indoor space for physical training during inclement weather. The existing outdoor basketball court will also be renovated as part of the project. The multipurpose building will also provide office space for the CCC Back Country Trails Program (BCPT) and the Watershed Stewards Program (WSP), which currently reside off site in leased office spaces.

2.4 PROJECT OBJECTIVES

The objective of the proposed project is to construct a new multipurpose building to provide an indoor space for Corpsmembers to participate in mandatory physical training and to address necessary repairs on existing facilities. The new building will be designed to be Zero Net Energy (ZNE) and will meet or exceed the requirements for Leadership in Energy and Environmental Design (LEED) "Silver" certification. ZNE indicates that the total amount of energy used by the building on an annual basis would be approximately equal to the amount of renewable energy generated on site or through renewable, non-grid purchase agreements with a local power utility.

2.5 PROJECT CHARACTERISTICS

The proposed project will include a single-story, approximately 9,800 sf building on the western side of the project site. The single-story building will be approximately 40 ft high above finish floor elevation as measured at the roof's highest point. Existing parking areas to the east and northeast of the proposed multipurpose building will be resurfaced and painted, and a new parking area west of the building will be added, which together will provide approximately 48 parking spaces, including 3 accessible parking spaces and parking spaces for low-emitting, fuel efficient cars. A bicycle rack will be provided for Corpsmembers, staff, and visitors. Additionally, the proposed project will include: (1) constructing a new driveway on the west side of the new multipurpose building; (2) reconfiguring the existing basketball court; (3) constructing internal walkways and a new sidewalk along Alamar Way; (4) developing stormwater runoff features (e.g., a bioretention area and vegetated swales); (5) constructing a retaining wall along the north side of the new parking area west of the new multipurpose building; (6) repairing existing buildings and utilities; (7) new water and sewer utility connections; and (8) constructing an accessible path to public sidewalks.

The proposed project will be constructed in a contemporary architectural style, incorporating some elements from the existing Fortuna Residential Center. The exterior color of the new multipurpose building will be consistent and blend in with the exterior colors of the existing buildings on the project site. The new multipurpose building will have an asphalt shingle roof that will also be similar in color to the existing buildings on the project site.

Minimal exterior lighting will be provided around the multi-purpose building, and additional lighting will be provided in the parking lots for safety. Exterior and interior lighting will be light-emitting diodes (LEDs) and will include:

- Modern lighting installed as wall sconces;
- Dark-sky-compliant pedestrian scale and parking lot pole lights; and
- Shielded exterior lighting for light pollution reduction.

The proposed project will include water-efficient landscaping as well as vegetated bioswales at the northern and southern sides of the new multipurpose building and a bioretention area on the west side of the new multipurpose building. Accent shrubs and trees will also be placed around the perimeter of the project site.

2.5.1 Access and Circulation

Two-way vehicular access to the project site is currently provided in three locations along Alamar Way (refer to Figure 2-2). The project will provide one additional two-way access at Alamar Way, which will be located directly west of the proposed multipurpose building. A new sidewalk will be provided along Alamar Way between the westernmost existing driveway and the intersection of Alamar Way and Riverwalk Drive, and a new concrete walkway will be provided around the new multipurpose building.

2.5.2 ZNE and LEED Design Features

Executive Order (EO) B-18-12, published by Governor Brown Jr. on April 25, 2012, outlined new requirements and target dates for State agencies to achieve green building practices, energy and water efficiency improvements, and reduced greenhouse gas (GHG) emissions. EO B-18-12 requires that 50 percent of new State facilities beginning design after 2020 be ZNE, that all new State buildings and major renovations beginning design after 2025 be constructed as ZNE facilities, and that State agencies take measures toward achieving ZNE for 50 percent of the square footage of existing State-owned buildings by 2025. Generally speaking, a ZNE building or facility is one that produces energy on site or provides an off-site source of renewable energy to meet its own annual energy consumption requirements. The proposed project will be designed and constructed as a ZNE facility.

In addition to the ZNE requirements and target dates discussed above, EO B-18-12 also mandates that any proposed new or major renovation of State buildings larger than 10,000 sf must obtain LEED “Silver” certification or higher. Although not required, the proposed project will also be designed to meet or exceed requirements for LEED “Silver” certification. On-site signage, self-touring handouts, and website posts for education on energy-saving features will be provided. Low-water-use fixtures for indoor water use reduction will be used, and infrastructure for electric vehicle (EV) Level 3 charging (fast charger) will be provided. Bicycle racks for visitors, State employees, and Corpsmembers will be provided. High-efficiency irrigation for outdoor water use reduction systems with separate meters for domestic and irrigation systems will be included.

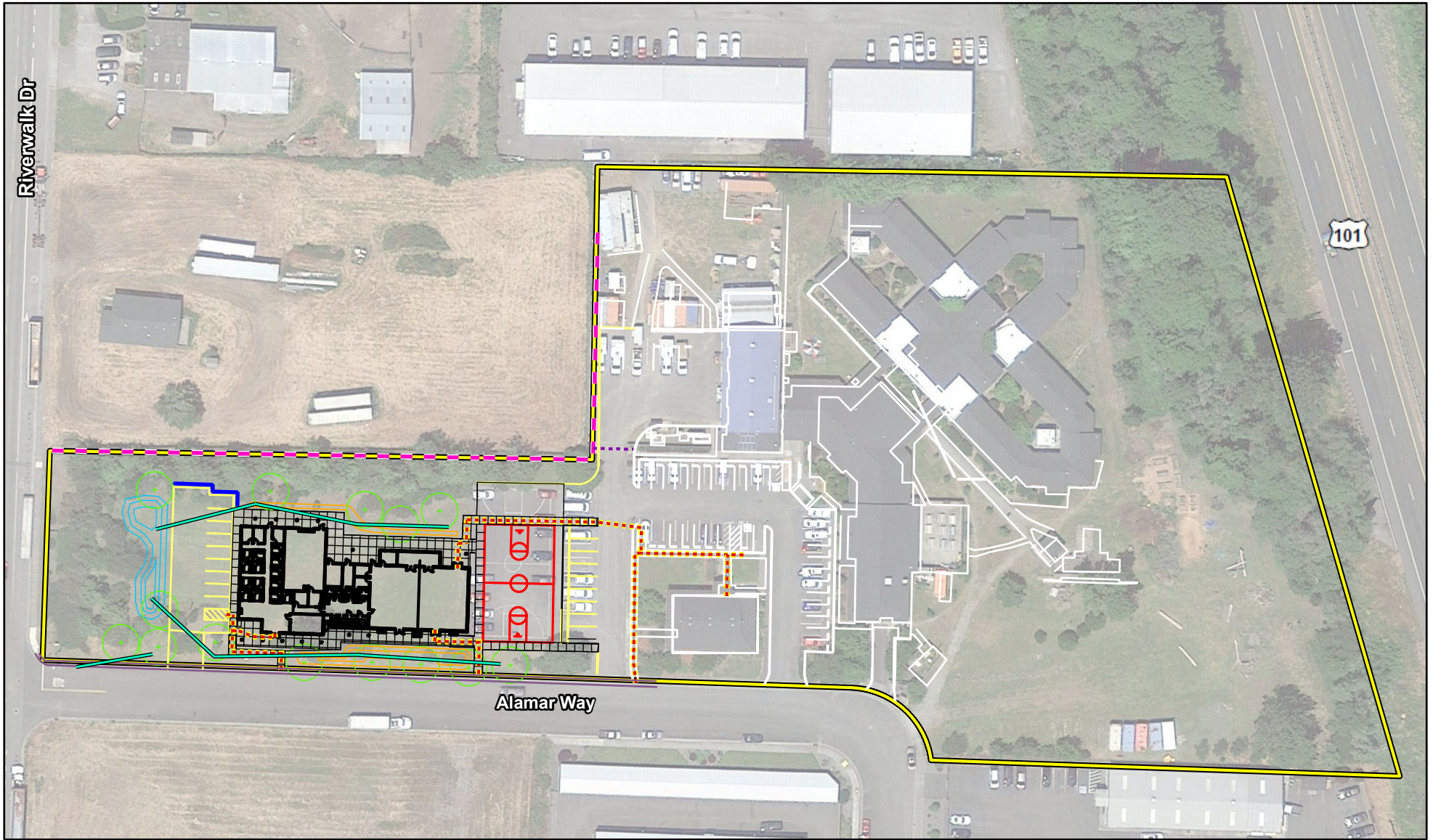
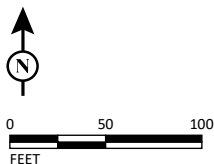


FIGURE 2-2

LSA



LEGEND

- Project Site
- Proposed Site Plan
- New CCC Multi Purpose Building
- Reconfigured Basketball Court
- Concrete Walkway
- New Sidewalk
- Path of Travel
- Driveway/Parking
- 3' Retaining Wall
- Bioretention Area
- Vegetated Swale
- New Tree Planting
- Fence
- Gate
- Existing Features

SOURCE: Google Earth (2019), DGS (5/2019)
 I:\DGS1801.04\GIS\MXD\SiteCAD.mxd (9/23/2019)

California Conservation Corps
 Fortuna Residential Center Multipurpose Building
 City of Fortuna, Humboldt County, California
 Project Site Plan

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2.6 OPERATIONS

The proposed project would ensure that this CCC facility achieves the minimum facility standards required of every CCC facility, meets the CCC program needs, and also meets the current building codes and energy standards. The proposed project will generally include the following features:

- Four private office spaces as well as one larger office space for cubicles, a break room, a quiet room, a conference room, and restroom facilities
- Three general storage spaces, a janitor’s storage space, room for electrical utility connections, and room for data utility connections
- Multi-purpose Room A and Multi-purpose Room B
- Recreational features, including a renovated basketball court and indoor recreational space

Construction duration of the proposed project is expected to take approximately 14 to 15 months and is scheduled to start in the summer of 2021 and end in the winter of 2022.

2.7 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

This Initial Study/Mitigated Negative Declaration (IS/MND) provides the environmental information and analysis as well as primary California Environmental Quality Act (CEQA) documentation necessary to adequately consider the potential environmental effects of the proposed project. CCC, as the Lead Agency for the CEQA process and document, has the approval authority and responsibility for considering potential environmental effects of the proposed project.

The approvals and regulatory permits listed in Table 2.A would be required for implementation of the proposed project.

Table 2.A: Regulatory Requirements, Permits, and Approvals

| Organization | Approval or Permit |
|-------------------------------------|---|
| State | |
| California Conservation Corps (CCC) | <ul style="list-style-type: none"> • Approval of the Mitigated Negative Declaration (MND) and adoption of the Mitigation Monitoring and Reporting Plan |
| Division of the State Architect | <ul style="list-style-type: none"> • Americans with Disabilities Act (ADA) accessibility compliance approval |
| State Fire Marshal | <ul style="list-style-type: none"> • Facility Fire and Life Safety Program |
| Local | |
| City of Fortuna | <ul style="list-style-type: none"> • Encroachment Permit for roadway improvements and utility connections |

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below may be potentially affected by this project, involving at least one impact that is a "Less than Significant with Mitigation Incorporated" as indicated by the checklist in Chapter 4.0.

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

3.2 DETERMINATION

On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

12/10/2019

Date

Dan Millsap, CCC
Deputy Director, Capital Outlay & Facilities
Management Branch

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4.0 CEQA ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| Except as provided in Public Resources Code Section 21099, would the project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. In non-urbanized areas, substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.1.1 Environmental Setting

The Fortuna Residential Center Multipurpose Building Project (proposed project) is located in Fortuna in west central Humboldt County. Fortuna is located within the largely level, predominantly agricultural Eel River Valley, which is defined to the north by the Headwaters Forest Reserve and to the west by the Pacific Ocean. The project site is located near the western boundary of Fortuna, on Alamar Way, approximately 0.15 mile (mi) west of United States Route 101 (US-101) and 0.1 mi east of the Eel River.

Alamar Way is a two-way local road that starts at Riverwalk Drive at the southwest corner of the project site and runs along the southern boundary of the project site, at which point it makes a 90-degree turn at the southeast corner of the project site and heads south before intersecting Riverwalk Drive at approximately 0.5 mi south of the project site. The project site is currently being used as a California Conservation Corps (CCC) facility; therefore, there are already several structures and facilities on site. In addition, the project site is surrounded by other industrial, commercial, and retail development as well as agricultural uses.

4.1.1.1 Visual Character and Quality of the Site

The visual character of the project's setting is urban, with a mix of surrounding land uses that are primarily commercial and industrial. The surrounding setting also includes US-101, with Strongs Creek to the east and Eel River to the west of the project site. The 6-acre (ac) project site itself is partially developed, and relatively flat. The soil underlying the project site is classified as predominantly sandy clay and sandy silt. The project site slopes south to the street level along Alamar Way. Trees are scattered along the boundary of the project site, and both native and

nonnative grasses and shrubs are interspersed between the existing buildings. Additionally, the eastern boundary of the project site adjacent to Strongs Creek is densely vegetated with large trees.

The visual quality of the immediate viewshed is low and typical of a predominantly urban streetscape that visually comprises nearby industrial and commercial facilities. Although some of the surrounding land is in agriculture and there is a dense stand of trees between the project site and US-101, the overall character of the area is of a commercial/industrial area. Visual unity and intactness of the setting is enhanced by the trees interspersed throughout the project site, but vivid natural or scenic features are generally absent from the immediate project setting.

4.1.1.2 Viewer Sensitivity and Exposure

Viewers' sensitivity to a project is typically predicted on the basis of viewers' activity types and associated scenic expectations. Viewer exposure is determined by site visibility, proximity of viewers, frequency and duration of view, number of viewers, and other viewing conditions. These factors are combined to rate the overall anticipated viewer response to a project.

The project site is at the intersection of Riverwalk Drive and Alamar Way, neither of which experiences a large number of motorists. US-101, which is to the east of the project site, experiences large numbers of motorists; however, the project site is not visible from US-101 because of a tall, dense stand of trees along the west side of US-101, between it and the project site. Overall, views of the site are absent any scenic features. Given that the project site is located in a predominantly industrial/commercial area with average numbers of motorists and an absence of scenic features, the overall visual quality of the project site is low, as is the viewer sensitivity and exposure.

4.1.1.3 Visual Project Description

The project would introduce a 50-foot (ft) tall, single-story, 9,800-square-foot (sf) multipurpose building on the western portion of the existing 6 ac project site. There is already a 28,000 sf development covering the east portion of the project site. The multipurpose building would be set back 25 ft from the street. Auto access would be available at four locations along Alamar Way. The proposed site plan includes 14 new tree plantings located around the perimeter of the proposed multipurpose building. The proposed project will include vegetated bioswales around the northern and southern perimeters of the new multipurpose building, and a bioretention area on the west side of the new multipurpose building. Accent shrubs and large evergreen shrubs will also be placed around the perimeter of the project site.

4.1.2 Regulatory Setting

4.1.2.1 Federal

Wild and Scenic Rivers Act. The federal Wild and Scenic Rivers Act of 1968 (16 United States Code [USC] Sections 1271–1287) provides federal protection of designated river segments and their river environs (e.g., 0.25 mi on either bank) for present and future public use.

The federal Wild and Scenic Rivers Act classifies certain river segments as “wild”, “scenic”, or “recreational”. “Wild” river segments are free of impoundment and generally are inaccessible

except by trail, with primitive watersheds or shorelines and unpolluted waters. “Scenic” river segments are free of impoundment, with shorelines or watersheds still largely primitive and shorelines largely undeveloped but accessible by road in places. “Recreational” river segments are readily accessible by road or railroad, may have some development along their shorelines, and may have been impounded or diverted in the past (City of Fortuna 2010b).

The protection of designated rivers is provided through voluntary stewardship by landowners and river users and through regulation and programs of federal, State, local, or tribal governments. Designating a river as protected neither prohibits development nor gives the federal government control over private property; therefore, recreation, agricultural practices, residential development, and other uses may continue. However, it prohibits federal support for actions such as the construction of dams, impoundments, or other in-stream activities that would harm the river's free-flowing condition, water quality, or outstanding resource values. The classifications are a guide to the level of existing development, not a description of any particular values (City of Fortuna 2010b). Eel River is designated as “recreational” under the federal Wild and Scenic Rivers Act (City of Fortuna 2010b).

4.1.2.2 State

California Wild and Scenic Rivers System. The California Wild and Scenic Rivers System (Public Resources Code [PRC] Section 5093.50 et seq.) reflects closely the federal Wild and Scenic Rivers Act, including classifying designated rivers using the same three classifications (i.e., “wild”, “scenic”, or “recreational”). The California Wild and Scenic Rivers System designates Eel River as “recreational” (City of Fortuna 2010b).

California Scenic Highway Program. The California Scenic Highway Program aims to “...establish the State’s responsibility for the protection and enhancement of California’s natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment.” The Program lists highways that are either eligible for or officially designated State Scenic Highways.

The entire length of US-101 in Humboldt County is eligible for the California Scenic Highway Program but has not yet been listed (City of Fortuna 2010b).

California Building Energy Efficiency Standards – Outdoor Lighting Zones. The California Building Energy Efficiency Standards, Title 24, Parts 1 and 6, provide outdoor lighting and associated energy efficiency standards. Included in these standards are outdoor lighting brightness standards relative to outdoor ambient light conditions. These set power allowances for new outdoor lighting based on the brightness of surrounding areas. As the eye adapts to dark surroundings, less light is needed to see clearly. As the surroundings get brighter, more light is needed to see. The least allowed power is in Lighting Zone 1, but increasingly more power is allowed in Lighting Zones 2, 3 and 4. Generating more light than is necessary contributes to interference with nighttime vision by generating glare (City of Fortuna 2010b).

The California Energy Commission (CEC) defines Lighting Zones based on U.S. Census Bureau boundaries for rural and urban areas as well as for federal- and State-designated wilderness and

parks. By default, federal- and State-designated parks are Lighting Zone 1 (dark), rural areas are Lighting Zone 2 (low ambient illumination), and urban areas are Lighting Zone 3 (medium ambient illumination). Lighting Zone 4 (high ambient illumination) is a special use district that may be adopted by a local government for high-activity commercial areas, lit outdoor venues, and uses requiring very bright security lighting. CEC regulations prohibit high-intensity lighting in Lighting Zone 3, medium-intensity lighting in Lighting Zone 2, and low-intensity lighting in Lighting Zone 1, without tight controls to ensure that such lighting does not directly illuminate adjacent properties or cause substantial nighttime glow. Based on the 2000 U.S. Census, the incorporated city of Fortuna is designated as urban (Lighting Zone 3) while the unincorporated portions of the Planning Area are designated as rural (Lighting Zone 2). According to the CEC website, the City of Fortuna (City) has not processed any adjustment requests through the CEC to change any portion of Fortuna to Lighting Zone 4 (City of Fortuna 2010b).

4.1.3 Impact Analysis

a. Would the project have a substantial effect on a scenic vista?

Scenic vistas comprise open view corridors to prominent, highly scenic natural or man-made visual features or landmarks. According to the City of Fortuna General Plan 2030 Draft Programmatic Environmental Impact Report (PEIR) (2010b), westerly views of Eel River and the agricultural fields beyond Riverwalk Drive are considered to be scenic vistas. The new multipurpose building will be developed on the east side of Riverwalk Drive and therefore would not alter views of the agricultural fields or Eel River as seen by motorists on Riverwalk Drive. No other notable scenic features of local or regional importance are visible from public vantage points on or adjacent to the project site. Therefore, the proposed project would not have an impact or substantial effect on a scenic vista. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The project site is not a designated as a State Scenic Highway. Therefore, the proposed project would not substantially damage scenic resources within a State Scenic Highway, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The project is in an urbanized area and generally surrounded by industrial and commercial buildings. The proposed multipurpose building would be consistent with the visual character of the existing project site and would not degrade public views. The addition of the proposed multipurpose building would be consistent with the visual quality and character of the surrounding area. The project is zoned Freeway Commercial (FC), for which there are no specific regulations regarding scenic quality in the City's General Plan or municipal code. The proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, there would be no impact, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The proposed project will include new exterior lights around the multipurpose building and in the parking lots. Street lighting after project construction would be the same as that currently existing. Parking lot pole lighting would be dark sky compliant. Any exterior lighting, including the parking lot poles, would be directed downward and within the site boundaries, and would be shielded. The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the project area, and impacts associated with lighting would be less than significant. No mitigation is required.

Construction activities would be conducted during daytime hours. Therefore, no lights would be required during construction. Construction of the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the project area. No mitigation is required.

Significance Determination: No Impact

Mitigation Measure: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, Lead Agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land (including the Forest and Range Assessment Project and the Forest Legacy Assessment Project) and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

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

4.2.1 Environmental Setting

The proposed project is in Fortuna, which is located within Eel River Valley. Agriculture and related industries contribute to a significant portion of Eel River Valley’s economic base (City of Fortuna 2010b). Fortuna is an urbanized city that is surrounded by farmland to the south, west, and east. Land uses in the vicinity of the project site include a mix of commercial, retail, storage, industrial, and agricultural. The project site is currently partially developed with an existing CCC facility.

4.2.2 Regulatory Setting

4.2.2.1 State

Z’Berg-Warren-Keene-Collier Forest Taxation Reform Act of 1973. The Z’Berg-Warren-Keene-Collier Forest Taxation Reform Act, also known as the Forest Taxation Reform Act, is a non-mandated State program. Lands protected by this Act are zoned as Timberland Production Zones (TPZs). Timberland

is defined as a subset of forestland and used for growing and harvesting timber. The Forest Taxation Reform Act provides guidelines that allow cities and counties with qualifying timberland to adopt TPZs that protect timberlands from incompatible uses and discourages the conversion of timberland. TPZs are privately owned land or land acquired for State forest purposes. The TPZ program evaluates the value of bare land related to its ability to grow trees and establishes a yield tax, which allows individual property owners to have their property assessed on the basis of the value of harvested timber rather than at its current market value (provided the timberland is dedicated to timber growing and compatible uses approved by the county or city). TPZs have an initial term of 10 years, with an automatic renewal occurring each year unless a Notice of Nonrenewal is filed or a contract cancellation is approved by the local government.

California Land Conservation Act of 1965 (Williamson Act). The California Land Conservation Act, also known as the Williamson Act, is a non-mandated State program administered by counties and cities to preserve agricultural lands by discouraging the premature conversion of farmland to urban uses. Participation in the program is voluntary. The Williamson Act program allows individual property owners to have their property assessed on the basis of its agricultural production rather than at its current market value (provided the land is used for agricultural or related open space uses). Williamson Act contracts have an initial term of 10 years, with an automatic renewal occurring each year unless a Notice of Nonrenewal is filed or a contract cancellation is approved by the local government.

