

Initial Study and Draft Mitigated Negative Declaration

1. Project title: Town of Scotia Water Improvement Project - Special Permit: APNs 205-351-030, 205-421-004, and 205-421-009; Case Nos.: SP17-007; Apps No. 13494
2. Lead agency name and address: Humboldt County Planning & Building Department, 3015 H Street, Eureka, CA 95501-4484; Phone: (707) 445-7541; Fax (707) 445-7446
3. Contact person and phone number: Michael Wheeler, Senior Planner (707) 268-3730; fax: 707-268-3792; email: mwheeler@co.humboldt.ca.us
4. Project location: The project site is located in the town of Scotia in Humboldt County. Assessor's Parcel Numbers (APN) 205-351-030, 205-421-004, and 205-421-009. Township 1N, Range 1E in sections 7 and 8 within the 7.5-minute Scotia United States Geological Survey Quadrangle.

5. **Project sponsor's name and address:**

| Applicant | Owners | Agent |
|-----------------------------|------------------------------------|------------------------|
| Town of Scotia Company, LLC | Scotia Community Services District | SHN |
| P.O. Box 245 | PO Box 104 | 1062 G Street, Suite i |
| Scotia, CA 95565-0245 | Scotia, CA 95565 | Arcata, CA 95521 |
| | | (707) 822-5785 |
| | Humboldt Redwood Company, LLC | |
| | P.O. Box 996 | |
| | Ukiah, CA 95482 | |

6. List of preparers:
Stein Coriell - Senior Planner, SHN
7. General plan designation: APN 205-351-030: Industrial General (IG); Timber (T); Agriculture Grazing (AG); Conservation Floodway (CF); Residential Low Density (RL); and Public Facility (PF). APN 205-421-004: Conservation Floodway (CF); Industrial General (IG); and Public Facility (PF). APN 205-421-009: Conservation Floodway (CF); Industrial General (IG); and Public Facility (PF) (Humboldt County, 2017).
8. Zoning: APN 205-351-030: Heavy Industrial-Qualified (MH-Q); Agriculture Exclusive (AE); Unclassified (U); and Timber Production Zone (TPZ). APN 205-421-004: Public Facility (PF). APN 205-421-009: Unclassified (U); and Timber Production Zone (TPZ) (Humboldt County, 2019).
9. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or on-site features necessary for its implementation.)

See Attachment 1 for the project description with figures (dated May 30, 2018).

Background

The town of Scotia is currently undergoing a transition from a privately-owned community to a subdivision in Humboldt County, represented by a formally approved Community Service District. The existing infrastructure has aged past its usable design life and needs to be replaced. The transition requires the existing infrastructure to be rehabilitated or replaced and brought up to current standards. Town of Scotia, LLC (TOS) is currently replacing much of the water and wastewater collection and distribution systems throughout the community.

As part of the required improvements, the raw water and fire suppression water systems require updating and separation from some of the privately-owned portions (industrial/commercial properties of the subdivision) of the distribution system. The proposed fire suppression water/raw water collection, distribution, and storage project, currently under design, consists of the following (see Figures 1-4):

- replacing the Eel River raw water intake pumps (contained in an existing cylindrical concrete wet well structure), improving the raw water intake structure, and construction of an all-weather (paved) access road;
- up to approximately 2,320 feet of new/rehabilitated raw water piping from the river intake through the industrial corridor to the east side of Main Street within an easement corridor; and
- demolition of two existing fire suppression water storage tanks.

These water improvements are part of the overall TOS Corridor Project, which also includes improvements to wastewater collection, stormwater collection, and water distribution systems located within the industrial corridor. The raw water line and other utilities will be constructed through the corridor by open cut trenching located within existing easements.

Replacing the Eel River Raw Water Intake Pumps, Improving the Raw Water Intake Structure, and All-Weather Access Road

The existing river intake is located in a cylindrical concrete vault (constructed in 1965) located on the edge of the river bar. The top of the vault elevation is currently set at 67.5 feet (approximately 10 feet above the existing gravel bar). SHN has completed a review of historical river elevations taken at the gauging station located at the Scotia/Rio Dell Eel River Bridge just downstream of the intake. The review determined that the typical high water elevations exceed the current elevation of the intake vault structure several times per year. Access to the existing river intake has been from a seasonal road across the gravel bar. During wet weather rain events, the gravel bar is not accessible due to high water in the river channel (see Figure 3).

The proposed project will extend the height of the river intake structure by approximately 4 feet, using cast-in-place concrete.

To protect from high flows, proposed improvements to the raw water intake structure also include new rock slope protection and fill. The portion of the proposed improvements at the intake vault that lies below the ordinary high water mark of the Eel River involves the following materials and quantities:

- Place 30 cubic yards (cy) of engineered fill over a 100-square foot (sf) area.
- Place 85 cy of rock slope protection (1/2-ton size class Caltrans specification) over a 280-sf area.