Farmland Mapping and Monitoring Program (FMMP). Pursuant to California Government Code, Section 65570, the DOC FMMP reports biennially on the conversion of farmland and grazing land, and compiles important farmland maps and data for each county within the State. Farmland maps utilize data from the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) soil survey and current county land use information. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. These maps categorize land use into nine different agricultural and nonagricultural mapping categories as defined by State and federal agencies: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, Other Land, Water, and Area Not Mapped. The DOC has a minimum mapping unit of 10 ac for the FMMP, with parcels smaller than 10 ac being absorbed into the surrounding classifications. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Statewide Importance are defined as farmland for the purpose of this analysis. The FMMP focuses on agricultural land that has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained yields of crops. Farmland of Local Importance can cover a broader range of agricultural uses and is initially identified by a local advisory committee convened in each county by the FMMP in cooperation with the NRCS and the respective county's Board of Supervisors.

Farmland Security Zone Act. The Farmland Security Zone Act is similar to the Williamson Act and was passed by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy (California Government Code Sections 51296–51297.4). Similar to the Williamson Act, under the Farmland Security Zone Act, landowners enter into a contract with the county that enforceably restricts land to agricultural uses. However, unlike the initial 10-year

term required under the Williamson Act, Farmland Security Zone contracts must be for an initial term of at least 20 years. In exchange for the longer contract term, the landowner receives a greater property tax reduction than would be received with a Williamson Act contract.

4.2.3 Impact Analysis

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland) on maps prepared pursuant to the DOC FMMP. Implementation of the proposed project would not convert farmland to a nonagricultural use. Therefore, there would be no impact related to the conversion of Farmland as defined by the FMMP. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project site is not zoned for agricultural use. There are no existing Williamson Act contracts on the project site. Implementation of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, there would be no impact to existing zoning for agricultural use Williamson Act contracts. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

The project site is designated as commercial (C). No lands on the project site are zoned as forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by California Government Code Section 51104(g)). Therefore, development of the proposed project would not conflict with zoning for forestland, timberland, or timberland production, and there would be no impact to existing zoning for forestland and timberland. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use?

There is no forestland located on the project site. Implementation of the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use. Therefore, there would be no impact to forestland, and no mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

There is no farmland or forestland located on or immediately adjacent to the project site. Land uses in the vicinity of the project site include a mix of commercial, retail, storage, industrial, and agricultural. Although agricultural uses currently exist to the south of the project site, implementation of the proposed project would not affect the agricultural productivity or viability of the existing agricultural operations in the area. Because the existing agricultural operations would not be disrupted, the proposed project would not result in the conversion of farmland in the area to a nonagricultural use. Furthermore, the proposed project would not require additional restrictions or limitations on nearby growers (e.g., limiting the use of water, pesticides, fungicides, and herbicides on crops) or restrictions on noise or dust. Therefore, the proposed project would not involve changes in the existing environment that would result in the conversion of farmland and forestland to non-agricultural or non-forest use. Therefore, impacts to farmland or forestland would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable Air Quality Management District (AQMD) or Air Pollution Control District (APCD) may be relied upon to make the following determinations.

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.3.1 Environmental Setting

The proposed project is located in Fortuna in Humboldt County. The CARB has divided California into 15 regional air basins according to topographic drainage features, geographic features, and meteorological features for the purpose of managing the air resources of the State on a regional basis. Fortuna is within the North Coast Air Basin, which includes all of Del Norte, Humboldt, Mendocino, and Trinity Counties. The North Coast Air Basin is comprised of three AQMDs or APCDs, which are governing authorities that have primary responsibility for controlling air pollution from sources within their jurisdiction. The three AQMDs/APCDs within the North Coast Air Basin include the North Coast Unified AQMD, the Mendocino County AQMD, and the Northern Sonoma County APCD. The North Coast Unified AQMD includes Del Norte, Humboldt, and Trinity Counties. The Mendocino County AQMD consists of Mendocino County, and the Northern Sonoma County APCD comprises the northern portion of Sonoma County. Fortuna is located within Humboldt County and therefore is within the jurisdiction of the North Coast Unified AQMD (NCUAQMD).

Both State (CARB) and federal (United States Environmental Protection Agency [EPA]) agencies have established health-based ambient air quality standards (AAQS) for six criteria air pollutants¹: carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), and suspended particulate matter (PM). These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O₃ and NO₂, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants

¹ Criteria pollutants are defined as those pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

such as PM, CO, SO₂, and Pb are considered local pollutants because they tend to accumulate in the air locally.

As noted above, the proposed project is within the jurisdiction of the NCUAQMD, which regulates air quality in Humboldt, Del Norte, and Trinity Counties. Each air district establishes significance thresholds, which are used to manage total regional and local emissions within an air basin. Significance thresholds are based on whether or not the air basin has met State and federal AAQS standards for criteria pollutants. Emission thresholds are typically established by each AQMD for individual development projects that would contribute to regional and local emissions and could adversely affect or delay an Air Basin's projected attainment target goals for nonattainment criteria pollutants. The primary pollutant of concern in the project area is particulate matter less than 10 microns in size (PM₁₀) because the NCUAQMD is designated as nonattainment under State AAQS standards for this pollutant. The NCUAQMD has not exceeded the federal annual standard for particulate matter or other pollutants during the last 5-year period. Primary sources of particulate matter in the NCUAQMD area are on-road vehicles (engine exhaust and dust from paved and unpaved roads), open burning of vegetation (both residential and commercial), residential wood stoves, and stationary industrial sources (factories). The NCUAQMD is either in attainment or unclassified for all other State and federal standards.¹

Pollutant monitoring results for the years 2016 to 2018 at the Eureka ambient air quality monitoring station (the closest monitoring station to the project site) indicate that air quality in the area has generally been good, with the exception of particulate matter less than 2.5 microns in size (PM_{2.5}), PM₁₀, and O₃. The monitoring results indicated PM_{2.5} levels exceeded the federal standard once in 2017 and exceeded the State and federal standards an unknown number of times in 2018. The PM₁₀ federal standards were not exceeded between 2016 and 2018; however, the PM₁₀ State standards were exceeded an unknown number of times in 2016, 2017, and 2018. State and federal 1-hour ozone standards were not exceeded between 2016 and 2018 at this monitoring station. In addition, the State and federal 8-hour ozone standards were not exceeded in 2016 or 2018, but both State and federal 8-hour ozone standards were exceeded once in 2017. The CO, SO₂, and NO₂ standards were not exceeded in this area between 2016 and 2018.

4.3.2 Regulatory Setting

In determining whether a project has significant air quality impacts on the environment, projects are typically evaluated based on their local air district's thresholds of significance. However, the NCUAQMD has not formally adopted significance thresholds. Therefore, the impacts of the proposed project are evaluated based on the thresholds contained in Appendix G of the *State CEQA Guidelines*.

¹ A region is determined to be unclassified when the data collected from the air quality monitoring stations do not support a designation of attainment or nonattainment due to lack of information or because a conclusion cannot be made with the available data.

4.3.3 Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

CEQA requires that proposed projects be analyzed for consistency with the applicable air quality plan. An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a nonattainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State AAQS. In 1995, the NCUAQMD provided a study to identify the major contributors of PM₁₀, which is summarized in an NCUAQMD Particulate Matter PM₁₀ Attainment Plan draft report. However, the NCUAQMD notes that this report should be used cautiously because it is not a document that is required in order for the NCUAQMD to come into attainment for the State standard.

The NCUAQMD Particulate Matter PM₁₀ Attainment Plan draft report identifies that a key element in attaining the PM₁₀ State AAQS is Transportation Control Measures and Land Use Measures that enable people to walk, bicycle, carpool, or use public transportation for shopping or employment rather than relying on cars. The proposed project would develop a new multipurpose building at the existing CCC facility to provide an indoor space for Corpsmembers to participate in physical training, to provide additional office space and storage areas, and to address necessary repairs on existing facilities. The proposed project would not result in additional vehicle trips and would not conflict with the goals of the NCUAQMD Particulate Matter PM₁₀ Attainment Plan draft report. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The NCUAQMD is currently designated as a nonattainment area for State PM₁₀ AAQS. The NCUAQMD's nonattainment status is attributed to the region's existing development patterns and land use activities (i.e., vehicle use), which contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, air districts typically consider the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The

following analysis assesses whether the proposed project would result in a cumulatively considerable increase in PM₁₀ emissions, for which the region is in nonattainment per State air quality standards, during construction and operation of the proposed project. As identified above, the NCUAQMD has not formally adopted significance thresholds.

4.3.3.1 Construction Impacts

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by site preparation, grading, hauling, and building activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxides (NO_x), reactive organic compounds (ROCs), directly-emitted particulate matter (PM_{2.5} and PM₁₀), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate fugitive dust particulate emissions. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity, local weather conditions, soil moisture, silt content of soil, and wind speed. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM₁₀ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, O₃, NO₂, SO₂, and some soot particulate (PM_{2.5} and PM₁₀) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

As identified above, the NCUAQMD has not formally adopted significance thresholds; however, the NCUAQMD recommends that construction-related emissions from diesel- and gasoline-powered equipment, paving, and other construction activities be quantified.

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2, was used to estimate construction emissions for the proposed project. For the purpose of this CalEEMod analysis, the construction schedule for all improvements was assumed to be approximately 14 to 15 months, starting in May 2021 and finishing in August 2022. Other construction details are not yet known; therefore, default assumptions (e.g., construction fleet activities) from CalEEMod were used. Results are summarized in Table 4.3.A.

As shown in Table 4.3.A, construction emissions associated with the proposed project would be minimal and would not result in a cumulatively considerable net increase of PM₁₀ for which the project region is nonattainment under State AAQS, and impacts would be less than significant. No mitigation is required.

Table 4.3.A: Project Construction Emissions

| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
|--------------------------|-----|-----------------|-----|-----------------|------------------|-------------------|
| Pounds Per Day | | | | | | |
| Maximum Daily Emissions | 8.8 | 8.7 | 8.2 | <0.1 | 1.2 | 0.8 |
| Tons Per Year | | | | | | |
| Maximum Annual Emissions | 0.2 | 0.7 | 0.6 | <0.1 | 0.1 | <0.1 |

Source: LSA Associates, Inc. (2019).

CO = carbon monoxide

NO_x = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

PM_{2.5} = particulate matter less than 2.5 microns in size

ROG = reactive organic gases

SO_x = sulfur oxides

4.3.3.2 Long-Term Operational Emissions

Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

Long-term operation emissions associated with the proposed project were calculated using CalEEMod. The project’s green features, as identified in Chapter 2.0, Project Description, were included in the CalEEMod analysis. The proposed project would not result in a change in staff or Corpsmembers; therefore, the project would not result in additional vehicle trips, which was included in the CalEEMod analysis. Model results are shown in Table 4.3.B.

Table 4.3.B: Project Operation Emissions

| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
|-------------------------|------------|-----------------|----------------|-----------------|------------------|-------------------|
| Pounds Per Day | | | | | | |
| Mobile Source Emissions | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Energy Source Emissions | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Area Source Emissions | 0.3 | <0.1 | <0.1 | 0.0 | <0.1 | <0.1 |
| Total Emissions | 0.3 | <0.1 | 0.0 | 0.0 | <0.1 | <0.1 |
| Tons Per Year | | | | | | |
| Mobile Source Emissions | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Energy Source Emissions | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Area Source Emissions | 0.1 | 0.0 | <0.1 | 0.0 | 0.0 | 0.0 |
| Total Emissions | 0.1 | 0.0 | <0.1 | 0.0 | 0.0 | 0.0 |

Source: LSA Associates, Inc. (June 2019).

CO = carbon monoxide

NO_x = nitrogen oxides

PM₁₀ = particulate matter less than 10 microns in size

PM_{2.5} = particulate matter less than 2.5 microns in size

ROG = reactive organic gases

SO_x = sulfur oxides

As shown in Table 4.3.B above, project-related long-term air emissions would only occur from the use of area sources (i.e., landscape equipment and from the use of consumer products). As identified above, the proposed project would not result in new vehicle trips and therefore would not generate mobile source emissions. In addition, as described in Chapter 2.0, Project Description, the proposed project will be designed as a Zero Net Energy (ZNE) facility and therefore would not generate energy source emissions.

The results shown in Table 4.3.B indicate the project would generate minimal emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of PM₁₀ emissions for which the project region is nonattainment under State AAQS, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors include the 80 Corpsmembers that live on site year-round. Construction activities associated with the proposed project would generate airborne particulates and fugitive dust, as well as a small quantity of pollutants associated with the use of construction equipment (e.g., diesel-fueled vehicles and equipment) on a short-term basis. However, as shown in Table 4.3.A, construction emissions would be minimal and would be well below the NCUAQMD's significance thresholds. In addition, once the project is constructed, the project would not be a significant source of long-term operational emissions. Construction and operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. Any project with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact. The proposed project would develop a new multipurpose building to provide an indoor space for Corpsmembers to participate in physical training and to provide additional office space. The proposed project is not expected to produce any offensive odors that would result in frequent odor complaints. Therefore, the proposed project would not result in other emissions (e.g., those leading to odors) adversely affecting a substantial number of people. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.4 BIOLOGICAL RESOURCES

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

4.4.1 Environmental Setting

The project site is located at 1500 Alamar Way (Assessor's Parcel Number [APN] 200-363-018) at the northeast corner of Alamar Way and Riverwalk Drive between the Eel River and Strongs Creek in Fortuna, Humboldt County, California.

The project site is approximately 6.12 ac and consists entirely of landscaped and developed areas (Figure 4.4-1). Approximately 4.05 ac of the project site are already developed with facilities that support an existing CCC operation that includes an administrative building used for community meetings and classes, a recreation room, a TV room, a computer lab, offices, a large shop for maintenance and storage of tools, a kitchen and indoor and outside dining areas, a bay for large trucks, a warehouse, several portable storage units, dormitories, and an outdoor training area. The remaining 2.07 ac of the project site include the lawn area in the western portion of the site, a native plant garden in front of an office building in the center of the site, and a vegetated buffer between the buildings and US-101 along the eastern edge of the project site. These areas are dominated by a variety of planted vegetation, consisting of both native and introduced species,

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LSA

LEGEND

- Biological Study Area - (6.12 ac)
- Plant Communities / Land Uses - (6.12 ac)**
- Landscaped - (2.07 ac)
- Developed - (4.05 ac)



0 50 100
FEET

SOURCE: DigitalGlobe Aerial Imagery (09/2018)

I:\DGS1801.04\GIS\Reports\ISMND\ISMND_Fig4.4-1_Plant_comm.mxd (9/24/2019)

FIGURE 4.4-1

California Conservation Corps
Fortuna Residential Center Multipurpose Building
City of Fortuna, Humboldt County, California
Plant Communities / Land Uses

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including coast redwood (*Sequoia sempervirens*), toyon (*Heteromeles arbutifolia*), deerbrush (*Ceanothus* sp.), manzanita (*Arctostaphylos* sp.), hoary rock-rose (*Cistus incanus*), resinous rockrose (*Cistus monspeliensis*), coyote bush (*Baccharis pilularis*), deodar cedar (*Cedrus deodara*), hawthorn (*Crataegus monogyna*), rosemary (*Rosmarinus officinalis*), ornamental plum (*Prunus* sp.), sweetgum (*Liquidambar styraciflua*), California bay laurel (*Umbellularia californica*), and heavenly bamboo (*Nandina domestica*).

Wildlife observed on the project site was limited to regionally common species such as Anna's hummingbird (*Calypte anna*), turkey vulture (*Cathartes aura*), rock pigeon (*Columba livia*), common raven (*Corvus corvax*), European starling (*Sturnus vulgaris*), and violet-green swallow (*Tachycineta thalassina*).

No vernal pools, potentially jurisdictional drainage features, wetland/riparian vegetation communities or California Natural Diversity Database (CNDDDB) sensitive vegetation communities were found on the project site. Additionally, there are no water bodies or drainage features on the project site that may be subject to jurisdiction by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW). The nearest aquatic feature identified is the Eel River, located approximately 0.1 mi west of the project site, which flows generally northwest for approximately 9.5 mi before draining into the Pacific Ocean.

4.4.2 Regulatory Setting

The proposed project would be subject to the following regulations.

4.4.2.1 Federal Endangered Species Act (FESA)

Under FESA, it is unlawful to "take any species listed as threatened or endangered". "Take" is defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." An activity is defined as "take" even if it is unintentional or accidental. Take provisions under FESA apply only to listed fish and wildlife species under the jurisdiction of the USFWS and/or National Marine Fisheries Service (NMFS). Consultation with the USFWS or NMFS is required if a project "may affect" a listed species.

When a species is listed, the USFWS and/or NMFS, in most cases, must officially designate specific areas as critical habitat for the species. Consultation with the USFWS and/or NMFS is required for projects that include a federal action or federal funding if the project may affect designated critical habitat.

4.4.2.2 California Endangered Species Act (CESA)

Under CESA, it is unlawful to "take" any species listed as rare, threatened, or endangered. Under CESA, "take" means to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill". The CESA take provision applies to fish, wildlife, and plant species. Take may result whenever activities occur in areas that support a listed species. Consultation with CDFW is required if a project will result in "take" of a listed species.

4.4.2.3 Migratory Bird Treaty Act (MBTA)

The MBTA prohibits actions that will result in “take” of migratory birds, their eggs, feathers, or nests. “Take” is defined in the MBTA as any means or any manner to hunt, pursue, wound, kill, possess, or transport, any migratory bird, nest, egg, or part thereof.

Migratory birds are also protected, as defined in the MBTA, under Section 3513 of the California Fish and Game Code.

4.4.2.4 California Fish and Game Code (Breeding Birds)

Section 3503 of the California Fish and Game Code prohibits the take, possession, or needless destruction of the nest or eggs of any bird, except as otherwise provided by the California Fish and Game Code or other regulation.

4.4.3 Impact Analysis

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No State or federally listed species were observed or are known to occur on the project site, and no habitat for any State or federally listed species occurs on the project site. Therefore, no special-status species would be affected by construction or operation of the proposed project.

Although landscaped areas on the project site have the potential to support nesting and migratory bird species, the Corpsmembers have set up feeding stations for domesticated cats (*Felis catus*) within the landscaping in various locations. Populations of cats have likely deterred nesting in the biological study area (BSA), and no nests were observed in any of the vegetation during the field survey. However, the project would result in the removal of several nonnative trees associated with landscaped areas in the western portion of the project site. Disturbance of migratory birds during their nesting season (February 1 to August 31) could result in “take”, which is prohibited under the MBTA and Section 3513 of the California Fish and Game Code. The California Fish and Game Code also prohibits take or destruction of bird nests or eggs. Since project construction is located in the vicinity of trees and would result in the removal of landscaping trees, potential nesting cannot be ruled out despite the less than ideal nesting conditions. Mitigation Measure BIO-1 is recommended to reduce the potential for impacts to migratory birds. With implementation of Mitigation Measure BIO-1, impacts would be less than significant.

Significance Determination: Potentially Significant Impact

Mitigation Measures:

- BIO-1 Nesting Bird Surveys:** If project construction takes place during the bird nesting season (February 1 to August 31), the Department of General Services (DGS) shall ensure that all suitable nesting habitat is surveyed by a qualified biologist no more than 10 days prior to ground-disturbing/vegetation removal

activities. If no nesting activity is observed, work may proceed as planned. If an active nest is discovered, a qualified biologist shall evaluate the potential for the proposed project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the ground-disturbing activities, the line of sight between the nest and the ground-disturbing activities, and the feasibility of establishing no-disturbance buffers.

At the discretion of the qualified biologist, the California Department of Fish and Wildlife (CDFW) may be contacted to review the evaluation and provide guidance to determine if the project can proceed without adversely affecting nesting activities.

If work is allowed to proceed, a qualified biologist shall be on site weekly during construction activities to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

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

No riparian habitat or other sensitive natural communities occur on the project site. The project site consists entirely of landscaped and developed areas. Therefore, neither construction nor operation of the proposed project would have an impact on any riparian area or other sensitive natural community. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

- c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No aquatic resources occur on the project site. The nearest aquatic feature is the Eel River, which is located approximately 0.1 mi west of the project site. No potential wetlands are located on the project site. The project would not require direct removal, filling, hydrological interruptions, or construction that would affect federally protected wetlands. Therefore, neither construction nor operation of the proposed project would have an impact on State or federally protected wetlands. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

- d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement corridors are linear habitats that function to connect two or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another, in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

There is no evidence that the landscaped areas present on the project site provide a significant migration route. The project site is heavily impacted by human activity (recreation, ongoing maintenance, etc.) and is separated from open space associated with the Eel River by a major roadway (Riverwalk Drive). Therefore, neither construction nor operation of the proposed project would have a significant impact on the movement of any native wildlife species. No mitigation would be required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

Although the proposed project is in Fortuna and is subject to provisions of the City of Fortuna Municipal Code, there are no local policies or ordinances addressing biological resources that apply to the proposed project. Therefore, the proposed project does not conflict with any local policies or ordinances protecting biological resources.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The proposed project is not subject to any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, there would be no impacts associated with conflicts with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan as a result of construction or operation of the proposed project. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.5 CULTURAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The discussion and analysis in this section is based on the Cultural Resources Technical Memorandum (LSA 2019).¹

4.5.1 Environmental Setting

The approximately 6 ac project site is located in Fortuna, between two water sources (the Eel River and Strongs Creek). Approximately 4 ac of the project site are already developed with facilities that support an existing CCC operation, including an administrative building used for community meetings and classes, a recreation room, a TV room, a computer lab, offices, a large shop for maintenance and storage of tools, a kitchen and indoor and outside dining areas, a bay for large trucks, a warehouse, several portable storage units, dormitories, and an outdoor training area. The remaining approximately 2 ac of the project site include: (1) approximately 1 ac of trees along the eastern boundary of the project site adjacent to US-101, and (2) approximately 1 ac of previously disturbed, ruderal undeveloped land that comprises the western portion of the project site. The proposed multipurpose building would be developed on the western portion of the project site.

4.5.2 Regulatory Setting

To meet the regulatory requirements of the proposed project, this cultural resources investigation was conducted pursuant to the provisions for the treatment of cultural resources contained within Title 14, California Code of Regulations [CCR], Article 5, Section 15064.5 of the *State CEQA Guidelines*. A project may have a significant effect on the environment if the project would cause a substantial adverse change in the significance of a Historical Resource. Per Section 15064.5, in order for a cultural resource to be considered a historical resource, it must meet at least one of four criteria that define eligibility for listing on either the National Register of Historic Places (National Register) (36 Code of Federal Regulations [CFR] 60.4) or the California Register of Historical Resources (California Register) (CCR Title 14, Section 15064.5(a)). Cultural resources eligible for listing on the National Register are automatically eligible for the California Register. Resources listed

¹ The Cultural Resources Technical Memorandum contains confidential cultural resources location information; therefore, report distribution is restricted to those with a need to know. Cultural resources are nonrenewable, and their scientific, cultural, and aesthetic values can be significantly impaired by disturbance. To deter vandalism, artifact hunting, and other activities that can damage cultural resources, the locations of cultural resources should be kept confidential. The legal authority to restrict cultural resources information is in Section 304 of the National Historic Preservation Act of 1966, as amended.

on or eligible for inclusion in the California Register are considered historical resources under CEQA [CCR Title 14, Section 15064.5(a)]. Impacts to a historical resource are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired (CCR Title 14, Section 15064.5(b)).

Any project that may cause a substantial adverse change in the significance of a Historical Resource, either directly or indirectly, would require avoidance or mitigation of impacts to those affected resources.

4.5.3 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

CEQA defines a “historical resource” as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register; (2) listed in a local register of historical resources as defined in PRC Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project’s Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5(a)). A records search of the project site was conducted on June 10, 2019, at the Northwest Information Center (NWIC). On June 10, 2019, a field survey of the project site was conducted. No cultural resources have been previously recorded in the project site. No cultural resources were identified during the field survey. As such, no known historical resources exist in the project site.

The proposed project would not cause a substantial change in the significance of a historical resource as defined in CCR Title 14, Section 15064.5. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Based on the results of background research and the archaeological field survey, no archaeological resources are within the project site. However, the precise area of proposed development has been relatively undisturbed (except for landscaping), and ground visibility during the pedestrian survey was limited (50 percent). The project site is between two water sources (the Eel River and Strongs Creek), and four pre-contact archaeological sites with lithic scatters, and/or habitation debris have been recorded within 0.5 mi of the proposed project. As such, the archaeological sensitivity of the project site is moderate. It is possible that the proposed project will impact previously unrecorded archaeological deposits that may be considered historical or unique archaeological resources per CEQA.

In the event that any previously unidentified archaeological resources are discovered during ground-disturbing activities, work in the area would be required to cease and deposits would be treated in accordance with federal and State guidelines as specified in Mitigation Measure CULT-1. Implementation of Mitigation Measure CULT-1 would reduce potential for impacts to previously unrecorded buried archaeological resources to a less than significant level.

Significance Determination: Less Than Significant Impact

Mitigation Measures:

CULT-1 Inadvertent Discovery of Unknown Archaeological Resources. During construction, if cultural, archaeological, or historical resources are encountered (surface or subsurface resources), work shall be halted immediately within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. The Department of General Services (DGS) and a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists) shall be immediately contacted by the responsible individual present on site. When contacted, the DGS Project Manager and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15064.5(f)).

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No human remains or burial sites were identified during the field survey. A search of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) failed to indicate the presence of Native American cultural resources in the project site. No human burials have been previously recorded within 0.5 mi of the project site. However, there is a possibility that unanticipated human remains may be encountered during ground-disturbing, project-related activities. The implementation of Mitigation Measure CULT-2 would reduce the potential for impacts to unknown buried human remains to a less than significant level.

Significance Determination: Less Than Significant Impact

Mitigation Measures:

CULT-2 Inadvertent Discovery of Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). DGS shall also be notified. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code

(PRC) Section 5097.98. Project personnel shall not collect or move the human remains or any associated materials. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, DGS shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the DGS, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

Significance Determination After Mitigation: Less than Significant Impact with Mitigation Incorporated

4.6 ENERGY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.6.1 Environmental Setting

Fortuna is located within Humboldt County, California. The CEC provides electricity and natural gas consumption in California and by County. Based on the CEC, in 2017, California consumed approximately 288,614 gigawatt-hours (GWh) or 288,614,000,000 kWh.¹ Of this total, Humboldt County consumed 831 GWh or 831,010,326 kWh.² In addition, in 2017, California consumed approximately 12,571 million therms or 12,571,000,000 therms, while Humboldt County consumed approximately 32 million therms or approximately 32,365,570 therms.³

The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles [SUVs]) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in 2015 (USDOT 2017). In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.⁴

4.6.2 Regulatory Setting

In 2002, the Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2017 Integrated Energy Policy Report (CEC 2018). The 2017 Integrated Energy Policy Report provides the results of the CEC’s assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy,

¹ California Energy Commission. Energy Consumption Data Management Service. Electricity Consumption by County. Website: <http://www.ecdms.energy.ca.gov/elecbycounty.aspx> (accessed June 2019).

² Ibid.

³ California Energy Commission. Energy Consumption Data Management Service. Gas Consumption by County. Website: <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>. (accessed June 2019).

⁴ California Energy Commission. California Gasoline Data, Facts, and Statistics. Website: http://www.energy.ca.gov/almanac/transportation_data/gasoline/ (accessed June 2019).

air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2017 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, preliminary transportation energy demand forecast calculations, renewable gas (in response to SB 1383), updates on California electricity reliability, natural gas outlook, and climate adaptation and resiliency. The City of Fortuna relies on the State integrated energy plan and does not have its own local plan to address renewable energy or energy efficiency.

4.6.3 Impact Analysis

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?*

This analysis evaluates energy consumption for both construction and operation of the proposed project, including diesel fuel use for off-road construction equipment.

4.6.3.1 Construction-Period Energy Use

The anticipated construction schedule assumes that the proposed project would be built over 14 to 15 months. The proposed project would require grading, paving, building, and architectural coating activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the building. All or most of this energy would be derived from non-renewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy because gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy (i.e., fuel) usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Construction of the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and construction-related impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.6.3.2 Operational Energy Use

Typically, the consumption of energy during the operation of a project is associated with fuel used for vehicle trips and natural gas and energy use. However, the proposed project would not result in

a change in staff or Corpsmembers; therefore, the project would not result in additional vehicle trips and would not result in an increase in fuel consumption. In addition, the new building would be designed to be ZNE, and would meet or exceed the requirements for Leadership in Energy and Environmental Design (LEED) “Silver” certification. ZNE indicates that the total amount of energy used by the building on an annual basis would be approximately equal to the amount of renewable energy generated on site or through renewable, non-grid, purchase agreements with a local power utility. As such, operation of the proposed project would not result in an increase in the consumption of electricity or natural gas derived from non-renewable resources as compared to existing conditions.

In addition, the proposed project would incorporate the following additional green features that would help to reduce vehicle emissions and reduce energy and natural gas consumption:

- Meet California Green Building Standards Code (CALGreen) Tier 1 measures and efficiency 15 percent better than Title 24 requirements
- Power purchase agreement for solar power (unlikely to have solar arrays on site)
- Orientation along the east-west axis, facilitating passive solar design and shading
- High levels of insulation
- Cool roof
- High performance domestic hot water system
- Strategic placing of windows and suntubes (skylights) designed to balance daylight and thermal performance
- All light-emitting diode (LED) lighting, interior and exterior
- Use of energy-efficient mechanical systems with package units, variable air flow, and economizers
- Commissioning of all systems for compliance with performance expectations
- Measurement and verification system for ongoing monitoring
- Use of a previously developed site
- Bicycle racks for visitors and employees
- Proximity to bicycle infrastructure and one public transportation line (bus stop 0.3 mi away)
- Preferred parking for low-emitting, fuel-efficient cars
- Low-impact development (bioswales) to infiltrate rainwater
- High-efficiency irrigation for outdoor water use reduction
- Infrastructure for electric vehicle (EV) charging
- Cool roof and light-colored pedestrian paving to reduce heat island effect
- Shielded exterior lighting for light pollution reduction
- Low-water use fixtures for indoor water use reduction
- Interior floor plan to support collection of recyclable materials
- Diversion of at least 50 to 75 percent of construction waste
- Use of environmentally preferable products, including regional and recycled content
- Use of sustainably forested wood
- Low-emitting indoor materials

- Daylight in all occupied spaces for indoor environmental quality
- Mercury-free lighting
- Potentially providing Green Building Education

Therefore, operation of the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and operational impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As indicated above, energy usage on the project site during construction would be temporary in nature since operation of the proposed project would not result in an increase in energy consumption as compared to existing conditions. Because the project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's 2017 Integrated Energy Policy Report, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.7 GEOLOGY AND SOILS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The discussion and analysis provided in this section is based on the Geotechnical Investigation Report (Fugro 2019).

4.7.1 Environmental Setting

4.7.1.1 Regional Geology

Regionally, the proposed project lies within the Coast Ranges Geomorphic Province of California. This geomorphic province is geologically complex and is characterized by very high rates of active tectonic deformation and seismicity. The geomorphic landscape of the region is largely a result of this geologically complex setting, active tectonic processes, and a dynamic coastal environment.

4.7.1.2 Local Geology and Geologic Units

Locally, the proposed project lies in the northwestern portion of Eel River Valley. Eel River Valley is underlain by basement rock from the Paleocene-Eocene Yager terrane, a part of the Coastal belt of the Franciscan Complex. The Franciscan Complex is a regional bedrock unit that consists of a series of “terrane”, which are discrete blocks of highly deformed ocean crust. The Yager terrane consists of marine mudstone and thinly bedded siltstone. Specifically, the project site is underlain by

alluvium derived from the Eel and Van Duzen Rivers, and from Rohner, Strongs, and Jameson Creeks, which drain from the hills east of Fortuna.

4.7.1.3 Surficial and Soil Units

Exploratory borings indicate that the subsurface soil conditions for the project site are consistent with the geologic mapping of the project site vicinity. Borings indicate that the project site is underlain by alluvium consisting of predominantly sandy clay and sandy silt underlain by terrace deposits consisting of gravelly sand and sandy gravels. The alluvium generally consists of predominantly medium stiff, sandy clay of low plasticity. The alluvium interlayers ranged from a thickness of 1 to 2 ft, with a very loose to medium dense consistency. The underlying terrace deposits consisted of medium dense to very dense gravelly sands and sandy gravels, and were found to be very dense below 51 ft.

4.7.1.4 Groundwater

Borings at the project site encountered groundwater at a depth of 27 ft below ground surface (bgs).

4.7.1.5 Regional Seismicity and Faults

Humboldt County is located within a seismically active region of California. Based on the existing geologic maps and literature, there are no known active fault traces within, adjacent to, or trending toward the project site. The closest mapped active fault to the project site is the Little Salmon Fault, which is located approximately 3 mi to the northeast of the project site. Other active faults within the area include the Mendocino and San Andreas faults, located 30 and 40 mi, respectively, southwest of the project site. The project site is also not located within a Fault-Rupture Hazard Zone, as determined by the Alquist-Priolo Earthquake Fault Zoning Act.

Little Salmon Fault. Located approximately 3 mi northeast of the project site, the Little Salmon Fault is a northwest-trending, northeast-dipping thrust fault located just east of Fortuna. The average slip rate for the Little Salmon Fault for the past 6,000 years has been 6 to 10 millimeters (mm) per year. Based on the currently available fault parameters, the maximum magnitude earthquake for the Little Salmon Fault is thought to be between 7.0 and 7.3.

Mendocino Triple Junction and Mendocino Fault. The Mendocino Triple Junction is where three crustal plates, the North American, Pacific, and Gorda plates, intersect. The Mendocino Triple Junction was identified as a separate seismic source from the Mendocino Fault after a magnitude 6.0 earthquake was reported in 1991. Significant seismic events associated with the Mendocino Triple Junction are shallow onshore earthquakes that range from a magnitude of 5.0 to 6.0. The Mendocino Fault is located approximately 30 mi southwest of the project site. Significant historic Mendocino Fault earthquakes have ranged in magnitude from 5 to 7.5.

Cascadia Subduction Zone. The Cascadia Subduction Zone is located offshore and west of Fortuna, and represents the most significant earthquake source in the Humboldt County region. There has been only one historic earthquake involving slip along the subduction zone and that was in 1992 (i.e., magnitude 7.1), but this event was confined to the southernmost portion of the fault.

Paleoseismic studies along the subduction zone suggest that great earthquakes are generated along the zone every 300–500 years, and the last recent great subduction event occurred in January 1700.

San Andreas Fault. The most seismically active fault in California is the San Andreas Fault, which lies approximately 40 mi southwest of the project site. The San Andreas Fault represents the tectonic boundary between the Pacific and North American plates. The San Andreas Fault is divided into three segments, each with different characteristics and degrees of earthquake risk.

4.7.2 Regulatory Setting

4.7.2.1 State Policies and Regulations

Alquist-Priolo Earthquake Fault Zoning Act of 1972. Regulations that are applicable to geologic, seismic, and soil hazards may include the Alquist-Priolo Earthquake Fault Zoning Act of 1972 and updates (PRC Sections 2621 et seq.), State-published Seismic Hazards maps, and provisions of the applicable edition of the California Building Code (CBC). There are no Earthquake Fault Zones established at or near the vicinity of the site, and procedures and regulations as recommended by the California Geological Survey for investigations conducted in such zones do not specifically apply.

California Building Code (2016). Sections 18901 through 18949.31 of the California Health and Safety Code address State Building Standards and require cities and counties to adopt and enforce the current edition of the CBC, including a grading section. The City of Fortuna enforces these provisions. Sections of CBC Volume 2 specifically apply to select geologic hazards. Chapter 16 of the 2016 CBC addresses requirements for seismic safety. Chapter 18 regulates excavation, foundations, and retaining walls. Chapter 33 contains specific requirements pertaining to site demolition, excavation, and construction. Appendix J of the CBC addresses grading activities, including drainage and erosion control.

4.7.3 Impact Analysis

- a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

According to the Geotechnical Investigation Report (Fugro 2019), no known active regional faults cross through the project site, and the site is not within or adjacent to an Alquist-Priolo Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. Therefore, no fault rupture-related impacts to the project are anticipated. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

ii. Strong seismic ground shaking?

The extent of ground shaking depends on several factors, including the magnitude of the causative earthquake, the distance to the epicenter, and the geologic unit underlying the site. The project site is located within an active seismic region. Earthquakes occurring along faults in the area have the potential to produce strong ground shaking at the site.

Strong seismic ground shaking generated by seismic activity is considered a potential impact that may affect the proposed project. Implementation of Mitigation Measure GEO-1, which requires the proposed project to comply with California Building Code Compliance and Seismic Standards, would reduce potentially significant impacts associated with strong ground shaking to a less than significant level.

Significance Determination: Potentially Significant Impact

Mitigation Measure:

GEO-1 California Building Code Compliance and Seismic Standards. Prior to issuance of a building permit, the project geotechnical consultant shall review the final project design plans to ensure that they conform to the recommendations in the Geotechnical Investigation Report (Fugro 2019). Structures shall be designed by the engineer/architect in accordance with the seismic parameters presented in the Geotechnical Investigation Report and applicable sections of the California Building Code (CBC) in effect at the time that the project is permitted. Design, grading, and construction shall be performed in accordance with the requirements of the CBC and the recommendations in the Geotechnical Investigation Report.

Significance Determination After Mitigation: Less than Significant with Mitigation Incorporated

iii. Seismic-related ground failure, including liquefaction?

Subsidence is the settlement of the ground surface relative to the surrounding area, with little or no horizontal movement. Seismically induced settlement of sufficient magnitude to cause structural damage is normally associated with strong earthquake shaking combined with poorly consolidated, predominantly sandy soils, or variable consolidation characteristics within the structure area. As discussed above, the project site is within a seismically active region of California. Furthermore, the alluvium soils at the site exhibit variable density characteristics, and are underlain by terrace deposits consisting of loose to very dense sands and gravels. Therefore, these soils at the project site could be susceptible to subsidence or seismically induced settlement, which could result in impacts to the proposed multipurpose building, site

improvements (e.g., sidewalks and parking lots) and associated infrastructure. Implementation of Mitigation Measure GEO-1, which requires the proposed project to comply with the recommendations detailed in the Geotechnical Investigation Report (Fugro 2019) along with grading requirements outlined in the CBC, would reduce potentially significant impacts associated with seismically induced settlement to a less than significant level.

Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. Structures on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support, vertical settlements, and/or lateral spreading. Factors known to influence the potential for liquefaction include soil type, relative density, grain size, confining pressure, depth to groundwater, and the intensity and duration of the seismic ground shaking. According to the Geotechnical Investigation Report (Fugro 2019), the upper 25 ft of the project site is in an area of potential liquefaction. Therefore, if the project site is subjected to seismic activity, the proposed multipurpose building, site improvements (e.g., sidewalks and parking lots), and associated infrastructure could be impacted as a result of the liquefaction. Implementation of Mitigation Measure GEO-1, which requires the proposed project to comply with the recommendations detailed in the Geotechnical Investigation Report along with grading requirements outlined in the CBC, would reduce potentially significant impacts associated with liquefaction to a less than significant level.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measure GEO-1.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

iv. Landslides?

The project site is relatively flat and slopes slightly south along Alamar Way to the street level. Due to the absence of large slopes on or adjacent to the project site and because no significant slopes will be constructed as part of the project, the potential for landslides is considered very low. Therefore, no landslide-related impacts to the project site are anticipated. No mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

The susceptibility of soils to erosion at the project site may increase during construction when soils are exposed during grading activities. Stockpiled soils may also be vulnerable to erosion while construction is in progress. The proposed project would not be subject to regulation under the Construction General Permit because the total disturbed soil area is less than 1 ac and therefore is

not required to prepare a Storm Water Pollution Prevention Plan (SWPPP). Nevertheless, DGS will implement temporary best management practices (BMPs) during construction, including tarping of any stockpiled materials or soil, straw bale barriers, and fiber rolls, to reduce or eliminate soil erosion. Therefore, project construction will not result in substantial soil erosion or the loss of topsoil.

Once construction has been completed and the proposed project is operational, the majority of the project site will be covered with impermeable surfaces or vegetation. Therefore, there is a low potential for erosion to occur after construction is completed. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Due to the absence of slopes on or adjacent to the project site and because no significant slopes will be constructed as part of the project, the potential for landslides is considered very low. Therefore, no landslide-related impacts to the project are anticipated. No mitigation is required.

Liquefaction is the loss of soil strength caused by a significant seismic event. It occurs primarily in loose, fine- to medium-grained sands, and in very soft to medium stiff silts that are saturated by groundwater. Lateral spreading is a phenomenon that can be associated with liquefaction when sloping ground is present. Although soils on the project site could be subject to liquefaction in the upper 25 ft of soil during a seismic event, because the deeper layers of soil at the project site (i.e., below 25 ft) are not expected to contribute to the potential for lateral spreading and due to the absence of significant slopes at the project site, no impacts related to lateral spreading are anticipated. No mitigation is required.

As discussed in Response 4.7(a)(iii), subsidence is the settlement of the ground surface relative to the surrounding area, with little or no horizontal movement. The alluvium soils at the site exhibit variable consolidation, moisture, and density characteristics. Therefore, these soils could be susceptible to subsidence or seismically induced settlement. Implementation of Mitigation Measure GEO-1, which requires the proposed project to comply with the recommendations detailed in the Geotechnical Investigation Report (Fugro 2019) along with grading requirements outlined in the CBC, would reduce potentially significant impacts associated with subsidence to a less than significant level.

As discussed in Response 4.7(a)(iii), liquefaction is the loss of soil strength caused by a significant seismic event. It occurs primarily in loose, fine- to medium-grained sands, and in very soft to medium stiff silts that are saturated by groundwater. According to the liquefaction analysis in the Geotechnical Investigation Report (Fugro 2019), the soils on the project site could be subject to liquefaction during an earthquake. Implementation of Mitigation Measure GEO-1, which requires

the proposed project to comply with the recommendations detailed in the Geotechnical Investigation Report, would reduce potentially significant impacts associated with liquefaction to a less than significant level.

Significance Determination: Potentially Significant Impact

Mitigation Measures: Refer to Mitigation Measure GEO-1.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

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

The project site is predominantly underlain by alluvium that consists of sandy, lean clays, which were found to have a low expansion potential. Therefore, the proposed project would not create a substantial direct or indirect risk to life or property by being located on an expansive soil, as defined by Table 18-1-B of the Uniform Building Code (UBC) (ICBO 1994). No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project will utilize municipal utilities for disposal of wastewater; no septic tanks or alternative wastewater disposal systems are planned. Therefore, the proposed project would not result in impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project plans, geologic maps of the project site, and relevant geological and paleontological literature were reviewed to determine which geologic units are present within the project site and whether fossils have been recovered within the project site or from similar geologic units elsewhere in the region. In addition, a search for known fossil localities was conducted through the online collections database of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley to determine the status and extent of previously recorded

paleontological resources within and surrounding the project site. On June 10, 2019, a pedestrian survey of the project site was conducted to note the sediments and identify any unrecorded paleontological resources.

Results of the literature review indicate that the project site is located at the northern end of the Coast Ranges Geomorphic Province of California (California Geological Survey 2002). The Coast Ranges Geomorphic Province is characterized by mountain ranges and valleys that stretch for 600 mi from the Oregon border to the Santa Ynez River in Santa Barbara County (Norris and Webb 1976). These mountains and valleys trend in a northwest direction, subparallel to the direction of the San Andreas Fault (California Geological Survey 2002; Norris and Webb 1976). Within the province, basement rocks consist of Jurassic and Cretaceous (66–201.3 million years ago [Ma]) igneous, metamorphic, and marine sedimentary rocks that formed an island arc, subduction zone, and deep to shallow marine environments (Howard 1979; Norris and Webb 1976). These basement rocks are overlain by Cenozoic (less than 66 Ma) sedimentary rocks that accumulated in deep to shallow and eventually continental environments (Howard 1979; Norris and Webb 1976). Surficial geologic mapping indicates that the entire project site contains Quaternary Surficial Sediments (Dibblee 2008).

The Quaternary Surficial Sediments are Holocene to Pleistocene in age (less than 2.58 Ma) (Cohen et al. 2019) and consist of floodplain and stream channel deposits that contain alluvial gravel, sand, and clay, and are dissected by active stream channels (Dibblee 2008). Although Holocene (less than 11,700 years ago) deposits can contain remains of plants and animals, only those from the middle to early Holocene (4,200–11,700 years ago) (Cohen et al. 2019) are considered scientifically important (SVP 2010), and fossils from this time interval are not very common. The older, Pleistocene deposits span the end of the Rancholabrean North American Land Mammal Age (NALMA), which dates from 11,000–240,000 years ago (Sanders et al. 2009) and was named for the Rancho La Brea fossil site in central Los Angeles. The presence of Bison defines the beginning of the Rancholabrean NALMA (Bell et al. 2004), but fossils from this time also include other large and small mammals, reptiles, fish, invertebrates, and plants (Jefferson 1991a, 1991b). There is a potential to find these types of fossils in older sediments below this geologic unit, which may be encountered below a depth of approximately 10 ft. Therefore, these deposits are assigned a low paleontological sensitivity above a depth of 10 ft and a high sensitivity below that mark.

The fossil locality search through the online database at the UCMP indicated there are no fossil localities present within the boundaries of the project area. However, the locality search noted many fossil localities from Pleistocene deposits similar to the deposits that may be found at depth within the project area from Humboldt County as well as nearby Siskiyou County.

From Humboldt County, 110 invertebrate fossil localities and 8 vertebrate fossil localities from named and unnamed Pleistocene deposits are recorded by the UCMP. The invertebrate localities are from the Rio Dell, Hookton, Scotia Bluffs, and Carlotta Formations, while the vertebrate localities are from unnamed Rancholabrean geologic units, which may be more similar to the deposits at depth in the project area. From these unnamed Pleistocene deposits, localities V6542, V65218, V68155, V76178, V90057, V91236, V99881, and V99901 produced fossils of various taxa, including mammoth, bison, birds, reptiles, vole, bony fish, whale, and several unidentified mammals.