The proposed project will construct a new 15-foot wide permanent all-weather (paved) access road with a landing along the river bank above the structure. It will extend from an existing hardened landing, south along the river bank, through approximately 150 feet of riparian vegetation. These improvements will allow access to and maintenance of the raw water intake even during most high-water events.

The proposed project will replace the existing river intake pumps and related piping with two new 1,200 gallon per minute (gpm) vertical turbine well pumps capable of delivering water directly to the raw water storage tank. This work will occur within the concrete vault. Construction access will be by way of the existing seasonal road across the gravel river bar and from the new access road after the construction of the new access road. Staging for this portion of the work will occur on the river bar and on the existing hardened landing (see Figures 2 and 3).

Up to 2,320 Feet of Raw Water Transmission Piping

Depending upon the condition of existing piping and the results of pressure testing, up to approximately 320 feet of new 16-inch diameter high density polyethylene pipe and approximately 2,000 feet of new 12-inch diameter polyvinyl chloride pipe will be installed alongside the existing pipe by trenching from the river intake structure along the existing pipe route, through the delineated industrial property utility corridor, to tie into the existing 12-inch raw water piping at 6th and Main Streets. The 16-inch fire suppression pipe will be disconnected from the existing fire suppression water tanks and reconnected to the raw water tank discharge piping (see Figures 2 and 4).

Demolition of Two Existing Fire Water Storage Tanks

The two existing fire water storage tanks are located in timberland east of the existing water treatment plant adjacent to a seasonally spring-fed drainage channel. The tanks are welded steel, open-top tanks on an oil sand base. The tanks have been leaking for more than 15 years and have created wet ground conditions around the base of the tanks. The leaked water then drains into the adjacent seasonal drainage channel. The existing fire water storage tanks will not be repaired because they are beyond their useful life span. Under the proposed project, the fire suppression water will be stored in the existing raw water storage tank (see Figures 2 and 4). Following the demolition of the tanks, the oil sand base will be removed and disposed of in accordance with applicable regulations. The area will be resurfaced with rock to preserve its potential for future use (although none is proposed at this time).

Filter Backwash Piping

As part of the improvements to the water treatment plant, the existing water filter backwash will be rerouted from its current disposal location into the existing drainage south of the water treatment plant to a new disposal point leading into the wastewater treatment plant. This will be accomplished by re-plumbing the filter backwash line into an existing former 8-inch water line passing beneath Highway 101 and located within the corridor right-of-way. Approximately 1,100 feet of new 6-inch diameter backwash line will be installed between the existing finish water tank and B Street, where it will connect to existing sewer piping at B Street and the 4th Street Alley (see Figures 2 and 4). The existing water filter backwash drain line will be capped.

Best Management Practices

The following best management practices will be implemented at the Eel River work area and in the vicinity of the seasonal stream by the fire water tanks, as appropriate:

- All construction work below the ordinary high water mark of the Eel River will be performed during the low flow period when the work site is dry.
- All water intake structures and water diversion will be screened according to National Marine Fisheries Service criteria.
- For all work proposed, equipment and machinery must be in good operating condition; clean (power-washed offsite); and free of leaks, excess oil, and grease.
- No equipment refueling or servicing will be undertaken within 100 feet of any watercourse or surface water drainage.
- A spill containment kit will be kept readily accessible on site in the event of a release of a deleterious substance.
- Following construction, all work areas below the high water mark/top of bank will be left in a smooth condition free of any depression that would result in fry entrapment.

- Any temporary fill will be removed in its entirety following construction, and the affected area(s) will be returned to pre-construction elevations.
- Disturbance to existing vegetation on and adjacent to stream banks and within riparian zones will be minimized.
- Sediment control measures (biodegradable straw waddles, bales, silt cloth, etc.) will be installed before starting any work that may result in sediment mobilization.
- When material is moved off site, it will be disposed of in such a manner as to prevent its entry into any watercourse, floodplain, ravine, or storm sewer system.
- Disturbed areas above the high water mark/top of bank will be graded to a stable angle of repose after work is completed. These areas will be revegetated to prevent surface erosion and subsequent siltation of the watercourse.
- Disturbed soil areas on and adjacent to the banks of streams may be protected from surface erosion by hydroseeding with a heavy mulch, tackifier, and seed mix by installing erosion blankets; and/or by heavily seeding/planting with native vegetation.
- Any remaining sediment and erosion control measures (such as, silt fences) will be removed post-construction.
- All equipment, supplies, and non-biodegradable materials will be removed from the site post-construction.

Project Timing

Seasonal work windows are anticipated to be as follows:

- Work within the Eel River bar and associated riparian will be limited to between August 1 and October 15. Additionally, work may be allowed between June 15 and July 31 if nesting bird surveys allow. Or, if permits are obtained in time, vegetation clearing would occur prior to the end of February (before the start of the nesting season), which would allow work to occur as soon as vegetation has been cleared.
- Work in wet areas near the fire water tanks or on the stream side of the tanks will be limited to between July 15 and October 31.
- For other project areas in between, no seasonal work limitation is expected because there would be no impacts to wetlands, riparian areas, or other sensitive habitat.