The UCMP records from nearby Siskiyou County include five vertebrate fossil localities from Pleistocene deposits. Localities V69175, V3424, V3628, V66134, and V88011 from unnamed Rancholabrean geologic units produced eight fossils of bony fish and mammals, including camel, mammoth, and ox.

The results of the field survey indicate that the project site is disturbed as a result of landscaping, irrigation, and previous development activities. Overall, ground surface visibility was 50 percent and limited by grasses and landscaped vegetation. Vegetation on the project site includes Himalayan blackberry, oak, young redwoods, and lilac, and the soil was loamy silt with small- to medium-sized rounded cobbles. Cobbles and asphalt fragments were observed throughout the project site, and an irrigation line was noted adjacent to a fence on the northwest parcel boundary.

No paleontological resources or unique geologic features are known to exist within or near the project site. Ground disturbance is not expected to extend below a depth of 8 ft.¹ Therefore, because project excavation activities are expected to remain in deposits with low paleontological sensitivity, the potential to impact paleontological resources is unlikely. However, to ensure that potential impacts to undiscovered paleontological resources remain less than significant, Mitigation Measure PAL-1 is proposed as outlined below.

Significance Determination: Less Than Significant Impact

Mitigation Measures:

PAL-1 Paleontological Discoveries. If paleontological resources are encountered during the course of ground disturbance, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for scientific significance. If determined to be significant, the fossil shall be collected from the field and addressed appropriately by the paleontologist. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the monitoring efforts and the collection.

Significance Determination After Mitigation: Less than Significant with Mitigation Incorporated

¹ Personal communication with Jeffrey A. Tsuruoka, California Department of General Services. August 2019.

4.8 GREENHOUSE GAS EMISSIONS

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

4.8.1 Environmental Setting

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO₂);
- Methane (CH₄);
- Nitrous oxide (N₂O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur hexafluoride (SF₆).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While man-made GHGs include naturally occurring GHGs such as CO₂, CH₄, and N₂O, some gases, like HFCs, PFCs, and SF₆ are completely new to the atmosphere.

Certain gases (e.g., water vapor) are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of global warming potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO₂ equivalents” (CO₂e).

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, United States, and California GHG emission inventories.

4.8.1.1 Global Emissions

Worldwide emissions of GHGs in 2016 totaled approximately 26 billion metric tons of CO₂e (UNFCCC 2016). Global estimates are based on country inventories developed as part of the programs of the United Nations Framework Convention on Climate Change (UNFCCC).

4.8.1.2 United States Emissions

In 2015, the United States emitted about 6.6 billion metric tons of CO₂e or about 21 metric tons per year per person. The total 2015 CO₂e emissions represent a 3.5 percent increase since 1990 but a 10 percent decrease since 2005. Of the six major sectors nationwide (i.e., residential, commercial, agricultural, industry, transportation, and electricity generation), electricity generation accounts for the highest amount of GHG emissions (approximately 29 percent), with transportation second at 27 percent (these emissions are generated entirely from direct fossil fuel combustion) (City of Fortuna 2010b).

4.8.1.3 State of California Emissions

According to the CARB emission inventory estimates, the State emitted approximately 429.4 million metric tons (MMT) of CO₂e emissions in 2016. This is a decrease of 12 MMT CO₂e since 2015 (CARB 2018).

The CARB estimates that transportation was the source of approximately 39 percent of the State's GHG emissions in 2016, followed by industrial sources at 21 percent and electricity generation at 16 percent. The remaining sources of GHG emissions were residential and commercial activities at 9 percent, agriculture at 8 percent, high-GWP gases at 5 percent, and recycling and waste at 2 percent (CARB 2018).

4.8.2 Regulatory Setting

The project is under the jurisdiction of the NCUAQMD, which regulates air quality according to the standards established in the federal and California Clean Air Acts and amendments to those acts. The NCUAQMD has not established a threshold of significance for GHG emissions and the City of Fortuna does not have an adopted Climate Action Plan or GHG Reduction Plan. Therefore, this analysis evaluates the proposed project according to the State's regulations, which are described below.

4.8.2.1 Assembly Bill 32 (2006), California Global Warming Solutions Act

California's major initiative for reducing GHG emissions is Assembly Bill (AB) 32, passed by the State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels by 2020. The CARB has established the level of GHG emissions in 1990 at 427 MMT CO₂e. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual

2020 emissions of 596 MMT. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The Scoping Plan was approved by the CARB on December 11, 2008, and contains the main strategies California will implement to achieve the reduction of approximately 169 MMT CO₂e, or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT CO₂e under a business-as-usual scenario (this is a reduction of 42 MMT CO₂e, or almost 10 percent from 2002–2004 average emissions). The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO₂e)
- The Low-Carbon Fuel Standard (15.0 MMT CO₂e)
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO₂e)
- A renewable portfolio standard for electricity production (21.3 MMT CO₂e)

The Scoping Plan identifies 18 emission reduction measures that address cap-and-trade programs, vehicle gas standards, energy efficiency, low carbon fuel standards, renewable energy, regional transportation-related GHG targets, vehicle efficiency measures, goods movement, solar roof programs, industrial emissions, high speed rail, green building strategies, recycling, sustainable forests, water, and air. The measures would result in a total reduction of 174 MMT CO₂e by 2020.

On August 24, 2011, the CARB unanimously reapproved its Scoping Plan, which provides the overall roadmap and rule measures to carry out AB 32. The CARB also approved a more robust CEQA-equivalent document supporting the supplemental analysis of the cap-and-trade program. The cap-and-trade took effect on January 1, 2012, with an enforceable compliance obligation that began January 1, 2013.

The CARB has not yet determined what amount of GHG reductions it recommends from local government operations and local land use decisions; however, the Scoping Plan states that land use planning and urban growth decisions will play an important role in the State's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions (meanwhile, the CARB is also developing an additional protocol for community emissions). The CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. The Scoping Plan states that the ultimate GHG reduction assignment to local government operations is to be determined. With regard to land use planning, the Scoping Plan expects an approximately 5.0 MMT CO₂e reduction due to implementation of SB 375.

The CARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission

reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020, and also sets the groundwork to reach long-term goals set forth in Executive Orders (EOs) S-3-05 and B-16-2012. The First Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals as defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. The CARB released a second update to the Scoping Plan, the 2017 Scoping Plan (CARB 2017), to reflect the 2030 target set by EO B-30-15 and codified by SB 32.

4.8.2.2 Executive Order B-30-15 (2015)

Governor Jerry Brown signed EO B-30-15 on April 29, 2015, which added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030.

All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. The CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target, and therefore is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

4.8.2.3 Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197

In summer 2016, the Legislature passed and the Governor signed SB 32 and AB 197. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change (IPCC) analysis of the emissions trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million CO₂e and reduce the likelihood of catastrophic impacts from climate change.

AB 197 (the companion bill to SB 32) provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197, meant to provide easier public access to air emissions data that are collected by CARB, was posted in December 2016.

4.8.3 Impact Analysis

- a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

The following section describes the proposed project's construction- and operations-related GHG emissions and contribution to global climate change. The NCUAQMD has not addressed emission thresholds for construction or operation; however, the NCUAQMD encourages quantification and disclosure. Thus, construction and operational GHG emissions are quantified and discussed in this section.

4.8.3.1 Construction Activities

Construction activities (e.g., site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the project site, and motor vehicles transporting the construction crew) would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As identified above, the NCUAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that construction of the proposed project would generate approximately 172.1 metric tons of CO₂e. When considered over the 30-year life of the project, the total amortized construction emissions for the proposed project would be 5.7 metric tons of CO₂e per year. As identified above, the State emitted approximately 429.4 MMT CO₂e emissions in 2016. Therefore construction-related GHG emissions associated with the proposed project would be a minimal fraction of GHG emissions in California. Therefore, construction of the proposed project would not generate GHG emissions that would have a significant impact on the environment, and construction-related impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.8.3.2 Operational Emissions

Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks and buses), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions typically include project-generated vehicle trips to and from a project. However, the proposed project would not result in a change in staff or Corpsmembers; therefore, the project would not result in additional vehicle trips and would not generate mobile source emissions. The proposed project would generate minimal area-source emissions associated with activities such as landscaping and maintenance on the project site. Energy source emissions are typically generated at off-site utility providers as a result of increased electricity demand generated by a project. However, as described in the Project Description, the proposed project will be designed as a ZNE facility and therefore would generate minimal energy source emissions. The proposed project would generate waste source emissions associated with energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, the proposed project would generate water source emissions associated with water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Operational emissions were estimated using CalEEMod and the results are presented in Table 4.8.A.

Table 4.8.A: Operational GHG Emissions

| Emissions Source Category | Operational Emissions (Metric Tons per Year) | | | | |
|---------------------------|--|-----------------|------------------|-------------------|------------------|
| | CO ₂ | CH ₄ | N ₂ O | CO ₂ e | Percent of Total |
| Mobile | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| Area | <0.1 | 0.0 | 0.0 | <0.1 | 0 |
| Energy | 0.9 | <0.1 | <0.1 | 0.9 | 15 |
| Waste | 0.5 | <0.1 | 0.0 | 1.1 | 18 |
| Water | 2.3 | 0.1 | <0.1 | 4.0 | 67 |
| Total Operational | | | | 6.0 | 100 |

Source: LSA Associates, Inc. (2019).

CH₄ = methane CO₂e = carbon dioxide equivalent
 CO₂ = carbon dioxide N₂O = nitrous oxide

The proposed project would generate approximately 6.0 metric tons of CO₂e per year of emissions, as shown in Table 4.8.A. The NCUAQMD has not established a numeric threshold for GHG emissions. The project would construct a new multipurpose building to provide an indoor space for Corpsmembers to participate in physical training, to provide additional office space and storage areas, and to address necessary repairs on existing facilities. The new building would be designed to be ZNE, and would meet or exceed the requirements for LEED “Silver” certification. Based on the emission estimates shown in Table 4.8.A, operation of the proposed project would not generate GHG emissions that would have a significant impact on the environment, and operational impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Fortuna does not have an adopted Climate Action Plan or GHG Reduction Plan. Therefore, the following discussion evaluates the proposed project according to the goals of AB 32, the AB 32 Scoping Plan, EO B-30-15, SB 32, and AB 197.

AB 32 is aimed at reducing GHG emissions to 1990 levels by 2020. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The AB 32 Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms (e.g., a cap-and-trade system), and an AB 32 implementation fee to fund the program.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. The CARB released a second update to the Scoping Plan, the 2017 Scoping Plan (CARB

2017), to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. AB 197 (the companion bill to SB 32) provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data collected by CARB was posted in December 2016.

As identified above, the AB 32 Scoping Plan contains GHG reduction measures that work towards reducing GHG emissions, consistent with the targets set by AB 32, EO B-30-15, and codified by SB 32 and AB 197. The measures applicable to the proposed project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would be designed to be ZNE, and would meet or exceed the requirements for LEED "Silver" certification. In addition, the proposed project would incorporate the following additional green features: power purchase agreement for solar power; orientation along the east-west axis, facilitating passive solar design and shading; high levels of insulation; cool roof; high performance domestic hot water system; strategic placing of windows and suntubes (skylights) designed to balance daylight and thermal performance; all LED lighting; use of energy-efficient mechanical systems with package units, variable air flow, and economizers; commissioning of all systems for compliance with performance expectations; measurement and verification system for ongoing monitoring; light-colored pedestrian paving to reduce heat island effect; low-emitting indoor materials; daylight in all occupied spaces for indoor environmental quality; mercury-free lighting; and potentially providing Green Building Education. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The proposed project would incorporate the following water conservation and efficiency measures: low-impact development (bioswales) to infiltrate rainwater; high-efficiency irrigation for outdoor water use reduction; and low-water use fixtures for indoor water use reduction. In addition, the proposed project would meet or exceed the requirements for LEED "Silver" certification, which includes a variety of different measures, including reduction of wastewater and water use. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. In addition, as discussed above, the

proposed project would not result in a change in staff or Corpsmembers; therefore, the project would not result in additional vehicle trips and would not conflict with reduction targets for passenger vehicles. Therefore, the proposed project would not conflict with policies and regulations that have been adopted for the purpose of reducing GHG from transportation sources.

The proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in AB 32, the AB 32 Scoping Plan, EO B-30-15, SB 32, and AB 197, and would be consistent with applicable State plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.9 HAZARDS AND HAZARDOUS MATERIALS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.9.1 Environmental Setting

The existing project site has been owned and operated by the CCC since 1992. DGS and Environmental Services Section (ESS) staff conducted a site visit to the existing project site on September 6, 2018. Because EES did not observe any additional environmental concerns, an Environmental Site Assessment Phase I survey was not recommended and will not be conducted.

4.9.2 Regulatory Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 CCR Section 662601.10 as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or

potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

4.9.2.1 State and Federal

The State agencies overseeing regulatory controls on hazardous materials are the California Environmental Protection Agency (CalEPA) and the Office of Emergency Services. The Department of Toxic Substances Control (DTSC), a department within CalEPA, is the responsible authority for regulating hazardous materials and enforcement. Within the DTSC, the Enforcement and Emergency Response Program (EERP) monitors hazardous waste transfer, storage, treatment, and disposal.

Hazardous wastes are regulated by the federal government under the EPA Resource Conservation and Recovery Act (RCRA). The RCRA gives the EPA the authority to control hazardous waste from “cradle-to-grave,” including generation, transportation, treatment, storage, and disposal (City of Fortuna 2010b).

4.9.3 Impact Analysis

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

Hazardous materials are chemicals that could potentially cause harm during an accidental release and are defined as being toxic, corrosive, flammable, reactive, an irritant, or strong sensitizer. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the transport, use, or disposal of hazardous materials is affected by the type of substance, quantity used or managed, and the nature of the activities and operations.

The proposed project consists of construction of a new multipurpose building as well as site utility improvements and renovations on a partially developed site. Construction of the proposed project would involve the use of chemical agents, solvents, paints, and other hazardous materials that are associated with construction activities. The amount of hazardous chemicals present during construction would be limited and would be transported, handled, and disposed of in compliance with existing government regulations. Therefore, impacts resulting in a significant hazard to the public and environment through the routine transport, use, or disposal of hazardous materials during construction of the proposed project would be less than significant. No mitigation is required.

Operation of the new multipurpose building would involve the use of small quantities of potentially hazardous materials (e.g., cleaning agents, fertilizers, or pesticides) that, when used correctly and in compliance with existing laws and regulations, would not result in a significant hazard to visitors, residents, or workers at or in the vicinity of the project site. Therefore, the potential for the proposed project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during project operations would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

Construction activities associated with the proposed project would include site preparation activities, building construction, paving, and the implementation of ornamental landscaping. Additionally, construction of the proposed project would result in the disturbance of soils on the project site. During construction of the project site, there is potential, albeit low, to encounter hazardous materials from disturbed soils. Any hazardous materials encountered during project construction will be dealt with in accordance with all applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials. The proposed project would develop a new multipurpose building to provide an indoor space for Corpsmembers to participate in physical training, to provide additional office space and storage areas, and to address necessary repairs on existing facilities. Operation of the new multipurpose building would involve the use of small quantities of potentially hazardous materials (e.g., cleaning agents, fertilizers, or pesticides). The potential for releasing hazardous materials into the environment during project operation could also occur from vehicles entering, exiting, or parking at the project site. The potential for the release of hazardous materials during project operation is low and, even if an accident were to occur, it would not create a significant hazard to the public or the environment due to the small quantities of these materials that would be used and because they would be used in compliance with existing laws and regulations. Therefore, impacts to the public or the environment associated with the reasonable foreseeable upset or accidental release of hazardous materials into the environment during operation of the proposed project would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

There are no schools located within 0.25 mi of the project site. The closest school to the project site is Fortuna Junior Academy, located approximately 0.5 mi southeast of the project site. Potentially hazardous materials (e.g., dry construction materials, fuels, lubricants, and solvents) may be used during construction of the proposed project. The potential for the release of hazardous materials during project construction is low and, even if a release were to occur, it would not result in a significant hazard to the students or faculty at schools in the vicinity of the proposed project due to the small quantities of these materials that would be used during construction activities. Furthermore, all hazardous materials would be used in compliance with existing laws and

regulations. Therefore, construction of the proposed project would result in no impact associated with emitting or handling of hazardous emissions or materials, substances, or waste within 0.25 mi of an existing or proposed school. No mitigation is required.

As discussed under Response 4.8(a), above, operation of the new multipurpose building would involve the use of small quantities of potentially hazardous materials (e.g., cleaning agents, fertilizers, or pesticides). The potential for releasing hazardous materials into the environment during project operation could also occur from vehicles entering, exiting, or parking at the project site. The potential for the release of hazardous materials during project operation is low and, even if a release were to occur, it would not result in a significant hazard to students or faculty at schools in the vicinity of the proposed project due to the small quantities of these materials that would be used and because they would be used in compliance with existing laws and regulations. Therefore, operation of the proposed project would have no impact associated with emitting or handling of hazardous emissions or materials, substances or waste within 0.25 mi of an existing or proposed school. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

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

The project site is not included on any hazardous site list pursuant to Government Code Section 65962.5 and, as a result, the proposed project would not result in a significant hazard to the public or the environment. Therefore, the proposed project would not result in impacts related to hazardous materials sites. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest airport to the project site is Rohnerville Airport, located at 2330 Airport Road, approximately 1.8 mi southeast of the project site. Although the Rohnerville Airport is less than 2 mi from the project site, according to the airport land use compatibility zones published for the airport (von Dohlen 2007), the project site is outside the airport land use compatibility zone and therefore would not be subject to a safety hazard or excessive noise for people residing or working at the project site. Additionally, the proposed project is not located within an airport land use plan. Therefore, impacts associated with safety hazards or noise for people working in a project area that

is less than 2 mi from a public airport would be less than significant. No mitigation would be required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project consists of the construction of a new multipurpose building. Access to the facility would be provided by four full-access driveways located along Alamar Way (refer to Figure 2-2). The proposed project would not change the existing roadway design and is not anticipated to generate substantial long-term traffic as discussed in Section 4.16, Transportation/Traffic.

The Humboldt Operational Area Hazard Mitigation Plan (County of Humboldt 2014) is applicable to the project site. It describes the actions that the County will take during natural and human-caused emergencies. The plan emphasizes the assessment of identified risks, identification of mitigation measures for existing risk exposures, and ensures that critical infrastructure are capable of surviving a disaster. The proposed project consists of the construction of a new multipurpose building on the existing project site. As stated previously, the addition of the multipurpose building will not result in an increase in the number of Corpsmembers living or working on site. Therefore, there would not be an additional demand for emergency services as a result of project implementation. Additionally, the proposed project improvements will not change the existing roadway design, and will not impair access to the project site. Furthermore, emergency evacuation and response would not change due to project implementation. Therefore, the proposed project will not conflict with the Humboldt Operational Area Hazard Mitigation Plan (County of Humboldt 2014).

The Humboldt County Emergency Operations Plan (County of Humboldt Sheriff's Office 2015) is also applicable to the project site. It addresses planned responses to extraordinary emergency situations associated with natural disasters, technological incidents, and human-caused disasters in or affecting Humboldt County. As discussed above, emergency evacuation and response would not change due to project implementation. Therefore, the proposed project would not interfere with the Humboldt County Emergency Operations Plan. Therefore, the proposed project will not interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant. No mitigation is required.

During construction of the proposed project, construction equipment would be delivered to the project site via US-101, SR-36, and local roadways. Additional construction-related heavy vehicles or equipment may travel along major arterials during construction of the proposed project. Construction vehicles would be staged within the project site and not on or along the roadway. In the event that a temporary lane closure is required during construction of the proposed project, traffic control measures would be implemented to ensure that through-traffic is maintained.

As discussed above, the proposed project is not located along any emergency evacuation routes. Therefore, construction of the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The proposed project is located primarily in an industrial and commercial area, and is not intermixed with wildlands. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Map for the Humboldt Region (CAL FIRE 2007), the project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ), and is located within an unzoned Local Responsibility Area (LRA).¹ Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

¹ An LRA is defined as land on which neither the state nor the federal government has the legal responsibility of providing fire protection. Unzoned LRAs are not currently mapped for fire hazard severity.

4.10 HYDROLOGY AND WATER QUALITY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| i. Result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

Surface Water. The project area is located within the Eel River Watershed, which covers approximately 3,680 square miles (approximately 2.4 million ac) in southern Humboldt County, southern Trinity County, northern Mendocino County, and northern Lake County. The Eel River Watershed includes tributaries to the Van Duzen and Bear Rivers, as well as Yager, Larabee, Bull, and Salmon Creeks (City of Fortuna 2010b).

For regulatory purposes, the North Coast RWQCB uses the watershed classification system developed by the Department of Water Resources (DWR), which divides watersheds into Hydrologic Units (HUs) that are divided into Hydrological Areas (HAs). As designated by the North Coast RWQCB, the project area is located within the Eel River HU and the Lower Eel River HA (North Coast RWQCB 2018).

Groundwater. The project site is within the Eel River Valley Groundwater Basin. The Eel River Valley Groundwater Basin is bounded on the north by Little Salmon Fault, on the south by the Plio-Pleistocene Carlotta Formation, and to the east by the Wildcat series. The total storage capacity of

the Eel River Valley Groundwater Basin is approximately 136,000 acre-feet (44,300 million gallons) (City of Fortuna 2011). Natural recharge to the Eel River Valley Groundwater Basin is primarily from direct precipitation and percolation of flow from the Eel and Van Duzen Rivers (DWR 2004).

As discussed in Section 4.7, Geology and Soils, borings at the project site encountered groundwater at a depth of 27 ft below ground surface (bgs).

4.10.1.2 Flooding

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06023C1209F (FEMA 2016), the project site is located within Zone AE, which is defined as areas subject to inundation by the 1-percent-annual-chance flood event (100-year flood event) with Base Flood Elevations (BFE) determined.

4.10.1.3 Site Hydrology and On-Site Drainage

Stormwater runoff on site currently flows toward the northwest and collects at the base of a landscaped berm that runs parallel to the north and west property lines. Stormwater that does not percolate into the ground flows out through a low spot in the berms along Alamar Way and connects to the City's existing storm drain system on Alamar Way. Stormwater runoff is eventually discharged to Eel River, which is approximately 0.1 mi west of the project site (City of Fortuna 2010b). Eel River generally flows northwest for approximately 9.5 mi before draining into the Pacific Ocean.

4.10.2 Regulatory Setting

4.10.2.1 Federal Policies and Regulations

Clean Water Act. In 1972, the Federal Water Pollution Control Act (later referred to as the Clean Water Act) was amended to prohibit discharge of pollutants to waters of the United States from any point source unless it is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, further amendments to the Clean Water Act added Section 402(p) and established a framework for regulating municipal and industrial stormwater discharges under the NPDES Program.

On November 16, 1990, the EPA finalized regulations establishing stormwater permit requirements for specific industries. These regulations provide that stormwater discharges to waters of the United States from construction projects with 5+ ac of soil disturbance be prohibited unless the discharge is in compliance with an NPDES Permit. Further regulations (titled the Phase II Rule), which became final on December 8, 1999, lowered the permitting threshold from 5 ac to 1 ac.