The work within the Eel River bar and associated riparian area is expected to take approximately 8-10 weeks. The work in wet areas near the fire water tanks or on the stream side of the tanks is expected to take approximately 4-6 weeks.

10. Surrounding land uses and setting: (**Briefly describe the project's surroundings**): The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) in Scotia which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway. Existing water infrastructure includes the raw water intake structure at the Eel River and associated pumps and piping (west of Highway 101) and the raw water storage tank, two fire water storage tanks, water treatment plant, finish water tank, and associated piping (east of Highway 101). The Eel River is located adjacent to the western portion of the project. An unnamed seasonal drainage is located adjacent to the eastern portion of the project.

11. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement). A Streambed Alteration Agreement is required from California Department of Fish & Wildlife (CDFW). A 404 permit is required from U.S. Army Corps of Engineers (USACE). A 401 water quality certification and compliance with the Construction General Permit is required from the North Coast Regional Water Quality Control Board (NCRWQCB). Grading and Building Permits, as well as a Special Permit for work within designated streamside management areas are required from the County of Humboldt Planning and Building Department.

12. Tribal Cultural Resource Consultation: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to the Public Resources Code section 21080.3.1? Yes 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? Yes.

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project COULD have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.

- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plan, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats, however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

CHECKLIST, DISCUSSION OF CHECKLIST RESPONSES, PROPOSED MITIGATION

| 1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project: | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 publicly accessible vantage points). 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 checked="" type="checkbox"/> | <input 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"/> |

Setting:

Scotia is located in a portion of Humboldt County with high quality aesthetic value due to many natural and community resources. Scotia is situated in a river valley, and vistas from the town are of the surrounding forested hillsides above the Eel River. The nearby Scotia Bluffs are also visible from the town. In addition, Scotia sits at a transition point where the Eel River Valley's redwood covered slopes open up to a broad flat section of riverbank/floodplain. These sweeping vistas contribute to Scotia's aesthetic setting.

Hills and redwood forests surround the lower and higher elevations around the town. Along the eastern boundary, trees provide a visual buffer from the adjacent Highway 101. Within the town, views include residences, the school, the church, the sawmill complex, the power complex and natural landscape elements. Distinctive architecture in portions of the city's older neighborhoods also contributes to a high aesthetic value. Similarly, many buildings and structures within the sawmill and power complex are historic and exhibit equal aesthetic value.

The Eel River is a federal and state designated Wild and Scenic River (National Wild and Scenic Rivers System, 2019). Under both federal and state designation, the section of river from the confluence with Outlet Creek to the mouth at the Pacific Ocean is classified as "recreational." Recreational areas are rivers or sections of rivers readily accessible by road or railroad, may have some shoreline development, and may have undergone some impoundment or diversion in the past (Wild and Scenic Rivers Act, 16 United States Code [USC] §§ 1271-1287, October 2, 1968, as amended 1972, 1974-1976, 1978-1980, 1984, 1986-1994 and 1996).

According to the California Scenic Highway Mapping System, in Humboldt County, "...there are eligible state scenic highways, [but] there are none officially designated at this time" (California Scenic Highway Mapping System, 2019).

The project includes a riparian and riverbank area adjacent to the Eel River (intake location), a forested area east of Highway 101 (water tanks, water treatment), and a proposed sub-surface pipe route that runs through the town of Scotia.

Analysis:

- a) Finding: The project will not have a substantial adverse effect on a scenic vista. *Less than significant impact.*

Discussion: Although portions of the project area are visible from Highway 101 and streets within the town of Scotia, most of the proposed project changes will not be visible following completion of construction. The project components east of Highway 101 will be largely unseen by the public, being located within a forested area not readily visible from Highway 101 or the town of Scotia. The approximately 2,320 feet of new raw water pipe proposed to be constructed through town will be located underground and will not be visible following construction. The proposed work at the raw water intake will raise the height of the existing intake vault by approximately 4 feet using a cast-in-place concrete to be placed on top of the existing concrete cylinder. To protect from high flows, proposed improvements to the raw water intake structure also include new rock slope protection and fill. The proposed project will construct a new 15-foot wide permanent all-weather (paved) access road with a landing along the river bank above the structure. It will extend from an existing hardened landing, south along the river bank, through approximately 150 feet of riparian vegetation, to allow access to and maintenance of the raw water intake even during most high-water events. Aside from the temporary aesthetic impact from construction activities, the proposed improvements to the raw water intake vault and construction of the new all-weather access road will be the most visible aspects of the proposed project. However, these activities will not substantially alter the visual setting along the Eel River. The other project elements east of Highway 101 and running through the developed areas within the town of Scotia will not be visible by the public following construction.

Therefore, and due to the limited scope and scale of the project, the proposed project will not have a substantial adverse effect on a scenic vista.

- b) Finding: The project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. *Less than significant impact.*

Discussion: According to the California Scenic Highway Mapping System, there is no designated state scenic highway in the project vicinity (California Scenic Highway Mapping System, 2019), although Highway 101 is listed as "Eligible State Scenic Highway." The project site does not contain any landmark trees, rock outcroppings, or buildings of historical significance.

Therefore, the proposed project will not substantially damage scenic resources within a state scenic highway.

- c) Finding: The project, which occurs in a non-urbanized area, will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. *Less than significant impact.*

Discussion: The existing visual character of the project area east of Highway 101 includes several municipal structures and access roads within a mixed coniferous forest. The existing visual character along the pipeline route includes developed areas within the town of Scotia, including residential and industrial land uses. The existing visual character of the project area along the Eel River includes river bank, riparian vegetation, and gravel access roads adjacent to park and industrial areas. The majority of the site shows evidence of disturbance related to past and ongoing municipal activities and the development of the town of Scotia and Highway 101.

During the project's construction period, construction equipment, supplies, and construction activities would be visible on the subject property from immediately surrounding areas. Construction activities are a common occurrence in the region and are not considered to substantially de-

grade the area's visual quality. All construction equipment would be removed from the project site following completion of the project's construction activities. As such, the temporary visibility of construction equipment and activities at the project site would not substantially degrade the visual character or quality of public views of the site and its surroundings.

Aside from the temporary aesthetic impact from construction activities, the proposed improvements to the raw water intake vault and construction of the new all-weather access road will be the most visible aspects of the proposed project. However, these activities will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The other project elements east of Highway 101 and running through the developed areas within the town of Scotia will not be visible by the public following construction.

Therefore, the proposed project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

- d) Finding: The project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. *No impact.*

Discussion: The project does not propose any new lighting or source of glare.

Therefore, the proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Findings:

- a) The project will not have a substantial adverse effect on a scenic vista: Less than significant impact.
- b) The project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway: Less than significant impact.
- c) The project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings: Less than significant impact.
- d) The project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area: No impact.

2. AGRICULTURE & FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <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 checked="" type="checkbox"/> | <input 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

by Government Code section 51104(g))?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting:

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. The project site has the following zoning designations:

- APN 205-351-030: Heavy Industrial-Qualified (MH-Q); Agriculture Exclusive (AE); Unclassified (U); and Timber Production Zone (TPZ)
- APN 205-421-004: Public Facility (PF)
- APN 205-421-009: Unclassified (U); and Timber Production Zone (TPZ).

These parcels are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway.

The Farmland Mapping and Monitoring Program of the California Resources Agency has not yet mapped farmland in Humboldt County (California Resources Agency, 2019). According to the Humboldt County GIS portal (Humboldt County, 2019), a portion of APN 205-351-030 contains prime agricultural soils classified as Fe2 (Ferndale silt loam, 0 to 3 percent slopes); however this is south of and outside of the project area. Humboldt County GIS portal mapping does not identify any area within the proposed project as containing agricultural soils or prime agricultural soils.

Although the project parcels include areas zoned for timber production and agriculture, no portion of the proposed project area is used for forestry or agriculture.

Analysis:

- a) Finding: The project will not 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. *No impact.*

Discussion: The Farmland Mapping and Monitoring Program of the California Resources Agency has not yet mapped farmland in Humboldt County (California Resources Agency, 2019). According the Humboldt County GIS portal (Humboldt County, 2019), the specific project site (portions of APNs 205-351-030, 205-421-004, and 205-421-009 do not contain any mapped agricultural soils or prime agricultural soils.

Therefore, the proposed project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use.

- b) Finding: The project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. *Less than significant impact.*

Discussion: According to the Humboldt County GIS portal, portions of the project area include areas zoned for agricultural use. However, the specific project area does not include any area zoned for agricultural use. According the Humboldt County GIS portal, there is no Williamson Act contract associated with any of the three project APNs (Humboldt County, 2019).

Therefore, the proposed project will not conflict with existing zoning for agricultural use or a Williamson Act contract.

- c) Finding: The project will not 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)). *Less than significant impact.*

Discussion: According to the Humboldt County GIS portal, a portion of the project area on APN 205-351-030 is zoned TPZ, including the majority of the project area east of Highway 101. However, this portion of the project area has been in long-term use for the water supply infrastructure of Scotia for many decades. **In fact, the town's water supply infrastructure has been in this location since before Highway 101 was constructed.** TOS has deeded rights (easement by reservation; Humboldt County Official Records 2013-015279-10) to use the project area east of Highway 101 for the proposed purposes. The project location is not used for or suitable for use as forest land or timberland as defined in Public Resources Code section 4526.

Therefore, the proposed project will not conflict with existing zoning for, or cause rezoning of, forest land or timberland.