4.10.2.2 State Policies and Regulations

Municipal Storm Water Permit. The Municipal Storm Water Permitting Program regulates stormwater discharges from Municipal Separate Storm Sewer Systems (MS4s). The NPDES MS4 permits are issued in two phases by the State Water Resources Control Board (SWRCB) and RWQCBs. Phase I MS4 permits are issued by the RWQCBs to medium (i.e., serving between 100,000 and 250,000 people) and large (i.e., serving more than 250,000 people) municipalities. Most of these

permits are issued to a group of co-permittees encompassing an entire metropolitan area. The Phase II MS4 Permit is issued by the SWRCB and is applicable to smaller municipalities (i.e., populations of less than 100,000 people) and nontraditional small MS4s (e.g., military bases, public campuses, and prison and hospital complexes). The Phase II MS4 Permit (Waste Discharge Requirements [WDRs] for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems [MS4s] General Permit), Order No. 2013-0001-DWQ, NPDES No. CAS000004) covers Phase II permittees statewide, including the City of Fortuna, and became effective on July 1, 2013. The Phase I and Phase II MS4 Permits require the permittees to develop a stormwater management program and individual dischargers to develop and implement a Stormwater Management Plan.

Construction General Permit. While EPA regulations allow two permitting options for stormwater discharges (Individual Permits and General Permits), the California SWRCB has elected to adopt only one statewide permit that applies to the majority of stormwater discharges associated with construction activities. The General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ (Construction General Permit), adopted by the SWRCB in September 2, 2009, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of 1 ac or greater. The Construction General Permit includes formal training requirements, online permitting/SWPPP documentation upload, requirements for preparation of a SWPPP and implementation/maintenance of BMPs, and Numeric Action Levels for pH and turbidity, as well as monitoring based on project risk to sediment loss and threat to receiving waters (SWRCB 2009).

4.10.2.3 Regional Policies and Regulations

County of Humboldt Low Impact Development Stormwater Manual. Portions of unincorporated Humboldt County and the Cities of Eureka, Arcata, Trinidad, and Fortuna are subject to the Phase II MS4 Permit. Condition E.12 of the Phase II MS4 Permit requires development projects to comply with post-construction stormwater requirements based on Low Impact Development (LID) standards. LID standards are used to manage a site's post-development runoff characteristics through design features that capture, treat, and infiltrate stormwater on site. The County of Humboldt LID Stormwater Manual outlines regional procedures, technical information, and guidance for complying with the Phase II MS4 Permit and LID standards (County of Humboldt 2016).

4.10.3 Impact Analysis

- a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Pollutants of concern during construction include sediments, trash, petroleum products (oil and grease), metals, nutrients, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, soil would be exposed and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. During construction, the total disturbed soil area would be approximately 0.8 ac. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm runoff into receiving waters. Projects that

disturb greater than 1 ac of soil are required to comply with the SWRCB's NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit, Order 2009-0009-DWQ). Projects that disturb less than 1 ac of soil are exempt from coverage under the Construction General Permit because the SWRCB has deemed they pose a low threat to water quality. As the total disturbed soil area is less than 1 ac, the proposed project would not be subject to regulation under the Construction General Permit. Because project construction would have a low potential to affect water quality, project construction would not violate any water quality standards or WDRs or substantially degrade surface water quality.

As discussed previously, project borings encountered groundwater at a depth of 27 ft bgs. As the maximum depth of excavation is approximately 8 ft, excavation activities would not have the potential to encounter groundwater, and groundwater dewatering would not be required during construction. Infiltration of stormwater can have the potential to affect groundwater quality in areas of shallow groundwater. Pollutants in stormwater are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. Due to the depth to groundwater, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because there is not a direct path for pollutants to reach groundwater. Therefore, construction activities do not have the potential to directly impact groundwater quality.

During operation, pollutants associated with the proposed project could include sediments, trash, petroleum products (oil and grease), metals, nutrients, sanitary waste, and chemicals. As the proposed project would be developed on an existing CCC facility and would not change the use of the project site, the pollutants of concern in stormwater runoff from the project site would not change.

The proposed project would increase impervious surface area on site by approximately 21,300 sf (0.5 ac). According to the Phase II MS4 Permit, the proposed project is defined as a regulated project because it creates more than 5,000 sf of impervious surface (SWRCB 2013). Regulated projects are required to include specific site design and source control BMPs to treat and reduce stormwater runoff. In addition, the County of Humboldt's LID Stormwater Manual specifies guidance for the design of LID BMPs. The proposed project includes vegetative swales bordering the northern and southern perimeters of the proposed multipurpose building, as well as a bioretention basin to be located on the western portion of the project site (refer to Figure 2, Project Site Plan), which is consistent with the requirements of the Phase II MS4 Permit and the County of Humboldt's LID Stormwater Manual. The vegetative swales and bioretention basin would target pollutants of concern in stormwater runoff and would reduce impacts to water quality during operation of the proposed project. By including vegetation swales and a bioretention basin as part of the proposed project's design, the project would comply with the Phase II MS4 Permit and the County of Humboldt LID Stormwater Manual. Compliance with the Phase II MS4 Permit requirements and the County of Humboldt LID Stormwater Manual would ensure operational impacts related to WDRs, water quality standards, and surface water quality would be less than significant. No mitigation is required.

As discussed previously, infiltration of stormwater could have the potential to affect groundwater quality in areas of shallow groundwater. Due to the depth to groundwater, it is not expected that

any stormwater that may infiltrate during operation would affect groundwater quality because there is not a direct path for pollutants to reach groundwater. In addition, the project is implementing LID BMPs to treat stormwater before it can reach groundwater. Therefore, project operation would not substantially degrade groundwater quality. Furthermore, the proposed project would not violate any water quality standards or WDRs, or otherwise substantially degrade surface or groundwater quality. Therefore, construction and operational impacts related to WDRs, water quality standards, and degradation of surface or groundwater quality would be less than significant.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required

Significance Determination After Mitigation: Less than Significant Impact

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

As discussed previously, groundwater was encountered at 27 ft bgs during exploratory borings. As the maximum depth of excavation is approximately 8 ft, excavation activities would not have the potential to encounter groundwater, and groundwater dewatering would not be required during construction. Furthermore, implementation of the proposed project would only minimally increase water demand, which would not affect groundwater recharge. The proposed project would increase impervious surface areas on site by approximately 0.5 ac, which would decrease infiltration. However, this decrease in infiltration would be minimal and would be offset by implementation of the proposed LID BMPs, which would collect and retain stormwater on site for infiltration purposes. Therefore, impacts related to the depletion of groundwater supplies or interference with groundwater recharge would be less than significant. No mitigation is required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required

Significance Determination After Mitigation: Less than Significant Impact

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

The proposed project involves the development of a new multipurpose building in a vacant portion of an already developed site. As discussed in Response 4.10(a), the project is exempt from coverage under the Construction General Permit, as it would disturb less than 1 ac (approximately 0.8 ac). Because of the small amount of ground disturbance during construction, project construction has a low potential to result in substantial erosion or siltation on- or off-site.

The proposed stormwater drainage system will generally conform to the existing on-site drainage pattern. Stormwater runoff will continue to drain northwest, and will be conveyed to the bioretention basin via proposed storm drains on the northern and southern boundaries of the proposed multipurpose building. As a result of the 0.5 ac increase in impervious surface area, the proposed project would increase runoff from the site during storm events, which can increase off-site erosion and siltation. As discussed in Response 4.10(a) above, LID BMPs, including vegetative swales and a bioretention basin, would be designed consistent with the Phase II MS4 Permit requirements. Although the project would increase impervious surface area by 0.5 ac, the proposed LID features would accommodate increased stormwater flows. Specifically, the bioretention basin will be designed in compliance with the County of Humboldt LID Stormwater Manual standards and will retain the 25-year, 24 hour storm. Additionally, impervious surface area is not prone to on-site siltation because no loose soil would be included in these areas. The remaining portion of the site, although pervious, would be covered with existing vegetation or proposed landscaping, which would stabilize the soil and minimize on-site erosion and siltation. In addition, because of the small increase in stormwater runoff as a result of the 0.5 ac increase in impervious surface area, stormwater runoff from the project site to Eel Creek would not have a potential to result in hydromodification¹ impacts, including downstream erosion or siltation.

For the reasons detailed above, impacts related to the alteration of the existing drainage pattern in a manner that would result in substantial erosion or siltation would be less than significant.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required

Significance Determination After Mitigation: Less than Significant Impact

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*

Due to the small amount of ground disturbance during construction, project construction has a low potential to result in substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on or off site. As stated in Response 4.10(c)(i) above, development of the proposed project would increase impervious surface area by approximately 0.5 ac, which would increase stormwater runoff compared to existing conditions. The proposed project would include the construction of on-site storm drain facilities, including vegetative swales and a bioretention basin, to collect and infiltrate stormwater on site during storm events. The on-site storm drain facilities will be designed in accordance with the County of Humboldt LID Stormwater Manual and sized appropriately to prevent on- and off-site flooding. Therefore, impacts related to alteration of the existing drainage pattern in a manner that would substantially increase surface runoff or result in flooding would be reduced to less than significant.

¹ Hydromodification is defined as hydrologic changes resulting from increased runoff from increases in impervious surfaces. Hydromodification impacts can include changes in downstream erosion and sedimentation.

Significance Determination: Less than Significant

Mitigation Measures: No mitigation is required

Significance Determination After Mitigation: Less than Significant Impact

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

As discussed in Response 4.10(c)(i), due to the small amount of ground disturbance during construction, project construction has a low potential to result in a substantial increase in the rate or amount of surface runoff. Therefore, project construction would not create or contribute runoff water that would provide substantial additional sources of polluted runoff to the storm drain system.

As discussed previously, the proposed project would increase the impervious surface area by 0.5 ac compared to existing conditions, which would increase stormwater runoff from the site. However, the proposed project would include the construction of on-site storm drain facilities, including a bioretention basin and vegetative swales, to collect, retain, and treat stormwater on site. The proposed on-site storm drain facilities would be appropriately sized so that runoff water would not exceed the capacity of existing or planned stormwater drainage systems and would target pollutants of concern in runoff from the project site.

Therefore, with implementation of LID BMPs, impacts related to the creation or contribution of runoff water that would provide substantial additional sources of polluted runoff or that would exceed the capacity of existing or planned stormwater drainage systems would be reduced to less than significant.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required

Significance Determination After Mitigation: Less than Significant Impact

iv. Impede or redirect flood flows?

According to FEMA Flood Insurance Rate Map No. 06023C1209F (FEMA 2016) the project site is located within Zone AE, Special Flood Hazard Area, within the Eel Creek 100-year floodplain. Zone AE includes areas subject to inundation by the 1 percent annual chance flood with BFE determined. The BFE is approximately 48 ft throughout the project site. The new multipurpose building will be built to 51 ft and will therefore be located 3 ft above the 100-year floodplain. Because the proposed project would not place improvements and structures within the 100-year floodplain, the project would not directly impede or redirect flood flows. Therefore, a less than significant impact would occur related to impeding or redirecting of flood flows and no mitigation would be required.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required

Significance Determination After Mitigation: Less than Significant Impact

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

As discussed previously, the project site is located within Zone AE, Special Flood Hazard Area, within the Eel Creek 100-year floodplain. Fickle Dam is located upstream of the project site; however, the proposed project is not located within the Fickle Dam inundation zone (Humboldt County Community Development Services 2015). Furthermore, the project site is elevated above the BFE of the 100-year floodplain and would not be subject to inundation during a 100-year flood event. Therefore, the project site is not subject to inundation from flooding, and there is no risk of release of pollutants due to inundation from flooding.

Tsunamis occur due to the subaqueous seismic activity and submarine landslides generating long period waves in the ocean that run up onshore and potentially cause tremendous damage and loss of life. The project site is approximately 9.5 mi southeast of the Pacific Ocean. According to the County of Humboldt Tsunami Inundation Map for the Fortuna Quadrangle, the City is not located in a tsunami inundation zone (CalEMA et al. 2009). Therefore, there is no risk of release of pollutants due to inundation from a tsunami.

Seiches are waves that develop in landlocked bodies of water due to distant or near-source earthquakes and from wind shear. Those waves can cause overtopping of impoundments and inundation to adjacent and downstream lands. The project site is not located below or adjacent to landlocked bodies of water. Therefore, the project site is not subject to inundation from seiche waves, and there is no risk of release of pollutants due to inundation from seiche.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project is within the jurisdiction of the North Coast RWQCB. The North Coast RWQCB adopted a Water Quality Control Plan (i.e., Basin Plan) (March 1975, with amendments effective on or before June 2018) that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As summarized below, the proposed project would comply with the applicable NPDES permits and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff.

As discussed in Response 4.10(a), because of the small amount of ground disturbance during construction, project construction would have a low potential to affect water quality. Therefore, construction activities would not conflict with or obstruct implementation of a water quality control plan. As discussed in Response 4.10(a), pollutants associated with the proposed development could include sediments, trash, petroleum products (oil and grease), metals, nutrients, sanitary waste, and chemicals. LID BMPs would be implemented in compliance with the Phase II MS4 Permit requirements. The LID BMPs would include vegetative swales and a bioretention basin, and would capture and treat stormwater runoff and reduce pollutants of concern in stormwater runoff. Therefore the proposed project would not conflict with or obstruct the implementation of a water quality control plan, and no further mitigation is required.

The Sustainable Groundwater Management Act (SGMA) was enacted in September 2014. The SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans (GSPs), or an approved alternative to a GSP, to manage the sustainability of groundwater basins. The project site is within the Eel River Groundwater Basin. The Eel River Groundwater Basin is identified by the DWR as a medium-priority basin; therefore, development of a GSP or GSP alternative is required (DWR 2019). In December 2016, the Humboldt County Department of Public Works submitted a GSP alternative to the DWR for review. In July 2019, the DWR provided a letter and staff report stating that the DWR intended to reject the submitted GSP alternative for the Eel River Groundwater Basin. Based on the DWR's letter, the Humboldt County Department of Public Works is currently evaluating options for forming a GSA and is seeking funds to prepare a GSP. Because there is not a currently adopted GSP for the Eel River Groundwater Basin, the proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan. Furthermore, as discussed in Response 4.10(b), groundwater dewatering would not be required during construction, and implementation of the proposed project would only minimally increase water demand, which would not affect groundwater recharge. As discussed in Responses 4.10(a) and 4.10(b), the proposed project does not have the potential to impact groundwater quality, interfere with groundwater recharge, or result in a substantial decrease of groundwater supplies. Therefore, the proposed project would not conflict with or obstruction implementation of a sustainable groundwater management plan.

Significance Determination: Less than Significant Impact

Mitigation Measures: No mitigation is required

Significance Determination After Mitigation: Less than Significant

4.11 LAND USE AND PLANNING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.11.1 Environmental Setting

The approximately 6 ac project site is located at the northeast corner of Alamar Way and Riverwalk Drive and is partially developed with an existing CCC facility. The project site is bound by Alamar Way, industrial uses, and vacant land (across Alamar Way) to the south; industrial uses and a mini-storage facility to the north; Riverwalk Drive and vacant land (across Riverwalk Drive) to the west; and Strongs Creek (which is densely vegetated with large trees) and US-101 to the east. Land uses in the vicinity of the project site include a mix of industrial, storage, retail, commercial, and agricultural. Directly to the north of the project site are various industrial and storage facilities that are currently zoned for Commercial Thoroughfare (CT). Farther to the north of the project site is a transportation and salvage site, Eel River Transportation and Salvage, and Recology Eel River. Commercial, retail, industrial, and agricultural uses currently exist to the south. Vacant land is located to the west beyond Riverwalk Drive. Immediately to the east is Strongs Creek, which is densely vegetated with large trees, and US-101. Farther to the east is vacant land as well as a mix of commercial and retail uses. The Rohnerville Airport is located approximately 3 mi southeast of the project site. The project site is approximately 0.1 mi east of Eel River. The project site is predominantly level and is at an elevation of approximately 46–48 ft above mean sea level (amsl). Vegetation located on the project site consists mostly of shrubs, grasses, and trees. The soil underlying the site is classified predominantly as sandy clay and sandy silt. The project site slopes south to the street level along Alamar Way.

According to the City of Fortuna’s General Plan (2010a), the project site is designated as Commercial (C). Based on the City’s zoning map, the property has a zoning designation of Freeway Commercial (FC).

4.11.2 Regulatory Setting

The proposed project site is owned by the State of California. State-owned lands are under the jurisdiction of the State and are not controlled by local land use or zoning designations. However, as a matter of procedure, consistency with local designation is preferred.

4.11.3 Impact Analysis

a. Would the project physically divide an established community?

As discussed in the environmental setting discussion above, the project site is bounded by Alamar Way, industrial uses, and vacant land (across Alamar Way) to the south; industrial uses and a mini-storage facility to the north; Riverwalk Drive and vacant land (across Riverwalk Drive) to the west; and Strongs Creek (which is densely vegetated with large trees) and US-101 to the east. A majority of the parcels in the general vicinity of the project site have been fully developed with industrial, commercial, or retail uses, with the exception of the vacant land across Riverwalk Drive to the west. The project site is currently partially developed with an existing CCC facility and the portion of the site where the new multipurpose building will be is an undeveloped portion of the partially developed project site. Because the proposed project is located on a partially developed site within the city limits and, as noted above, is surrounded primarily by existing development, the proposed project would not physically divide an established community. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is currently designated as Commercial (C) in the City of Fortuna General Plan (2010a) and zoned for Freeway Commercial (FC), which includes a variety of permitted uses such as automobile service stations and other related automobile uses, recreation, commercial, convenience stores, motels and hotels, recreational vehicle parks, restaurants, and general retail. Even though the proposed project is exempt from local land use policies (General Plan) and regulations (zoning), it would be consistent with the City's General Plan and Zoning Code and would be compatible with surrounding land uses. Therefore, the proposed project would have no impacts associated with conflicts with any local plans or policies adopted for avoiding or mitigating an environmental effect. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.12 MINERAL RESOURCES

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

4.12.1 Environmental Setting

According to the California DOC, mineral resources that are mapped through the DOC Mineral Resources and Mineral Hazards Mapping Program (MRMH Mapping Program) in compliance with the California Surface Mining and Reclamation Act of 1975 (SMARA) are non-fuel mineral resources.¹ Accordingly, the discussion of mineral resources in this section addresses non-fuel mineral resources. The MRMH Mapping Program has placed a special emphasis on construction aggregate because it is California’s most important mineral commodity in terms of tonnage, value, and contribution to infrastructure, and the demand for this resource will continue to increase as California’s population grows. Construction aggregate is also regionally and locally important, as it is both economically and environmentally beneficial for sand, gravel, and crushed stone resources to be mined in reasonable proximity to growing communities.

Mineral resources are not mapped for Humboldt County; therefore, the project site is located in an area with unknown mineral resources.² Additionally, the project site is located approximately 0.75 mi northwest of a gravel mineral resource recovery and extraction site (City of Fortuna 2010b).

4.12.2 Regulatory Setting

4.12.2.1 State

The Surface Mining and Reclamation Act of 1975. SMARA requirements state that cities and counties must adopt an ordinance(s) “which establishes procedures for the review and approval of reclamation plans and the issuance of a permit to conduct surface mining operations” (PRC Division 2, Chapter 9). SMARA addresses the extraction of minerals through surface mining and the reclamation of mined lands, and directs the State Geologist to classify mineral resources. The primary responsibility of the California DOC MRMH Mapping Program is to, as mandated by SMARA, classify land throughout the State that contain regionally significant non-fuel mineral resources. Overall, the intent of this legislation is to ensure that the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and

¹ California Department of Conservation (DOC). Mineral Resources Program. Website: <https://www.conservation.ca.gov/cgs/minerals/mineral-resource-mapping> (accessed June 17, 2019).

² Ibid.

conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives.

4.12.3 Impact Analysis

- a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

The project site is located in an area with unknown mineral resources. There are no records indicating that mining for non-fuel mineral resources is currently occurring or has historically occurred on the project site. Therefore, the proposed project would not result in impacts associated with the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

- b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

The City of Fortuna General Plan (2010a) identifies several locally important gravel mineral resource recovery and extraction sites. The closest mineral extraction site is located approximately 0.75 mi northwest of the project site. However, no land use category in the City's General Plan allows for mineral extraction. The project site is designated as Commercial (C) in the City's General Plan and is zoned for Freeway Commercial (FC). Because the proposed project is not designated within a land use category that allows for mineral extraction, the proposed project would not result in impacts associated with the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.13 NOISE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project result in: | | | | |
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.13.1 Environmental Setting

4.13.1.1 Existing Sensitive Land Uses in the Project Area

The project site is surrounded primarily by commercial and industrial development and vacant land. The sensitive uses nearest to the project site are as follows:

- The Riverwalk Veterinary Hospital located 300 ft to the north
- Two (2) motels located approximately 680 ft to the south

4.13.1.2 Existing Noise Environment

Vehicle traffic is the primary source of noise in the project vicinity. Other significant local noise sources include airport noise and intermittent impacts associated with the storage uses to the north and south of the project site. According to the City of Fortuna General Plan 2030 Draft Programmatic Environmental Impact Report (City of Fortuna 2010b), the eastern edge of the project site is within the 60 A-weighted decibel (dBA) day-night average noise level (L_{dn}) road noise contour of US-101, and no portion of the project site is within the 55 dBA Community Noise Equivalent Level (CNEL) or 60 dBA CNEL airport noise contours of the Rohnerville Airport (City of Fortuna 2010b).

4.13.2 Regulatory Setting

4.13.2.1 Applicable Noise Standards

The project site is owned by the State of California. State-owned lands are under the jurisdiction of the State and are not controlled by local noise standards. Though not required, this analysis presents an assessment of the potential impacts related to those standards as a point of reference and to show whether the proposed project would be in compliance with local standards without mitigation.

City of Fortuna Health and Safety Element. The noise standards specified in Table 8-2 of the noise section of Chapter 8: Health and Safety of the City’s General Plan (shown below in Table 4.13.A) are used as a guideline to evaluate the acceptability of the noise levels generated by long-term vehicular traffic and stationary sources from the proposed project (City of Fortuna 2010a).

Table 4.13.A: Traffic and Stationary Source Noise Compatibility Standards

| Land Use Category | dBA L _{dn} | |
|---|---------------------|----------|
| | Interior | Exterior |
| Auditoriums, Concert Halls | 35 | 50 |
| Residential | 45 | 60 |
| Hotel, Motels, Transient Lodging | 45 | 60 |
| Schools, Libraries, Churches, Hospital, Nursing Homes | 45 | 60 |
| Sports Arenas, Outdoor Spectator Venues | -- | 65 |
| Playgrounds, Parks | -- | 65 |
| Golf Courses, Stables, Water Recreation, Cemeteries | -- | 65 |
| Office Buildings | 50 | 70 |
| Commercial | 50 | 70 |
| Industrial, Manufacturing | 60 | 75 |
| Agriculture | -- | 80 |
| Natural Recreation areas | -- | 65 |

Source: Table 8-2, City of Fortuna General Plan, Chapter 8: Health and Safety (2010a).

dBA = A-weighted decibel(s)

L_{dn} = day-night average noise level

Construction noise standards in Table 8-1 of the noise section of Chapter 8: Health and Safety of the City’s General Plan (shown in Table 4.13.B of this document) are used as a guideline to evaluate the acceptability of the noise levels generated by temporary construction activity from the proposed project (City of Fortuna 2010a). In addition, Program HS-6 in the City’s General Plan limits the hours and days of major construction activities throughout the city to between 7:00 a.m. and 8:00 p.m., Monday through Saturday, except for emergencies and other special permitted circumstances (City of Fortuna 2010a).