- d) Finding: The project will not result in the loss of forest land or conversion of forest land to non-forest use. *Less than significant impact.*

Discussion: As discussed under c) above, although a portion of the project site on APN 205-351-030 is zoned TPZ, this portion of the project area has been in long-term use for the water supply infrastructure of Scotia for many decades. TOS has deeded rights (easement by reservation; Humboldt County Official Records 2013-015279-10) to use the project area east of Highway 101 for the proposed purposes. Given the existing municipal water supply infrastructure, the project location is not used for or suitable for use as forest land or timberland.

Therefore, the proposed project will not result in the loss of forest land or conversion of forest land to non-forest use.

- e) Finding: The project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. *No impact.*

Discussion: The proposed project will not produce significant growth-inducing or cumulative impacts that will result in the conversion of farmland or forest land. Growth-inducing impacts are generally caused by projects that have a direct or indirect affect on economic growth, population growth, or land development. The project is to repair and upgrade the community's water supply infrastructure, but the project will not expand the water service area, increase the amount of water withdrawn from the Eel River, or otherwise have the potential to induce population growth.

Therefore, the project would not lead to a conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use in the area surrounding the site.

Findings:

- a) The project will not 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: No impact.
b) The project will not conflict with existing zoning for agricultural use, or a Williamson Act contract: Less than significant impact.

c) The project will not 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)): Less than significant impact.

d) The project will not result in the loss of forest land or conversion of forest land to nonforest use: Less than significant impact.

e) The project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. No impact.

| 3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|--------------------------|
| 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"/> |

Setting:

The project site is located in Humboldt County, which lies within the North Coast Air Basin (NCAB). The NCAB extends for 250 miles from Sonoma County in the south to the California/Oregon border. The climate of NCAB is influenced by two major topographic units: the Klamath Mountains and the Coast Range provinces. The climate is moderate with the predominant weather factor being moist air masses from the ocean. Average annual rainfall in the area is approximately 49.5-inches, with the majority falling between November and March. Predominant wind direction is typically from the northwest during summer months and from the southwest during storm events occurring during winter months.

Project activities are subject to the authority of the North Coast Unified Air Quality Management District (NCUAQMD) and the California Air Resources Board (CARB). The NCUAQMD is listed as "attainment" or "unclassified" for all the federal and state ambient air quality standards except for the state 24-hour particulate (PM₁₀) standard, which relates to concentrations of suspended airborne particles that are 10 micrometers or less in size.

In determining whether a project has significant air quality impacts on the environment, agencies often apply their local air district's thresholds of significance to project in the review process. The District has not formally adopted specific significance thresholds, but rather utilizes the Best Available Control Technology (BACT) emissions rates for stationary sources as defined and listed in the NCUAQMD Rule and Regulations, Rule 110 – New Source Review (NSR) and Prevention of Significant Deterioration (PSD), Section 5.1 – BACT (pages 8-9) (NCUAQMD, 2019).

Sensitive receptors near the project site primarily include residential uses which surround the central portion of the project. The proposed pipeline route also runs directly through Scotia ballpark.

Analysis:

- a) Finding: The project will not conflict with or obstruct implementation of the applicable air quality plan. *Less than significant impact.*

Discussion: The project site is located within the North Coast Air Basin which encompasses approximately 7,767 square miles. The North Coast Air Basin includes Del Norte, Humboldt, Trinity, and Mendocino counties, as well as the northern and western portions of Sonoma County. Air quality in Del Norte, Humboldt, and Trinity counties is regulated by the NCUAQMD. The NCUAQMD's primary responsibility is to achieve and maintain federal and state air quality standards, subject to the powers and duties of the CARB. The NCUAQMD is currently listed as being in "attainment" or is "unclassified" for all Federal health protective standards for air pollution (ambient air quality standards). However, under State ambient air quality standards, the air district has been designated "nonattainment" for particulate matter less than ten microns in size (PM₁₀) (NCUAQMD, 2019). PM₁₀ air emissions include chemical emissions and other inhalable particulate matter with an aerodynamic diameter of less than 10 microns. PM₁₀ emissions include, but are not limited to, smoke from wood stoves, dust from traffic on unpaved roads, vehicular exhaust emissions, and airborne salts and other particulate matter naturally generated by ocean surf.

A potentially significant impact to air quality would occur if the project would conflict with or obstruct the implementation of the applicable air management or attainment quality plan. Although the proposed project would represent an incremental increase in air emissions in the air district, of primary concern is that project-related impacts have been properly anticipated in the regional air quality planning process and reduced whenever feasible. Therefore, it is necessary to assess the project's consistency with the applicable district air quality management or attainment plan(s).

The California Clean Air Act (CCAA) requires the NCUAQMD to achieve and maintain state ambient air quality standards for PM₁₀ by the earliest practicable date. The NCUAQMD prepared the Particulate Matter Attainment Plan, Draft Report, in May 1995. This report includes a description of the planning area (NCUAQMD), an emissions inventory, general attainment goals, and a listing of cost-effective control strategies. The NCUAQMD's attainment plan established goals to reduce PM₁₀ emissions and eliminate the number of days in which standards are exceeded. The plan includes three areas of recommended control strategies to meet these goals: transportation, land use, and burning. Control measures for these areas are included in the Attainment Plan. Due to the limited scope and scale of this project, none of the recommended control strategies are applicable. However, the project does not conflict with any of the recommended control strategies.

Therefore, the project will not obstruct implementation of the NCUAQMD Attainment Plan for PM₁₀.

- b) Finding: The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. *Less than significant impact.*

Discussion: The NCUAQMD is currently listed as being in "attainment" or is "unclassified" for all Federal health protective standards for air pollution (ambient air quality standards). However, under State ambient air quality standards, the air district has been designated "nonattainment" for particulate matter less than ten microns in size (PM₁₀) (NCUAQMD, 2019).

The NCUAQMD has advised that, generally, an activity that individually complies with the state and local standards for air quality emissions will not result in a cumulatively considerable increase in the countywide PM₁₀ air quality violation. Further, the NCUAQMD has advised that

smaller construction projects, such as that proposed, do not generate particulate matter greater than the local and/or state standard.

Although fugitive airborne dust is created naturally in the river valley by summer winds, there are currently no air quality problems in the region, and this project will not cause a violation of ambient air quality standards either individually or cumulatively in the area. Also, see discussion under subsection a) above.

Therefore, the project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

- c) Finding: The project will not expose sensitive receptors to substantial pollutant concentrations. *Less than significant impact.*

Discussion: Sensitive receptors (e.g., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effect of air pollution than the general population. Land uses that are considered sensitive receptors typically include residences, schools, parks, childcare centers, hospitals, convalescent homes, and retirement homes. Sensitive receptors near the project site primarily include residential uses which surround the central portion of the project. The proposed pipeline route also runs directly through Scotia ballpark.

Air quality impacts can be divided into two phases for a project - construction and operation.

Mobile sources of emissions include equipment used during short-term construction and vehicle/truck traffic and light-duty equipment from long-term operation. The NCUAQMD does not currently require permits for the operation of heavy equipment (i.e. construction equipment) within the project area. There are no "target" air quality standards/limits in this area; however, heavy equipment is generally subject to emission standards, and exceeding those standards may constitute a "nuisance" condition, and can be mitigated by proper vehicle maintenance. Emissions from construction equipment will occur for a limited period of time and the equipment will be maintained to meet current emissions standards as required by the CARB and the NCUAQMD. As described in Section 17 (Transportation), the average number of vehicle/truck trips per day will remain unchanged from the current amount during long-term operation. Due to the small scale of the project, and the infrequent need for maintenance traffic, emissions from vehicle/truck traffic and equipment would not be significant from project operation (ongoing operation and maintenance of Scotia's water supply and treatment system).

Stationary sources of emissions from the project include backup generators for the pumps at the raw water intake vault and booster pumps elsewhere in the water system. These stationary sources will not require stationary source permits from the NCUAQMD, and due to the type of equipment, will not be a significant source of emissions.

The project has the potential to generate dust from the following sources: 1) dust generated during construction from heavy equipment activity; and 2) dust generated from vehicle/truck traffic on unpaved road sections at the site during long-term operation. All activities at the project site are required to meet NCUAQMD Air Quality standards, including Regulation 1, which prohibits nuisance dust generation and is enforceable by the District. The NCUAQMD currently enforces dust emissions according to the CA Health and Safety Code (Section 41701) which limits visible dust emissions that exceed 40% density to a maximum of 3 minutes for any one-hour period. NCUAQMD District Rule 104 states that "reasonable precautions shall be taken to prevent particulate matter from becoming airborne." The USEPA has determined that dust generally settles out of the atmosphere within 300 feet of the source.

Due to the limited size and scope of the project and the presence of existing vegetation, most of the dust associated with the construction equipment use and vehicle/truck traffic would settle out onsite or be trapped by the surrounding tree canopy and vegetation. The closest sensitive receptors are the residences and ball park in the vicinity, but because of the limited activity that will occur, the rapid dissipation of the dust, and the low amount of dust that would be generated close to residences (where work will occur in paved streets), impacts will be minimal.

During short-term construction activities, the following dust control measures will be implemented to reduce nuisance dust generation (see Applicant-Proposed Best Management Practices):

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
3. Adjacent public roads shall be kept clean of loose dirt tracked onto the roadways from the construction site.
4. All vehicle speeds shall be limited to 15 miles per hour.

The project will not result in greater use of unpaved roads than the baseline condition. The new all-weather access road to the river intake vault will be paved (unlike the existing river bar access road), and it will provide a shorter, more direct route for maintenance vehicles. Therefore, use of the new road will generate less dust than the existing road.

Carbon monoxide (CO) hot spots are typically associated with idling vehicles at extremely busy intersections (i.e. intersection with an excess of 100,000 vehicle trips per day). There are no intersections in Humboldt County or the general project area that exceed the 100,000 vehicle per day threshold typically associated with CO hot spots. In addition, the North Coast Air Basin is currently in attainment for CO. As such, project-related vehicular emissions would not create a hot spot and would not substantially contribute to an existing or projected CO hot spot.