4.13.2.2 Applicable Vibration Standards

Federal Transit Administration. Vibration standards included in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment* (2018) are used in this analysis for ground-borne vibration impacts on human annoyance, as shown in Table 4.13.C. The criteria presented in Table 4.13.C account for the variations in project types as well as the frequency of events, which differ widely among projects. It is intuitive that when there will be fewer events per day, higher vibration levels would be required to evoke the same community response. This is accounted for in the criteria by distinguishing between projects with frequent and infrequent events, in which the term “occasional events” is defined as between 30 and 70 events per day.

Table 4.13.B: Construction Noise Compatibility Standards

| Land Use Category | dBA L _{max} | |
|---|---------------------------------------|---|
| | Daytime Exterior (7:00 AM to 8:00 PM) | Nighttime Exterior (8:00 PM to 7:00 AM) |
| Auditoriums, Concert Halls | 60 | 55 |
| Residential | 65 | 60 |
| Hotel, Motels, Transient Lodging | 70 | 60 |
| Schools, Libraries, Churches, Hospital, Nursing Homes | 75 | 65 |
| Sports Arenas, Outdoor Spectator Venues | 75 | 65 |
| Playgrounds, Parks | 75 | 65 |
| Golf Courses, Stables, Water Recreation, Cemeteries | 75 | 65 |
| Office Buildings | 80 | 70 |
| Commercial | 80 | 70 |
| Industrial, Manufacturing | 85 | 75 |
| Agriculture | 85 | 75 |
| Natural Recreation areas | 75 | 65 |

Source: Table 8-1, City of Fortuna General Plan, Chapter 8: Health and Safety (2010a).

dBA = A-weighted decibel(s)

L_{max} = maximum instantaneous noise level

Table 4.13.C: Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

| Land Use Category | Ground-Borne Vibration Impact Levels (VdB re 1 μin/sec) | | | Ground-Borne Noise Impact Levels (dB re 20 μPa) | | |
|--|--|-----------------------------------|-----------------------------------|--|-----------------------------------|-----------------------------------|
| | Frequent ¹ Events | Occasional ² Events | Infrequent ³ Events | Frequent ¹ Events | Occasional ² Events | Infrequent ³ Events |
| Category 1: Buildings where low ambient vibration is essential for interior operations. | 65 VdB ⁴ | 65 VdB ⁴ | 65 VdB ⁴ | N/A ⁵ | N/A ⁵ | N/A ⁵ |
| Category 2: Residences and buildings where people normally sleep. | 72 VdB | 75 VdB | 80 VdB | 35 dBA | 38 dBA | 43 dBA |
| Category 3: Institutional land uses with primarily daytime use. | 75 VdB | 78 VdB | 83 VdB | 40 dBA | 43 dBA | 48 dBA |

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2018).

¹ Frequent events are defined as more than 70 events per day.

² Occasional events are defined as between 30 and 70 events per day.

³ Infrequent events are defined as fewer than 30 events per day.

⁴ This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

⁵ Vibration-sensitive equipment is not sensitive to ground-borne noise.

μin/sec = microinches per second

μPa = micropascals

dB = decibels

dBA = A-weighted decibels

FTA = Federal Transit Administration

HVAC = heating, ventilation, and air conditioning

N/A = not applicable

VdB = vibration velocity decibels

The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table 4.13.D lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA 2018).

Table 4.13.D: Construction Vibration Damage Criteria

| Building Category | PPV (in/sec) | Approximate L_v (VdB) ¹ |
|---|--------------|--------------------------------------|
| Reinforced concrete, steel, or timber (no plaster) | 0.50 | 102 |
| Engineered concrete and masonry (no plaster) | 0.30 | 98 |
| Non-engineered timber and masonry buildings | 0.20 | 94 |
| Buildings extremely susceptible to vibration damage | 0.12 | 90 |

Source: *Transit Noise and Vibration Impact Assessment* (FTA 2018).

¹ RMS vibration velocity in decibels (VdB) re 1 μ in/sec.

μ in/sec = microinches per second

L_v = velocity in decibels

RMS = root-mean-square

FTA = Federal Transit Administration

PPV = peak particle velocity

VdB = vibration velocity decibels

in/sec = inches per second

FTA guidelines show that a vibration level of up to 102 vibration velocity decibels (VdB) (equivalent to 0.5 inch per second [in/sec] in peak particle velocity [PPV]) (FTA 2018) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

4.13.3 Impact Analysis

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

4.13.3.1 Short-Term Construction Noise Impacts

Two types of short-term noise impacts would occur during project construction: (1) equipment delivery and construction worker commutes; and (2) project construction operations.

The first type of short-term construction noise would result from the transport of construction equipment and materials to the project site and construction worker commutes. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-event noise from equipment trucks passing at a distance of 50 ft from a sensitive noise receptor would reach a maximum level of 84 dBA maximum instantaneous noise level (L_{max}). However, the pieces of heavy equipment for grading and construction activities would be moved on site just one time and would remain on site for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on and off site, would not add to the daily traffic noise in the project vicinity. The total number of daily vehicle trips for construction worker commutes would be minimal when compared to existing traffic volumes on the affected streets, and the long-term noise level change associated

with these trips would not be perceptible. Therefore, equipment transport noise and construction-related worker commute impacts would be short term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken in discrete steps, each of which has its own mix of equipment and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.13.E lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. Typical operating cycles for these types of construction equipment may involve 1 to 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings.

Table 4.13.E: Typical Construction Equipment Noise Levels

| Equipment Description | Acoustical Usage Factor (%) | Maximum Noise Level (L _{max}) at 50 ft ¹ |
|-----------------------|-----------------------------|---|
| Compressor | 40 | 80 |
| Cranes | 16 | 85 |
| Dozers | 40 | 85 |
| Flat Bed Trucks | 40 | 84 |
| Forklift | 20 | 85 |
| Front-End Loaders | 40 | 80 |
| Rollers | 20 | 85 |
| Grader | 40 | 85 |
| Tractor | 40 | 84 |
| Water Truck | 40 | 84 |
| Welder | 40 | 73 |

Source: Roadway Construction Noise Model (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

¹ Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston’s Noise Code for the “Big Dig” project.

ft = feet

FHWA = Federal Highway Administration

L_{max} = maximum instantaneous noise level

Utilizing the reference information in Table 4.13.E, the expected noise levels at the nearest sensitive uses were calculated and are presented in Table 4.13.F.

At the nearest off-site noise-sensitive receptor to the north (i.e., the animal hospital), noise levels during construction would reach 69.4 dBA L_{max}, which would not exceed the City’s exterior daytime (7:00 a.m. to 8:00 p.m.) Construction Noise Compatibility Standard of 75 dBA L_{max} for similar uses (e.g., hospitals and nursing homes).

Table 4.13.F: Potential Construction Noise Impacts

| Receptor (Location) | Reference Noise Level (dBA L _{max}) at 50 ft | Distance (ft) | Noise Level (dBA L _{max}) |
|---------------------|--|---------------|-------------------------------------|
| Animal Hospital | 85.0 | 300 | 69.4 |
| Motels | 85.0 | 680 | 62.3 |

Source: Compiled by LSA Associates, Inc. (2018).

dBA = A-weighted decibels

ft = feet

L_{max} = maximum instantaneous sound level

At the nearest off-site noise-sensitive receptor to the south (i.e., the two motels), noise levels during construction would reach 62.3 dBA L_{max}, which would not exceed the City’s exterior daytime (7:00 a.m. to 8:00 p.m.) Construction Noise Compatibility Standard of 70 dBA L_{max} for hotels, motels, and transient lodging.

While construction-related, short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would cease once project construction is completed.

Construction activities occurring as part of the project would be subject to the limitations and requirements of Program HS-6 in the City’s General Plan, which states that construction activities may occur between 7:00 a.m. and 8:00 p.m., Monday through Saturday, except for emergencies and other special permitted circumstances.

4.13.3.2 Long-Term Noise Impacts

Long-term noise impacts associated with the proposed project could result from traffic noise impacts and stationary noise.

Traffic Noise Impacts to Off-Site Receivers. The proposed project would not result in additional vehicle trips because it would not provide for an increase in staff or Corpsmembers. Therefore, the proposed project would not increase traffic noise levels.

Stationary Source Noise Impacts to Off-Site Receivers. The project would have heating, ventilation and air conditioning (HVAC) units. The HVAC equipment could operate 24 hours per day. Based on previous measurements taken by LSA of standard HVAC equipment used on commercial and residential buildings, each individual HVAC unit would generate noise levels of 66.6 dBA equivalent continuous sound level (L_{eq}) at 5 ft. Utilizing the reference levels gathered, three HVAC units would generate noise levels of 70.7 dBA L_{eq} at 5 ft over the course of 1 hour.

In order to calculate the effect of HVAC equipment operations for a full 24-hour period, two scenarios were considered. For days on which the HVAC equipment would only run during the typical daytime hours of 7:00 a.m. to 10:00 p.m., the resulting noise level would be 68.7 dBA L_{dn} at 5 ft. To provide a more conservative analysis, based on an assumption that HVAC equipment has the potential to operate constantly for a 24-hour period, the HVAC equipment would produce a noise

level of 77.1 dBA L_{dn} at 5 ft. Table 4.13.G presents the noise levels from HVAC equipment at the nearest noise-sensitive locations under the more conservative assumptions.

Table 4.13.G: Summary of HVAC Noise Levels

| Land Use | Direction | Distance from HVAC Units (ft) ¹ | Reference Noise Level (dBA L _{dn}) at 5 ft ² | Distance Attenuation (dBA) | Daily Noise Level (dBA L _{dn}) |
|-----------------|-----------|--|---|----------------------------|--|
| Animal Hospital | North | 300 | 77.1 | 35.6 | 41.5 |
| Hotels | South | 680 | 77.1 | 42.7 | 34.4 |

Source: Compiled by LSA Associates, Inc. (2019).

¹ Distances are measured from the property line of the receiving land use to the closest source of HVAC noise.

² Reference noise levels are associated with an assumption of 3 HVAC units running 24 hours a day.

dBA = A-weighted decibels HVAC = heating, ventilation, and air conditioning

ft = feet L_{dn} = day-night average noise level

The results provided in Table 4.13.G show that noise levels at the sensitive receptors would approach 34.4 dBA L_{dn} and 41.5 dBA L_{dn} during the more conservative assumption that the HVAC would be running 24 hours per day. The 34.4 dBA L_{dn} and 41.5 dBA L_{dn} would be well below the City’s exterior standard of 60 dBA L_{dn} for hotel and medical office uses. Therefore, the project would not expose people residing or working in the project area to noise levels that would exceed the City’s standards for construction or operational noise, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

4.13.3.3 Short-Term Construction Vibration Impacts

While there is currently limited information regarding vibration source levels, the following analysis was completed to provide a comparison of vibration levels expected during construction for a project of this size. As shown in Table 4.13.H, a large bulldozer would generate approximately 87 VdB (0.089 PPV in/sec) of ground-borne vibration when measured at 25 ft, based on the *Transit Noise and Vibration Impact Assessment* (FTA 2018).

The distances utilized during a vibration impact analysis are typically measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary). The formulas for vibration transmission are provided below.

$$L_vdB (D) = L_vdB (25 ft) - 30 \text{ Log } (D/25)$$

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

Table 4.13.H: Vibration Source Amplitudes for Construction Equipment

| Equipment | Reference PPV/L _v at 25 ft | |
|------------------|---------------------------------------|-----------------------------------|
| | PPV (in/sec) | L _v (VdB) ¹ |
| Hoe Ram | 0.089 | 87 |
| Large Bulldozer | 0.089 | 87 |
| Caisson Drilling | 0.089 | 87 |
| Loaded Trucks | 0.076 | 86 |
| Jackhammer | 0.035 | 79 |
| Small Bulldozer | 0.003 | 58 |

Source: *Transit Noise and Vibration Impact Assessment (FTA 2018)*.

Note: RMS VdB re 1 μin/sec.

μin/sec = microinches per second
ft = feet

FTA = Federal Transit Administration
in/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity in decibels

Construction Vibration Damage Potential. As shown above in Table 4.13.D, it would take a minimum of 0.2 in/sec PPV (or 94 VdB) to potentially damage a non-engineered timber and masonry building. The threshold for a non-engineered timber and masonry building was used to provide a conservative assessment of potential vibration impacts to buildings that are not considered fragile, which is a classification typically associated with very old or damaged buildings. None of the buildings surrounding the project site are very old or damaged.

Table 4.13.I lists the projected vibration level from various construction equipment expected to be used on the project site to the nearest buildings in the project vicinity.

Table 4.13.I: Summary of Construction Vibration Levels

| Land Use | Direction | Reference Vibration Level (VdB) at 25 ft | Reference Vibration Level (PPV) at 25 ft | Distance (ft) | Maximum Vibration Level (VdB) | Maximum Vibration Level (PPV) |
|-----------------|-----------|--|--|---------------|-------------------------------|-------------------------------|
| Animal Hospital | North | 87 | 0.089 | 300 | 55 | 0.002 |
| Mini-Storage | South | 87 | 0.089 | 70 | 74 | 0.019 |
| Motel | South | 87 | 0.089 | 680 | 44 | 0.001 |

Source: Compiled by LSA Associates, Inc. (2019).

Note: Reference vibration levels are associated with a large bulldozer.

ft = foot/feet

PPV = peak particle velocity

in/sec = inches per second

VdB = vibration velocity decibels

The closest off-site structure is a storage building associated with a storage facility that is located approximately 70 ft south of the project construction area limits. Utilizing the equations above, the operation of typical construction equipment would generate ground-borne vibration levels of 0.019 in/sec PPV, which would not exceed the 0.2 in/sec PPV level considered safe for non-engineered timber and masonry buildings. Therefore, vibration impacts from project construction would be less than significant.

Construction Vibration Human Annoyance Potential. The nearest off-site sensitive receptor is the animal hospital located approximately 300 ft north of the project construction area limits. This location would experience levels of ground-borne vibration of 55 VdB. Based on the standards provided in Table 4.13.C, this level of ground-borne vibration is well below the threshold of distinctly perceptible and would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use.

4.13.3.4 Long-Term Vibration Impacts

The streets surrounding the project area are paved, smooth, and unlikely to cause significant ground-borne vibration. Rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause ground-borne noise or vibration problems. In addition, the proposed project will not result in the addition of new Corpsmembers or CCC staff; therefore, the ground-borne noise and vibration associated with vehicular traffic will not change from existing conditions. It is therefore assumed that no such vehicular vibration impacts would occur and no vibration impact analysis of on-road vehicles is necessary. Furthermore, once constructed, the proposed project would not contain uses that would generate ground-borne vibration.

Therefore, the project would not result in generation of excessive ground-borne vibration or ground-borne noise levels during construction or operation of the proposed project, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the project site is the Rohnerville Airport, a public airport, located approximately 1.8 mi to the southeast. Based on the City of Fortuna General Plan 2030 Draft Programmatic Environmental Impact Report (City of Fortuna 2010b), the project site is outside the 55 dBA CNEL and 60 dBA CNEL airport noise contours of Rohnerville Airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from aircraft from the Rohnerville Airport, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.14 POPULATION AND HOUSING

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

4.14.1 Environmental Setting

The project site is located in the city of Fortuna within Humboldt County, California. U.S. Census data show that the population of the City of Fortuna has increased by an estimated 2.5 percent (11,926 to 12,280) between 2010 and 2018. According to the 2013-2017 American Community Survey (ACS) estimate period, Fortuna had a total of 5,010 housing units, and an average household size of 2.6. Comparatively, Humboldt County had a total of 62,583 housing units and an average household size of 2.4 (U.S. Census Bureau 2018; 2013-2017 ACS).

4.14.2 Impact Analysis

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

4.14.2.1 Construction

Construction of the proposed project would provide short-term jobs over an approximately 15-month period. The construction jobs would primarily be temporary or seasonal. Due to the temporary or seasonal nature of the construction jobs, project-related local and regional construction workers would not be expected to relocate their household's place of residence as a consequence of working on the proposed project. It is expected that local and regional construction workers would be available to serve the proposed project's construction needs. Because the construction-related jobs are anticipated to be filled by the local and regional community, construction of the proposed project would not induce substantial population growth or demand for housing through increased construction employment, and impacts would be less than significant. No mitigation is required.

4.14.2.2 Operation

Implementation of the proposed project consists of the development of a new, modern, and energy efficient multipurpose building. The proposed project does not involve the construction of new homes (i.e., dormitories), and will retain the existing capacity for 80 residential Corpsmembers. The proposed project also would not result in an increase in the number of employees on site, and

would retain the existing number of jobs and employees that currently work on the project site. Therefore, the proposed project would not result in a demand for more housing to accommodate employees relocating from outside the region.

Additionally, the proposed project is located in a developed industrial and commercial area of Fortuna. While the proposed project would involve various utility improvement and repairs, and would include new water and sewer utility connections, the proposed project would otherwise tie into existing infrastructure and would not involve the construction or extension of existing infrastructure (e.g., roads) that would indirectly induce population growth.

Therefore, the proposed project would not induce substantial unplanned population growth either directly or indirectly, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less than Significant Impact

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Implementation of the proposed project consists of the development of a new, modern, energy efficient multipurpose building. Dormitories currently exist on the northeastern side of the project site but would not be displaced due to implementation of the proposed project. Therefore, implementation of the proposed project would not result in an impact related to the displacement of substantial numbers of existing housing or people, thereby necessitating the construction of replacement housing elsewhere. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.15 PUBLIC SERVICES

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

4.15.1 Environmental Setting

4.15.1.1 Fire Services

Fire services in the City of Fortuna are provided by the Fortuna Fire Protection District (FFPD). However, portions of the FFPD overlap with CAL FIRE’s State Responsibility Area (SRA). The FFPD is responsible for fire protection within the city limits, as well as structural fires within its district outside the city limits. The FFPD is staffed by the Fortuna Volunteer Fire Department (FVFD), which is a separate non-profit entity governed by the FVFD’s chief officers. The FFPD provides the FVFD with funding and equipment for operations and maintenance. The FVFD operates three stations, with the Fortuna Downtown (Headquarters) station located on 320 South Fortuna Boulevard. Two smaller stations also serve Fortuna and are located in Campton Heights and Hydesville. The closest station to the project site is the Headquarters station, located approximately 0.5 mi from the project site. The Headquarters station would serve the project site, is staffed with approximately 38 volunteers, and has two engines, two aerial units, and one rescue unit (City of Fortuna 2010b).¹

4.15.1.2 Police Services

Police Services for the proposed project and the surrounding area are provided by the California Highway Patrol (CHP) and the Fortuna Police Department (FPD). The nearest CHP office, Humboldt CHP Office #125, is located approximately 20 mi northwest of the project site at 255 East Samoa Boulevard, Arcata, CA 95521. Humboldt CHP Office #125 would serve the project site. The CHP northern region, of which the Humboldt CHP Office #125 is a part, employs 535 uniformed employees and 180 non-uniformed employees.² The FPD is located at 621 11th Street, approximately 1 mi north of the project site. The FPD staffs one police chief, one lieutenant, three

¹ Fortuna Volunteer Fire Department. “About Us.” Website: <http://fortunafire.com/about-us/>, (accessed June 7, 2019).

² California Highway Patrol. Northern Division. Website: <https://www.chp.ca.gov/find-an-office/northern-division>. (accessed July 31, 2019).

sergeants, one detective, one school resource officer, and eight police officers. The FPD provides first medical response. All police units are equipped with oxygen and a full medical bag, and all police sergeants and lieutenants carry an automatic defibrillator.

4.15.1.3 Schools

The project site is located within two school districts: Fortuna Union High School District and Fortuna Union Elementary School District. Fortuna Union High School (Grades 9–12) and East High School (a continuation school for Grades 10–12) are located within the Fortuna Union High School District. Fortuna Union High School had an enrollment of 1,080 students in the 2017–2018 school year and is located at 379 12th Street, approximately 1 mi north of the project site. East High School, which had an enrollment of 88 students in the 2017–2018 school year, is located at 392 16th Street, approximately 1 mi northeast of the project site. Within the Fortuna Union Elementary School District, the project site is located within the jurisdiction of South Fortuna Elementary School (Grades K–5), Fortuna Middle School (Grades 5–8), Norman G. Ambrosini School (Grades K–4), and Toddy Thomas Elementary School (Grades 4–8). In the 2017–2018 school year, South Fortuna Elementary had an enrollment of 329 students and is located at 2089 Newburg Road, approximately 0.7 mi northeast of the project site. Fortuna Middle School had an enrollment of 228 students in the 2017–2018 school year, and is located at 843 L Street, which is approximately 1 mi northwest of the project site. In the 2017–2018 school year, Norman G. Ambrosini School had an enrollment of 340 students and is located at 3850 Rohnerville Road, approximately 1 mi east of the project site. Toddy Thomas Elementary School had an enrollment of 230 in the 2017–2018 school year and is located at 2800 Thomas Street, approximately 1.2 mi southeast of the project site. Additionally, two private/charter schools are located within a close proximity to the project site: Fortuna Junior Academy (K–8) and New Life Christian Academy (K–12). Fortuna Junior Academy had an enrollment of 14 new students in the 2017–2018 school year and is located at 1200 Ross Hill Road, approximately 0.5 mi southeast of the project site. New Life Christian Academy had an enrollment of 63 students in the 2017–2018 school year and is located at 1355 Ross Hill Road, approximately 0.7 mi southeast of the project site.

4.15.1.4 Parks

The closest park to the project site is Overlook Park, approximately 0.3 mi south of the project site. Overlook Park is managed by the City of Fortuna, and is an approximately 1 ac park that contains a small drought-resistant garden area and picnic table. Located farther beyond the project site are Rohner Park and Newburg Park, which are approximately 1.4 mi north of the project site and 1.2 mi northeast of the project site, respectively. Rohner Park is an approximately 55 ac park that contains a number of facilities, including a museum, a park office, a rodeo arena, three Little League baseball fields, batting cages, a softball field, an outdoor basketball court, seven horseshoe pits, a volleyball court, a pistol range, a cook shack, a deep-pit barbecue, two playgrounds, picnic areas, two public restrooms, and parking. Newburg Park is an approximately 20 ac park that contains baseball/softball fields, soccer fields, a picnic area, a playground, an all-weather walking path, public restrooms, additional open space, and parking. Both Rohner Park and Newburg Park are managed by the City of Fortuna (City of Fortuna 2010b).

4.15.1.5 Other Public Facilities (libraries, airports, etc.)

The City of Fortuna's library is located at 753 14th Street, which is approximately 1.2 mi north of the project site. The Rohnerville Airport, which serves the local and regional community, is located at 2330 Airport Road, and is located approximately 3 mi southeast of the project site.

4.15.2 Impact Analysis

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

i. *Fire protection?*

The closest fire station to the proposed project is the Headquarters station, which is located at 320 South Fortuna Boulevard. The proposed project consists of the development of a new, energy efficient multipurpose building. The proposed project would be developed as an addition to the existing Fortuna Residential Center, thereby adding a new structure in Fortuna that would need to be protected by the Fortuna Fire Department and, more specifically, by the Headquarters station.

Construction of the proposed project would not result in any road closures that would interfere with the FVFD's ability to provide services to Fortuna. All construction activities would take place off road and would not represent an obstacle to these emergency vehicles as they travel the area around the project site. Furthermore, the FVFD has the staff and existing resources to address calls for service during construction of the proposed project.

Implementation of the proposed project would construct a new multipurpose building on vacant land and would thereby increase the demand for fire protection services. However, the Headquarters station has indicated that it will be able to serve the project with existing resources.¹ Furthermore, the proposed project would be designed to comply with all FVFD access requirements and California Fire Code requirements, would not impair emergency response vehicles or increase response times, and would not substantially increase calls for service. Therefore, implementation of the proposed project would not require the provision of new or physically altered fire protection facilities. The proposed project would have a less than significant impact on fire protection services. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

¹ Personal communication with Fire Chief Lon Winburn, Fortuna Volunteer Fire Department. September 17, 2019.

ii. Police protection?

The proposed project consists of the development of a new, energy efficient multipurpose building for the CCC Fortuna Residential Center. The proposed project would expand the size of the Fortuna Residential Center by approximately 9,800 sf, but would not result in an increase in employees or Corpsmembers.

Implementation of the proposed project would construct a new multipurpose building on a currently vacant portion of the project site, and thus would increase the demand for police protection services. As a State facility, police protection for the project site would primarily be provided by the CHP. If needed, the FPD has indicated that it will be able to serve the project with existing resources.¹ Given the existing growth and development trends in Fortuna, adding an additional 9,800 sf of development to a developed site would be a nominal increase and would not significantly increase the demand for additional police officers or police facilities. Therefore, the proposed project would have a less than significant impact on police protection services, and no mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

iii. Schools?

The proposed project consists of the development of a new multipurpose building. The proposed project would not require additional employees and would not result in an increase in the amount of Corpsmembers living on site. Therefore, the proposed project would not generate new residents within Fortuna or, subsequently, new students. Because the proposed project would not increase the number of students, implementation of the proposed project would not generate the need for additional schools. Therefore, the proposed project would have no impact on schools. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

iv. Parks?

The proposed project consists of the development of a new multipurpose building and would not result in an increase in the amount of employees or Corpsmembers on site. Therefore, the proposed project would not result in an increase of new park users. Implementation of the proposed project would not generate the need for additional parks or the expansion of existing

¹ Personal communication with Office Supervisor Robin Paul, City of Fortuna Police Department. September 17, 2019.

park facilities. Therefore, the proposed project would have no impact on parks. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

vi. Other public facilities?

The proposed project consists of the development of a new multipurpose building and would not result in an increase in the amount of employees or Corpsmembers on site. Therefore, the proposed project would not generate new users of other public facilities, including the Fortuna Library and Rohnerville Airport. Implementation of the proposed project would not generate the need for additional libraries, airports, or other public facilities. Therefore, the proposed project would have no impact on other public facilities. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.16 RECREATION

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

4.16.1 Environmental Setting

As described in Section 4.15, Public Services, there is one City park, Overlook Park, which is in close proximity to the proposed project. Overlook Park is an approximately 1 ac park that contains a small drought-resistant garden area and picnic table, and is located approximately 0.3 mi south of the project site. In addition, the County and the City provide a network of parks and recreational facilities within and near Fortuna.

4.16.2 Impact Analysis

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As described in Section 4.15, the proposed project is located in close proximity to Overlook Park, which is managed by the City. Overlook Park includes a small drought-resistant garden area, a picnic table, and additional open space. The proposed project consists of the development of a new multipurpose building. One of the main objectives of the proposed project is to provide on-site recreational facilities for Corpsmembers living and working at the existing facility. The proposed project would include the renovation of the existing outdoor basketball court and would incorporate an indoor space for physical training and other indoor recreational activities. Furthermore, the proposed project would not increase the number of employees or Corpsmembers living on the project site. Therefore, the proposed project would not increase the use of existing parks and recreational facilities, including Overlook Park. Implementation of the proposed project would also not contribute to substantial physical deterioration of existing parks or recreational facilities or cause deterioration to accelerate, thereby generating a need for additional neighborhood and regional parks or recreational facilities. Therefore, the proposed project would have a less than significant impact on recreation. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project would include the renovation of the existing outdoor basketball court and would incorporate an indoor space for physical training and other indoor recreational activities. The incorporation of these facilities would not result in an adverse physical effect on the environment. The proposed project would not increase the number of employees or Corpsmembers living on site. Therefore, the proposed project would not generate a significant increase in use or demand for recreational facilities, thereby requiring the construction or expansion of additional recreational facilities outside of those being constructed as part of the proposed project. Therefore, the proposed project would have a less than significant impact on recreation. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.17 TRANSPORTATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section describes the existing transportation and circulation conditions in the vicinity of the project site and addresses the potential impacts of the proposed project in terms of intersection levels of service (LOS), safety, pedestrian, bicycle, and transit facilities in the project area.

4.17.1 Regulatory Setting

The following is a summary of State, regional, County, and City regulations that apply to transportation and circulation within the study area.

4.17.1.1 State

Senate Bill 743. On September 27, 2013, Governor Jerry Brown signed SB 743 into law and codified a process that revises the approach to determining transportation impacts and mitigation measures within CEQA. SB 743 directs the California Office of Planning and Research (OPR) to administer new CEQA guidance for jurisdictions by replacing the current focus on automobile vehicle delay and LOS or other similar measures of vehicular capacity or traffic congestions in the transportation impact analysis with VMT. This change shifts the focus of the transportation impact analysis from measuring impacts to drivers, such as the amount of delay at an intersection, to measuring the impact of driving on the local, regional, and statewide circulation system and the environment. This shift in focus is expected to better align the transportation impact analysis with the statewide goals related to reducing GHG emissions, encouraging infill development, and promoting public health through active transportation. July 1, 2020 is the statewide implementation date.

4.17.1.2 Region

Humboldt County Association of Governments (HCAOG). HCAOG is a Joint Powers Agency comprised of seven incorporated cities (Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, and Trinidad) and the County of Humboldt. This agency is largely responsible for programming State highway, local street and road improvements, public transportation resources, and the roadside call box program.

HCAOG is designed by State and federal governments as the Regional Transportation Planning Agency (RTPA) and the Service Authority for Freeway Emergencies (SAFE). Under these designations, HCAOG is responsible for all regional transportation planning and programing activities.

HCAOG rationalizes the Regional Transportation Plan (RTP) vision through an annual Work Plan and budget. *The Fiscal Year 2019-20 Overall Work Program and Budget* addresses plan, program, and policy implementation for Fiscal Year 2019–2020 in the Humboldt County region. There appears to be no specified plans for transportation improvements within Fortuna.

4.17.1.3 Local

City of Fortuna. The City of Fortuna’s General Plan Transportation and Circulation Element was adopted in October 2010. The General Plan provides a blueprint for future growth and development within the City. The intent of the Transportation and Circulation Element is to serve as a tool for updating and maintaining the City’s roadways to provide for effective and efficient traffic movement.

The actions associated with the Fortuna General Plan are summarized in The General Plan 2030 Appendix C: Program Summary. This Implementation Plan lists plans, programs, and policies the City will undertake to address the traffic and circulation vision of the community.

The Transportation and Circulation Element classifies each roadway with a facility type and identifies an acceptable standard of LOS for its circulation network. LOS is a qualitative measure used to relate the quality of motor vehicle traffic service. The relationship of delay to LOS is demonstrated in the following table:

| Level of Service | Unsignalized Intersection Delay (seconds) |
|------------------|---|
| A | ≤10.0 |
| B | >10.0 and ≤15.0 |
| C | >15.0 and ≤25.0 |
| D | >25.0 and ≤35.0 |
| E | >35.0 and ≤50.0 |
| F | >50.0 |

Source: *Highway Capacity Manual* (Transportation Research Board 2016).

The City requires LOS C as the minimum acceptable level, with the exception being Main Street, which can maintain an LOS D or better. These conditions indicate the City’s thresholds for satisfactory intersection and roadway operation. Mitigation is required in locations where LOS is expected to drop below the standard.

The City of Fortuna does not have specific traffic impact analysis (TIA) guidelines and has not yet adopted guidance/thresholds for VMT.

4.17.2 Environmental Setting

4.17.2.1 Existing Roadway Network

The proposed project is located on the northwestern corner of Riverwalk Drive/Alamar Way. The following describes key roadways in the vicinity of the project.

- **Riverwalk Drive** is a north-south, two-lane roadway with a striped center median. According to the City's General Plan Transportation and Circulation Element, Riverwalk Drive is classified as a Principal Arterial and is designed to provide a high level of mobility with limited access to adjoining properties. The posted speed limit is 35 miles per hour. An on-street (Class II) bike lane is provided on the eastern side of the street. In the project vicinity, a sidewalk is located on the eastern side of the street north of Alamar Way.
- **Alamar Way** is an undivided two-lane roadway that intersects Riverwalk Drive at two locations. It is an east-west roadway along the project frontage that turns southward to a north-south roadway at the southeastern corner of the project site. Alamar Way currently provides three access points to the project site (two driveways for the surface parking lot and one driveway for the loading/unloading area). Sidewalks are provided on both sides of the street; however, they terminate at the westernmost project driveway. Parking is permitted on the south side of the east-west portion of this roadway and the west side of the north-south portion of this roadway.

4.17.2.2 Traffic Impact Analysis Methodology

In accordance with the City's General Plan thresholds of significance, this assessment has been conducted consistent with the applicable CEQA provisions.

To determine the peak-hour operations at the unsignalized study area intersections, an operational analysis was prepared based on the *Highway Capacity Manual (HCM)*, 6th Edition (TRB 2017) methodology. The HCM methodology presents LOS in terms of total intersection delay and approach delay of the major and minor streets (in seconds per vehicle).

Synchro (Version 10) computer software was used in this analysis to determine the LOS at all study area intersections based on the HCM methodology.

4.17.2.3 Study Area

The following study area intersections were analyzed:

1. Riverwalk Drive/Alamar Way
2. Alamar Way/West Project Driveway
3. Alamar Way/East Project Driveway

The third project driveway (easternmost driveway) on Alamar Way is used for loading/unloading and deliveries only. Because it is not a primary access driveway for employees or visitors, it has not been included in the study area.

4.17.2.4 Existing Baseline Traffic Operations

Existing peak-hour intersection turning movement volumes were collected by an independent data collection company (Counts Unlimited, Inc.) on a typical weekday (May 23, 2019) during peak commute hours (i.e., 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). Figure 4.17-1 illustrates the existing intersection geometrics, and Figure 4.17-2 shows the existing volumes for each study area intersection.

Table 4.17.A summarizes the LOS for the study area intersections in the existing baseline condition. Shown in Table 4.17.A, all intersections currently operate at a satisfactory LOS A in the existing condition.

Table 4.17.A: Existing Baseline Intersection Level of Service Summary

| Study Area No. | Intersection | AM Peak Hour | | PM Peak Hour | |
|----------------|----------------------------------|--------------|-----|--------------|-----|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | Riverwalk Drive/Alamar Way | 9.1 | A | 9.0 | A |
| 2 | Alamar Way/West Project Driveway | 8.4 | A | 8.6 | A |
| 3 | Alamar Way/East Project Driveway | 8.4 | A | 0.9 | A |

LOS = level of service
sec = seconds

4.17.3 Impact Analysis

- a. *Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The proposed project will be developed at the existing CCC facility at 1500 Alamar Way in Fortuna, California. The new multipurpose building will be an amenity to the site. The project will not result in an increase in the number of Corpsmembers or staff on site. Rather, the multipurpose building will provide additional training and office space for use by existing Corpsmembers and staff. As such, the implementation of the project will not generate additional vehicle trips to the surrounding circulation system. Therefore, the surrounding circulation system is forecast to perform consistent with existing conditions (satisfactory LOS A during both peak hours) during project operations.

The proposed project will incorporate pedestrian and bicycle facilities in an effort to promote alternative modes of transportation on site and in the project vicinity. Pedestrian facilities to be developed as part of the proposed project include the construction of a walkway around the proposed multipurpose building and a new sidewalk along Alamar Way between the West Project Driveway and Riverwalk Drive. Bicycle facilities to be provided as part of the proposed project include the incorporation of bicycle racks for Corpsmembers and staff. Additionally, a transit stop (Kenmar Road [Fortuna Overlook]) serviced through the Redwood Transit System is provided on Riverwalk Drive, an approximately 0.3 walkable mile away from the project site.

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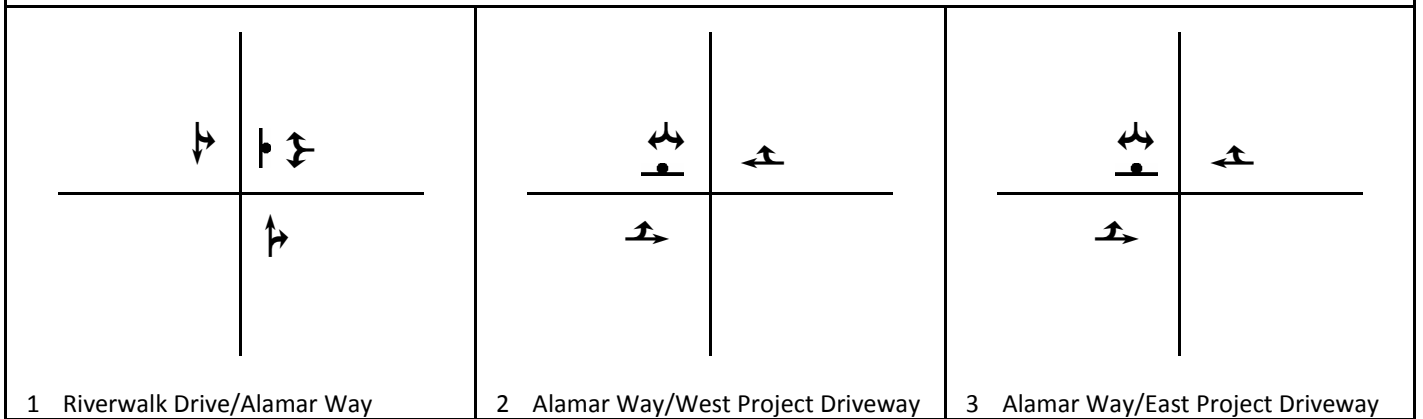



FIGURE 4.17-1

LSA



Legend
 Stop Sign

*California Conservation Corps
 Fortuna Residential Center Multipurpose Building
 City of Fortuna, Humboldt County, California
 Existing Intersection Geometrics*

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| | | |
|------------------------------|------------------------------------|------------------------------------|
| | | |
| 1 Riverwalk Drive/Alamar Way | 2 Alamar Way/West Project Driveway | 3 Alamar Way/East Project Driveway |

LSA
 XXX / YYY AM / PM Volume

FIGURE 4.17-2
 California Conservation Corps
 Fortuna Residential Center Multipurpose Building
 City of Fortuna, Humboldt County, California
 Existing Traffic Volumes

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The proposed project does not preclude The General Plan 2030 Appendix C: Program Summary but instead provides amenities such as screened parking, bicycle amenities, and pedestrian linkages. Therefore, the project does not conflict with programs, plans, or policies related to mobility in the City's General Plan.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

State CEQA Guidelines Section 15064.3, subdivision (b) states that for land use projects, transportation impacts are to be measured by evaluating the project's VMT, as outlined in the following:

Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Since the City of Fortuna does not provide defined thresholds for VMT (and has until June 1, 2020 to do so), the project cannot be analyzed or provide significant conclusions drawn on the basis of its impacts on VMT. Since the City has until June 1, 2020 to define thresholds for analyzing a project based on VMT, the proposed project was analyzed based on its impacts to LOS.

The proposed project will construct a multipurpose building (consisting of additional training and office space) as an amenity use to the existing CCC facility to accommodate existing Corpsmembers and staff. As a result, the project would not generate an increase in traffic, would not generate additional VMT, and would have a less than significant impact on LOS at the study area intersections. Therefore, the proposed project would not conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3, subdivision (b), and impacts would be less than significant.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

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

The project site is accessed through three existing full-access driveways on Alamar Way (two for the surface parking lot and one for the loading/unloading area). The proposed project will provide one additional full-access driveway on Alamar Way, which will be located directly west of the proposed

multipurpose building and also west of the westernmost existing driveway. As previously mentioned, the project is not forecast to generate any new vehicle trips at this location. As such, the proposed driveway along Alamar Way is expected to operate at satisfactory LOS, similar to the existing project driveways.

The new project driveway will be designed to meet all City roadway design standards. As such, the project would not substantially increase hazards for vehicles due to a geometric design feature or incompatible uses, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

d. Would the project result in inadequate emergency access?

The proposed project provides a total of four access points (three existing full-access driveways and one proposed full-access driveway) along Alamar Way. As shown in the site plan, the proposed driveway will provide access to additional parking spaces and the proposed multipurpose building through a designated fire lane. An additional fire lane will be located north of the reconfigured basketball court and provide access to Alamar Way through the East Project Driveway. In addition, a designated evacuation area will be provided on the westernmost side of the project site with access/evacuation via Alamar Way. As a result of these emergency design features, the proposed project would provide adequate emergency vehicle access, and impacts associated with emergency access would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.18 TRIBAL CULTURAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.18.1 Environmental Setting

The project site is located within the ancestral territory of the Wiyot Indians.

4.18.2 Regulatory Setting

The proposed Project is subject to compliance with AB 52. As required under CEQA, specifically PRC 21080.3.1 and the Chapter 532 Statutes of 2014 (i.e., AB 52), Native American consultation is required for any CEQA project that has a Notice of Preparation, a Notice of Negative Declaration, or a Notice of Mitigated Negative Declaration filed on or after July 1, 2015

4.18.3 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or

A records search of the project site was conducted on June 10, 2019, at the NWIC. On June 10, 2019, a field survey of the project site was conducted. No cultural resources have been previously recorded in the project site. No cultural resources were identified during the field

survey. As such, there are no cultural resources within the project site that are listed or eligible for listing in the California Register or in a local register that will be impacted by the proposed project. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

- ii. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Native American consultation per AB 52 was conducted for the proposed project. The NAHC was contacted on May 20, 2019, to conduct an SLF search and provide a Native American Tribal Consultation List for the project site. The NAHC responded on May 22, 2019, stating that an SLF search was completed for the project site with negative results. The NAHC also recommended that five Native American individuals representing the Mattole/Wiyot, Tolowa/Yurok, Miwok/Tolowa/Yurok, Hoopa, and Wiyot groups be contacted for information regarding cultural resources that could be affected by the proposed project.

The following Native American tribes, groups, and individuals were contacted via letter sent on June 12, 2019:

- Bear River Band of Rohnerville Rancheria, Barry Brenard, Chairperson
- Big Lagoon Rancheria, Virgil Moorehead, Chairperson
- Cher-Ae Heights Indian Community of the Trinidad Rancheria, Garth Sundberg, Chairperson
- Hoopa Valley Tribe, Ryan Jackson, Chairperson
- Wiyot Tribe, Ted Hernandez, Chairperson

One response was received as a result of the project notification letters or phone calls. On July 23, 2019, Rachel Sundberg, Tribal Historic Preservation Officer for the Cher-Ae Heights Indian Community of the Trinidad Rancheria, replied via letter stating that the project area is outside of the geographic area of concern for her group. As such, the Rancheria has no interest in the proposed project and no information to provide. Ms. Sundberg also stated that she would be interested in a report for the group's records after the proposed project is developed.

The SLF failed to identify any sacred lands or tribal resources in or near the project site, and no sacred lands or tribal cultural resources were identified as a result of the Native American consultation process. As such, there will be no impact to tribal cultural resources as a result of the proposed project. No mitigation is required.

Significance Determination: No Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: No Impact

4.19 UTILITIES AND SERVICE SYSTEMS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.19.1 Environmental Setting

4.19.1.1 Wastewater Service

Wastewater services in Fortuna are provided by two service providers: the City of Fortuna Wastewater Division of the City Utilities Department and the Palmer Creek Community Services District. The project site is located within the boundaries of the City's service area for wastewater and is serviced by the City of Fortuna Wastewater Division.

The City of Fortuna Wastewater Division serves approximately 11,000 people and provides wastewater collection and treatment services to residential, commercial, and industrial accounts. The wastewater collection system contains two main lines: one 15-inch gravity main line and one 12-inch force main line. The 12-inch force main line connects to another force main, the CCC Wet Well Pump Station located on Alamar Way. This force main transfers wastewater flow along Dinsmore Drive to the City's Wastewater Treatment Plant (WWTP).

Wastewater that is collected by the City is ultimately pumped to the City's WWTP. The City's WWTP is located at 180 Dinsmore Drive along Strongs Creek, near its confluence with the Eel River. The WWTP was originally constructed in the 1970s and was expanded and upgraded in June 2007. The WWTP has a current capacity to treat 1.5 million gallons (MG) of wastewater per day. According to the City's General Plan PEIR (2010a), the WWTP is currently operating at approximately 63 percent of its dry-weather capacity.

According to the City's Sewer System Management Plan (City of Fortuna 2018), the City is in the process of conducting an Inflow and Infiltration Study, which will document the condition and

capacity of the existing wastewater infrastructure and will determine the need for future improvements. The City's Capital Improvement Plan also addresses a variety of scheduled sewer operation and maintenance activities and capacity improvement projects.

4.19.1.2 Water Service

The City's Water Division is responsible for providing water to all residential, commercial, industrial and agricultural customers within the city limits as well as to an unincorporated area south of Drake Hill Road, which is at the southern boundary of the city limits. The City relies on water from the Eel River Valley Groundwater Basin (City of Fortuna 2011). Groundwater is extracted from City-owned groundwater wells and then distributed from the City's Corrosion Control Facility to various residential and commercial accounts via a 12-inch main transmission line located below Eel River Drive. The City updates its 5-year Capital Improvement Program annually to ensure infrastructure needs are assessed as growth occurs. Ongoing water system improvement projects include the maintenance and replacement of tanks, reservoirs, pump stations, and distribution system improvements (City of Fortuna 2010b).

According to the 2011 Urban Water Management Plan, the City extracts 457 MG annually from the five City-owned wells. Storage capacity for the groundwater basin is approximately 44,300 MG total, with a usable yield estimated to be 13,000 MG to 19,500 MG annually. The City estimates that by 2030, it will be extracting and consuming approximately 1,003 MG annually (City of Fortuna 2010b).