Therefore, the proposed project will not expose sensitive receptors to substantial pollutant concentrations.

- d) Finding: The project will not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. *Less than significant impact.*

Discussion: The construction phase of the project would include repaving roadways disturbed by trenching for pipe placement, which could include applying hot asphalt. The odor from hot asphalt or other substances used during construction may be objectionable to some. However, the odor impact would be both short-term and localized segment by segment, and therefore would be neither persistent nor affect a substantial number of people.

Therefore, the proposed project will not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Applicant-Proposed Best Management Practices:

- During short-term construction activities the following dust control measures will be implemented to reduce nuisance dust generation:
 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 2. All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
 3. Adjacent public roads shall be kept clean of loose dirt tracked onto the roadways from the construction site.
 4. All vehicle speeds shall be limited to 15 miles per hour.

Findings:

- a) The project will not conflict with or obstruct implementation of the applicable air quality plan: Less than significant impact.
- b) The project will not 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: Less than significant impact.
- c) The project will not expose sensitive receptors to substantial pollutant concentrations: Less than significant impact.
- d) The project will not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people: Less than significant impact.

4. BIOLOGICAL RESOURCES. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife 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 Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Setting:

The project site (portions of APNs 205-351-030, 205-421-004, and 205-421-009) is situated in central Humboldt County in the Eel River valley, at elevations ranging from 60 feet to 450 feet above mean sea level.

A Natural Resources Assessment was prepared for the project by SHN Engineers & Geologists (SHN, 2016a). It contains a Mitigation, Monitoring, and Reporting Plan (MMRP) as Appendix D of the Natural Resources Assessment. The MMRP was updated in 2018 to meet current requirements of CDFW and the NCRWQCB (SHN, 2018a). A Biological Assessment was prepared for the project to assess the project's potential effects on federally-listed anadromous fish species and their habitat (SHN, 2016b).

The eastern portion of the project area (east of Highway 101) is situated on a west-facing slope ranging from 1 to 30 percent slope, where there are several municipal structures and access roads within a mixed coniferous forest. Vegetation in this area is composed of the *Sequoia sempervirens* Forest Alli-

ance, with redwoods constituting over 50 percent of the relative cover and Douglas fir (*Pseudotsuga menziesii*) as a lesser co-dominant. Within riparian and mesic locations of this vegetation stand, red alder (*Alnus rubra*), and bigleaf maple (*Acer macrophyllum*) are also present within the tree stratum. The shrub and herb layer within this stand is dominated by evergreen huckleberry (*Vaccinium ovatum*), salal (*Gaultheria shallon*), hazelnut (*Corylus cornuta* ssp. *californica*), poison oak (*Toxicodendron diversilobum*), and western sword fern (*Polystichum munitum*) (SHN, 2016a).

The western portion of the project area is situated on the east bank of the Eel River. This location includes the upper elevations of a gravel river bar that is inundated during high river flow events. The gravel bar transitions west toward a 100- to 200-foot wide sloped riparian transition area. The Eel River riparian area is composed of the *Salix lasiolepis* Shrubland Alliance with arroyo willow (*Salix lasiolepis*) constituting over 50 percent of the relative cover in the canopy and scattered individuals of Sitka willow (*Salix sitchensis*) and black cottonwood (*Populus trichocarpa*). The shrub and herb layer within this stand is dominated by poison oak, Himalayan blackberry (*Rubus armeniacus*), coyote brush (*Baccharis pilularis* ssp. *consanguinea*), cape ivy (*Delairea odorata*), and periwinkle (*Vinca major*) (SHN, 2016a).

The central portion of the project area is located on a broad, gently sloping topography within the developed portions of the town of Scotia. The developed portions of Scotia occur from the east edge of the Eel River riparian zone to approximately 2,000 feet east before intersecting with Highway 101. The central portion of the study area contains an urbanized landscape lacking distinct natural vegetation communities. This region is composed of horticultural and exotic species of plants that are typical of developed residential and industrial locations including Monterey pine cultivars (*Pinus radiata* X), Himalayan blackberry, Scotch broom (*Cytisus scoparius*), curly dock (*Rumex crispus*), bird's foot trefoil (*Lotus corniculatus*), and non-native grasses (SHN, 2016a).

Temperatures are influenced by the mixing of the cooler ocean climate to the north from the Eel River estuary (approximately 15 air miles northwest of the project area) and hotter inland temperatures originating further up river from southern Humboldt County and northern Mendocino County. Temperatures in Scotia range from an average low of 42-degrees Fahrenheit (°F) in December to an average high of 73°F in September; extremes in temperatures are relatively uncommon due to the regional maritime influence. The majority of precipitation occurs in Scotia during the five-month winter and spring period between January and May, and the mean annual precipitation is 48.85 inches (Western Regional Climate Center, 2017).