4.19.1.3 Solid Waste

The City contracts with Eel River Disposal and Resource Recovery Inc. (ERD) for municipal solid waste collection services. ERD operates a waste transfer station located on Riverwalk Drive, approximately 0.15 mi northwest of the project site. ERD ultimately sends the collected waste to the Anderson Landfill in Shasta County, which has an existing permitted capacity of 16.0 million cubic yards. The Anderson Landfill accepts a variety of wastes, including agricultural, asbestos, ash, construction/demolition, industrial, mixed municipal, BioSolids, tires, and wood waste.¹ ERD picks up trash at residences once a week and alternates the pick-up of permitted recyclables (i.e., paper, cardboard, plastic, glass, and metal) every 2 weeks.

In conjunction with ERD, the City instituted a curbside green waste collection program in 2007. Participating residents are provided a 68-gallon green waste container that is collected by ERD once every 2 weeks. Acceptable green wastes include yard clippings, brush, and clean wood. The green waste is then transported to the town of Scotia, located south of Fortuna, where it is burned to generate electricity.

4.19.1.4 Electricity

Pacific Gas and Electric Company (PG&E) provides electricity to Humboldt County and Fortuna. PG&E is a public utility that is regulated by the California Public Utilities Commission (CPUC). PG&E operates one main substation located at 2755 Rohnerville Road to serve Fortuna.

¹ California Department of Resources Recycling and Recovery (CalRecycle). SWIS Facility Detail, Anderson Landfill, Inc. (45-AA-0020). Website: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/45-AA-0020/Detail> (accessed September 3, 2019)

4.19.1.5 Natural Gas

PG&E supplies natural gas to Fortuna through a system of connected 12-inch pipes. Most residences within Fortuna use natural gas. Households and businesses located in areas without natural gas service use propane, which is available from a variety of local providers.

4.19.1.6 Telecommunications

The primary telephone service provider within the City is AT&T. Suddenlink provides both cable and internet service to Fortuna. Internet service is also available as dial-up, high-speed through Suddenlink, and Digital Subscriber Line (DSL) for internet users located within 15,000 cable feet from the AT&T equipment office located at 832 L Street.

4.19.2 Regulatory Setting

4.19.2.1 California Commercial Recycling Law (AB 341)

The California Commercial Recycling Law (AB 341), which took effect in 2012, requires all business generating 4 cubic yards or more of refuse each week to recycle. The bill was established to reduce GHG emissions and conserve landfill capacity.

4.19.2.2 California Department of Water Resources

The DWR has extensive authority to manage the State's water resources. The DWR conducts regional water planning management and oversees a variety of health- and safety-related measures, including the safety of dams. The DWR also oversees the regulation of groundwater basins subject to the SGMA, and therefore regulates the Eel River Valley Groundwater Basin, which provides water to the project site.

4.19.2.3 California Integrated Waste Management Act of 1989 (AB 939)

AB 939 requires all cities and counties to develop a Source Reduction and Recycling Element for diverting 50 percent of their solid waste from landfills.

4.19.2.4 California Water Conservation Act of 2009

The California Water Conservation Act of 2009 requires the State to reduce urban per capita water consumption by 20 percent by December 31, 2020. This bill requires that all water suppliers increase their water use efficiency through the development of urban water use targets and an interim urban water use target.

4.19.2.5 State Water Resources Control Board

The SWRCB is responsible for statewide regulation of water resources. The SWRCB's mission is to "ensure the highest reasonable quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses." The SWRCB thus has joint authority over water allocation and water quality protection.

4.19.3 Impact Analysis

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

4.19.3.1 Water

The City of Fortuna provides water for all uses within the City limits as well as an unincorporated area south of Drake Hill Road, which is the southern boundary of the city limits (City of Fortuna 2011). The proposed project is within the City's service area (City of Fortuna 2010b).

The City's water supply consists of groundwater from the Eel River Valley Groundwater Basin (groundwater basin) and is extracted from wells owned by the City (City of Fortuna 2010b).

The groundwater basin has a storage capacity of approximately 44,300 MG. Although the storage capacity of the groundwater basin is approximately 44,300 MG, the usable yield is estimated to be 13,000 MG to 19,500 MG annually (City of Fortuna 2011). The City estimates that by 2030, it will be extracting 1,003 MG annually (City of Fortuna 2010b). Additionally, total projected extraction from the groundwater basin by all sources, including the City's projected annual extraction of 1,003 MG, is estimated at 52,076 acre-feet per year by 2030 (City of Fortuna 2010b). Therefore, annual basin recharge will exceed annual withdrawals, and the City would have adequate water supplies to meet full-service demands (City of Fortuna 2010b). The proposed project includes landscaping around the new multipurpose building and new water and sewer utility connections, which will result in a nominal increase in water use. However, the proposed project would not result in an increase in the number of Corpsmembers or employees living or working on site. Therefore, overall water demand would remain similar to existing conditions, and project construction and operational activities would not result in impacts related to the relocation or construction of new or expanded water facilities. No mitigation is required.

4.19.3.2 Wastewater

The City owns and operates a wastewater collection system that serves its population of approximately 11,000 people. The City's wastewater collection system transports sewage from commercial, industrial, and residential customers through one gravity main line and one force main line to the City's WWTP, located approximately 0.7 mi northwest of the project site. The original WWTP was constructed in the 1970s, and was expanded and upgraded in June 2007 to address a growing population, changing technology, and new regulations. The WWTP is currently designed to treat an average dry-weather flow of 1.5 MG per day and influent peak wet weather flow of 6 MG per day (City of Fortuna 2018). Wastewater generated by the proposed project would be treated at the City's WWTP. The proposed project would not result in an increase in the number of Corpsmembers or employees living or working on site; therefore, wastewater generated by the proposed project would remain similar to existing conditions. Given that the existing WWTP is currently operating below the permitted capacity and has sufficient capacity to handle estimated future demands, wastewater flows from the proposed project would neither require nor result in the construction of a new wastewater treatment or collection facility or expansion of existing

facilities, which would cause significant environmental effects. Therefore, project impacts related to the relocation or construction or expansion of wastewater treatment or collection facilities are less than significant. No mitigation is required.

4.19.3.3 Stormwater Drainage Facilities

The project would comply with the requirements of the SWRCB WDRs for Storm Water Discharges from Small MS4s (General Permit) (Order No. 2013-0001-DWQ, NPDES No. CAS000004). The Phase II MS4 Permit is issued by the SWRCB and is applicable to smaller municipalities (i.e., populations of less than 100,000 people) and nontraditional small MS4s (e.g., military bases, public campuses, and prison and hospital complexes). The Phase II MS4 Permit regulates urban stormwater runoff, surface runoff, and drainage that flows into the MS4 system.

As discussed in Section 4.10, Hydrology and Water Quality, the proposed project includes on-site storm drain facilities and LID BMPs, including vegetative swales and a bioretention basin, to accommodate increased stormwater flows. The proposed on-site storm drain facilities would be appropriately sized so that runoff water would not exceed the capacity of existing or planned stormwater drainage systems. Specifically, the bioretention basin would be designed to detain the volume of runoff generated on the project site during a 25-year, 24-hour storm. Therefore, project-related impacts associated with the construction of new or the expansion of existing stormwater drainage facilities would be considered less than significant, and no mitigation is required.

4.19.3.4 Electric Power

PG&E would supply electricity to the project site. Construction activities are by nature temporary; therefore, construction of the proposed project would not increase the long-term demand for electric power facilities. In addition, the proposed project involves the construction of a single new building and does not result in an increase in the number of Corpsmembers or employees living or working on site. Therefore, project operations would not appreciably increase the demand for additional electricity, and construction and operation of the proposed project would not result in the need to relocate or construct new or expanded electric facilities. Impacts would be less than significant, and no mitigation is required.

4.19.3.5 Natural Gas

The project does not include any utility improvements related to natural gas. In addition, the proposed project involves the construction of a single new building and does not result in an increase in the number of Corpsmembers or employees living or working on site. Therefore, project construction or operation would not increase the demand for natural gas, and the project would not require or result in the relocation or construction of new or expanded natural gas facilities, the construction of which could cause significant environmental effects. No mitigation would be required.

4.19.3.6 Telecommunications

AT&T provides telephone and cable service to the project site. Project activities would not increase the demand for telecommunications facilities because the project would not result in an increase in the number of Corpsmembers or employees living or working on site. Therefore, implementation of

the proposed project would not result in impacts related to the relocation or construction of new or expanded telecommunications facilities. No mitigation would be required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

As stated previously, the proposed project consists of construction of a new multipurpose building, site utility improvements, and renovations on a partially developed site. As discussed in Response 4.19(a) above, water demand would remain similar to existing conditions. Therefore, the proposed project would have sufficient water supplies available to serve the proposed project during normal, dry, and multiple dry years, and impacts related to water supplies are less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Refer to Response 4.19(a), above. Although the proposed project would increase wastewater demand on site, the increased wastewater flows from the project site can be accommodated within the existing design capacity of the City's WWTP. The City's WWTP would have adequate capacity to serve the projected demand of the proposed project in addition to the WWTP's existing commitments. Therefore, impacts related to wastewater generation are less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The proposed project would consist of the development of a new multipurpose building on an existing, partially developed site. No hazardous waste is expected to be generated during construction or operation of the proposed project. The proposed project would generate an

estimated 320 lbs/day (0.16 tons/day) of solid waste during construction. Adding 0.16 tons/day of additional solid waste generated by the proposed project would comprise approximately 0.000086 percent of the maximum throughput of 1,850 tons per day at the Anderson Landfill during project construction.¹ However, once the proposed project has been developed, the generation of solid waste would be the same as under existing conditions since the proposed project would not result in an increase in the number of Corpsmembers or employees living or working on site. The proposed project would also comply with State and local standards in regards to solid waste. Therefore, solid waste generated by the proposed project would not exceed the capacity of the Anderson Landfill, and implementation of the proposed project would result in a less than significant impact to solid waste and landfill activities. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

AB 939 changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. AB 341 was passed in 2011, which established a 75 percent recycling goal by 2020. The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal and State law. In addition, as discussed above, the proposed project would not result in an excessive production of solid waste that would exceed the capacity of the Anderson Landfill, which is the landfill serving the project site. Therefore, the proposed project would result in a less than significant impact related to federal, State, and local statutes and regulations related to solid wastes. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

¹ California Department of Resources Recycling and Recovery (CalRecycle). SWIS Facility Detail, Anderson Landfill, Inc. (45-AA-0020). Website: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/45-AA-0020/Detail> (accessed September 3, 2019)

4.20 WILDFIRE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.20.1 Environmental Setting

The project site and the surrounding areas are primarily developed with industrial, commercial, storage, retail, and agricultural uses. However, vacant land is located to the west beyond Riverwalk Drive, which contains brush- and grass-covered areas typically found in areas susceptible to brush fire. Additionally, a vacant lot associated with the mini-storage facility is located to the south of the project site, and contains similar brush and grass-covered land. Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires. Wildland fires can be started by lightning, improperly managed campfires, cigarettes, sparks from automobiles, and other ignition sources. Although vacant brush and grass-covered areas are located within the project vicinity, the project site lies in a primarily urban setting, and generally lacks the conditions necessary to sustain a wildfire. According to the CAL FIRE Hazard Severity Zone Map for the Humboldt Region, the project site is not located within a VHFHSZ, and is located within an unzoned LRA (CAL FIRE 2007).

4.20.2 Regulatory Setting

4.20.2.1 State Regulations

California Department of Forestry and Fire Protection (CAL FIRE). CAL FIRE publishes maps that predict the threat of fire for each county within the State. LRAs and State or Federal Responsibility Areas are classified as either very VHFHSZs or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The 2012 Strategic Fire Plan for California was generated by CAL FIRE to provide guidelines and objectives in order to account for associated fire impacts.

California Fire Code. The California Fire Code includes regulations for emergency planning, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Several fire safety requirements include: installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

4.20.3 Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

According to the 2007 CAL FIRE Draft Fire Hazard Severity Zone Map for the Humboldt Region, the project site is not located within a VHFHSZ, but rather is located within an unzoned LRA (CAL FIRE 2007). In 2008, CAL FIRE determined there were no VHFHSZs within LRAs for Humboldt County.

Furthermore, as discussed in Section 4.9, Hazards and Hazardous Materials, the proposed project does not include any characteristics (e.g., temporary or permanent road closures or the long-term blocking of road access) that would physically impair or otherwise conflict with the Humboldt Operational Area Hazard Mitigation Plan (2014) or the Humboldt County Emergency Operations Plan (2015). The proposed project would be required to comply with all applicable codes and ordinances for emergency vehicle access, which would ensure adequate access to, from, and on site for emergency vehicles. Adherence to these codes and ordinances would ensure that construction and operation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Furthermore, the project site is not located in or near an SRA or within lands identified as a VHFHSZ, and thus would not impair an adopted emergency response plan or emergency evacuation plan in or near SRAs or lands classified as VHFHSZ. Therefore, implementation of the proposed project would result in a less than significant impact associated with an adopted emergency response plan or emergency evacuation plan. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project vicinity is characterized by existing industrial, commercial, and retail uses, which lack the combustible materials necessary for the uncontrolled spread of a wildfire. The proposed project involves the development of a new multipurpose building in a vacant portion of an already developed site, which would reduce the amount of vegetation/combustible materials on the project site. The project site is predominantly flat with no significant slopes adjacent to the site. Furthermore, the project site is not located within or near a VHFHSZ.

Project construction and operation would not change the characteristics of the project site. Therefore, the proposed project would neither increase nor exacerbate wildfire risks nor expose project occupants to pollutant concentrations from a wildfire within or near a VHFHSZ, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

- c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The proposed project would require the installation of new water and sewer utility connections, and would involve additional utility improvements and repairs. Although these utility connections and improvements would be extended throughout the project site, they would primarily be located underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City's Public Works Department as part of the project approval process to ensure the proposed project is compliant with all applicable design standards and regulations. Furthermore, the project site is not located in or near SRAs or lands classified as a VHFHSZ. Therefore, the proposed project would not include infrastructure (e.g., roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or that would result in impacts to the environment, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

- d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

In its existing condition, the project site is predominantly flat. According to the Federal Emergency management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within Zone AE of the Eel Creek 100-year floodplain. Zone AE includes areas subject to inundation by the 1 percent annual chance flood with base flood elevations determined.

Although the project site is located in an area that could be prone to flooding, the project site is not located in or near SRAs or lands classified as a VHFHSZ. Overall, due to the developed nature of the project site and distance from the nearest VHFHSZ, risks associated with wildfires are considered less than significant. Furthermore, the project site is not within an earthquake-induced landslide zone and is not located within an area subject to potential seismic slope instability. Therefore, downslope flooding as a result of runoff, post-fire slope instability, or drainage changes are unlikely

to occur at the site. The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant. No mitigation is required.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

4.21.1 Impact Analysis

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

As stated in Section 4.4, Biological Resources, no special-status species were observed or are known to occur on the project site, and no habitat for any special-status species occurs on the project site. Therefore, no special-status species would be affected by construction or operation of the proposed project. Project implementation would result in the removal of several nonnative trees associated with landscaped areas in the western portion of the project site. Disturbance of migratory birds during their nesting season (February 1 to August 31) could result in "take", which is prohibited under the MBTA and Section 3513 of the California Fish and Game Code. Although on-site nesting conditions are not ideal, because project construction would result in the removal of trees, potential nesting cannot be ruled out. If construction occurs during bird nesting season, implementation of Mitigation Measure BIO-1 would require pre-construction nesting bird surveys. With implementation of Mitigation Measure BIO-1, potential impacts to migratory birds would be less than significant.

As stated in Section 4.5, Cultural Resources, no archaeological resources are within the project site. However, the project site is located between two water sources (i.e., Eel River and Strongs Creek), and four pre-contact archaeological sites with lithic scatters and/or habitation debris have been recorded within 0.5 mi of the proposed project. As such, the archaeological sensitivity of the project

site is moderate. It is possible that the proposed project will impact previously unrecorded archaeological deposits that may be considered historical or unique archaeological resources pursuant to CEQA. In the event that any previously unidentified archaeological resources are discovered during ground-disturbing activities, work in the area would be required to cease and deposits would be treated in accordance with federal and State guidelines as specified in Mitigation Measure CULT-1. Implementation of Mitigation Measure CULT-1 would reduce the potential for impacts associated with the inadvertent discovery of unknown archaeological resources to a less than significant level.

No human remains or burial sites were identified during the field survey. A search of the SLF by the NAHC failed to indicate the presence of Native American cultural resources in the project site. No human burials have been previously recorded within 0.5 mi of the project site. However, there is a possibility that unanticipated human remains may be encountered during ground-disturbing, project-related activities. The implementation of Mitigation Measure CULT-2, requiring notification of the proper authorities and handling of human remains, would reduce the potential for impacts associated with the inadvertent discovery of human remains to a less than significant level.

Therefore, with implementation of the mitigation measures noted above, the potential for the proposed project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of a major period of California history or prehistory would be less than significant.

Significance Determination: Potentially Significant Impact.

Mitigation Measures: Refer to Mitigation Measures BIO-1, CULT-1, and CULT-2.

Significance Determination After Mitigation: Less Than Significant with Mitigation Incorporated

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Section 15065(a)(3) of the *State CEQA Guidelines* states that a project's cumulative impacts are the possible environmental effects that may be cumulatively considerable when considered with other reasonable foreseeable projects. Cumulatively considerable impacts occur when the incremental effects of a particular project or program are significant when viewed in connection with the effects of other past, current, or reasonably foreseeable future projects or programs that are not incorporated into baseline or existing conditions. Section 15355 of the *State CEQA Guidelines* defines a cumulative impact as an impact that is created as a result of the combination of the project evaluated in the CEQA document together with other projects causing related impacts.

Major projects that are planned, approved, or under construction in Fortuna in the project area and/or vicinity of the project area are shown in Table 4.21.A. The projects identified in Table 4.21.A were reviewed to evaluate the potential cumulative impacts associated with implementation of the proposed project. As shown in the discussion above, all environmental impacts associated with the proposed project can be reduced to less than significant levels through mitigation measures. When the impacts associated with the proposed project were evaluated in conjunction with the projected impacts from the Cumulative Project List provided in Table 4.21.A, it was determined that the proposed project’s cumulative contribution to impacts in the proposed project area would be negligible; therefore, cumulative impacts associated with the proposed project would be less than significant. No additional mitigation to address cumulative impacts is required.

Table 4.21.A: Cumulative Projects List

| Project Title | Project Location and Description | Current Status |
|---|---|------------------------------|
| Fitze Planned Unit Development | This project is located on the south side of Redwood Way, between Rohnerville Road and Maxwell Street, and involves the planned unit/subdivision of 13.35 ac for the construction of 59 cottage-style residences on individual lots for senior housing. | In entitlement process. |
| Luster Minor Subdivision | This project is located on Newburg Road, west of US-101, and involves the minor subdivision of a 0.58 ac parcel into one 0.28 ac lot and one 0.29 ac lot, and the construction of two five-plexes. | In entitlement process. |
| Cook Subdivision | This project is located at 344 North Fortuna Boulevard and involves the phased major subdivision of a 1.82 ac parcel into one commercial lot and eight residential lots. | In entitlement process. |
| Mildbrandt Subdivision | This project is located at 1125 Angel Heights Drive and involves the minor subdivision of a 0.9 ac parcel into one 0.4 ac residential lot and one 0.5 ac residential lot. The intended 0.4 ac lot is vacant, and is intended for single-family residential development. The intended 0.5 ac lot is developed with existing single-family residential development. | In entitlement process. |
| White Circle Subdivision | This project is located at 1325 Riverwalk Drive, and involves the minor subdivision of a 1.87 ac commercial parcel into one 0.93 ac parcel and one 0.94 ac parcel. | In entitlement process. |
| MacDonald – Ross Hill Road | This project is located on the east side of Ross Hill Road between Kenmar Road and School Street. This project involves the subdivision of 23.5 ac into 39 single-family residences ranging in size from 8,250 to 16,109 sf, and an 11.3 ac remainder parcel. | In entitlement process. |
| Redwood Memorial Foundation Subdivision | This project is located on Rohnerville Road and St. Joseph Drive, and involves the minor subdivision of a 10.19 ac parcel into a remainder (5.19 ac) and Parcel 1 (5 ac). | In entitlement process. |
| Kenmar Interchange Improvement Project | This proposed project is located at the intersection of Kenmar Road and US-101. The project involves the installation of westerly and easterly roundabouts on each side of US-101, modifications to the US-101 on- and off-ramps, and the realignment of Eel River Drive. The proposed project also includes planned pedestrian and bicycle facilities. | Environmental documentation. |

ac = acres

sf = square feet

United States Route 101 = US-101

Significance Determination: Less Than Significant Impact

Mitigation Measures: No mitigation required.

Significance Determination After Mitigation: Less Than Significant Impact

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

This Initial Study/Mitigated Negative Declaration (IS/MND) evaluates the proposed project's potential impacts to aesthetics, air quality, agricultural and forestry resources, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire. Based on the proposed project description and the environmental analysis provided for each of these issue areas, implementation of the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because all potentially significant impacts of the proposed project can be mitigated to less than significant levels.

Significance Determination: Less Than Significant Impact

Mitigation Measures: No additional mitigation is required.

Significance Determination After Mitigation: Less Than Significant Impact

5.0 LIST OF PREPARERS

| Preparer | Title | Role |
|--|--|--|
| California Department of General Services | | |
| Steven Reader | Project Director | Project Director and Environmental Document Review |
| Terry Ash | Project Manager | Project Manager and Environmental Document Review |
| Athanasios Yiaslas | Architect | Architecture |
| Jeffrey Tsuruoka | Senior Landscape Architect/Project Manager | Civil Engineering/Landscape Architecture |
| California Conservation Corps | | |
| Dan Millsap | Director, Capital Outlay Program | Environmental Document Review |
| LSA | | |
| Pam Reading | Principal Environmental Planner | Project Manager |
| Abby Annicchiarico | Assistant Environmental Planner | Non-technical Environmental Analysis |
| Amy Fischer | Principal Air Quality and Noise Specialist | Air Quality, Greenhouse Gas, Energy and Noise Analyses |
| Anna Van Zuuk | Assistant Biologist | Biological Resources Analysis |
| Cara Carlucci | Environmental Planner | Air Quality, Greenhouse Gas, and Energy Analyses |
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| JT Stephens | Associate Noise and Vibration Specialist | Noise and Vibration Analysis |
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| Laurel Frakes | Associate Environmental Planner | Environmental Document Preparation and Review |
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| Nicole West, CPSWQ, QSD/QSP | Associate Environmental Planner | Hydrology and Water Quality Analysis |
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6.3 PERSONAL COMMUNICATIONS

Personal communication with Jeffrey A. Tsuruoka, California Department of General Services. August 2019.

Personal communication with Fire Chief Lon Winburn, Fortuna Volunteer Fire Department.
September 17, 2019.

Personal communication with Office Supervisor Robin Paul, City of Fortuna Police Department.
September 17, 2019.

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