The proposed improvements at the western portion of the project site involve work below the ordinary high water mark of the Eel River as well as work within the riparian area associated with the Eel River. Wetlands under the jurisdiction of sections 404 and 401 of the CWA were not identified within the eastern portion of the study area by the fire water tanks. However, a wetland-like habitat was observed within the redwood forest community to the east of the existing fire water storage tanks due to water leaking from the eastern tank. And an unnamed, intermittent, seasonal drainage is located approximately 50 feet northwest of the tanks.

The project vicinity contains habitat for numerous species including some rare, threatened, and endangered species. As part of the Natural Resources Assessment prepared for the project (SHN, 2016a), an evaluation was conducted for the potential presence or absence of habitat for special-status plant and animal species. CNDDDB RareFind, BIOS, and CNPS searches were completed for the 7.5-minute USGS Scotia quadrangle and all adjacent quadrangles. The aforementioned databases were queried for historical and existing occurrences of state- and federally-listed threatened, endangered, and candidate plant and animal species; species proposed for listing; and all plant species listed by the CNPS. In addition, a list of all federally-listed species that are known to occur or may occur in the vicinity was obtained from the USFWS' Information for Planning and Conservation database (SHN, 2016a).

Humboldt Redwood Company (HRC) owns the project parcel east of Highway 101 (APN 205-351-030). That parcel is part of the lands covered by HRC's habitat conservation plan (HCP) (Sal Chinnici, 2017).

Special-status Plant Species

Based on a review for special-status plant species, 32 special-status plant species have been reported from the region consisting of the site's quadrangle and the surrounding quadrangles. Of the special-status plant species reported for the region, 14 plant species are considered to have a low potential to occur at the project site and 18 species have a moderate potential. Species with a moderate potential for occurrence within the study area are described below.

Carex arcta is a perennial herb in the Cyperaceae family. Its elevation range is reported from 60 to 1,400 meters above sea level. Within its range state-wide, its blooming period is reported as June through September. This species is reported from bogs and fens, and North Coast coniferous forest (mesic) habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Coptis laciniata is a perennial rhizomatous herb in the Ranunculaceae family. Its elevation range is reported from 0 to 1,000 meters above sea level. Within its range state-wide, its blooming period is reported as March through May. This species is reported from meadows and seeps, and streambanks in North Coast coniferous forest and other mesic habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Erigeron biolettii is a perennial herb in the Asteraceae family. Its elevation range is reported from 30 to 1,100 meters above sea level. Within its range state-wide, its blooming period is reported as June through October. This species is reported from broadleaved upland forest, cismontane woodlands, North Coast coniferous forests, and rocky/mesic habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Fissidens pauperculus is a moss in the Fissidentaceae family. Its elevation range is reported from 10 to 1,024 meters above sea level. This species is reported from North Coast coniferous forest with damp coastal soil. Although habitat may exist locally for this species, it was not detected within the study area.

Gilia capitata ssp. *pacifica* is an annual herb in the Polemoniaceae family. Its elevation range is reported from 5 to 1,330 meters above sea level. Within its range state-wide, its blooming period is reported as April through August. This species is reported from coastal bluff scrub, chaparral openings, coastal prairie, and grassland habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Lathyrus glandulosus is a perennial rhizomatous herb in the Fabaceae family. Its elevation range is reported from 300 to 800 meters above sea level. Within its range state-wide, its blooming period is reported as April through June. This species is reported from cismontane woodland habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Lilium rubescens is a perennial bulbiferous herb in the Liliaceae family. Its elevation range is reported from 30 to 1,910 meters above sea level. Within its range state-wide, its blooming period is reported as April through August. This species is reported from broadleaved upland forests, chaparral, lower montane coniferous forests, North Coast coniferous forests, upper montane coniferous forests, and occasionally on serpentinite or roadsides habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Listera cordata is a perennial herb in the Orchidaceae family. Its elevation range is reported from 5 to 1,370 meters above sea level. Within its range state-wide, its blooming period is reported as February through July. This species is reported from bogs and fens, lower montane coniferous forests, and North Coast coniferous forest habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Mitellastra caulescens is a perennial rhizomatous herb in the Saxifragaceae family. Its elevation range is reported from 5 to 1,700 meters above sea level. Within its range state-wide, its blooming period is reported as April through October. This species is reported from broadleaved upland forests, lower montane coniferous forests, meadows and seeps, mesic North Coast coniferous forests, sometimes roadside habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Montia howellii is an annual herb in the Montiaceae family. Its elevation range is reported from 0 to 835 meters above sea level. Within its range state-wide, its blooming period is reported as March through May. This species is reported from vernal mesic meadows and seeps, North Coast coniferous forests, and sometimes roadsides habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Packera bolanderi var. *bolanderi* is a perennial rhizomatous herb in the Asteraceae family. Its elevation range is reported from 30 to 650 meters above sea level. Within its range state-wide, its blooming period is reported as May through July. This species is reported from coastal scrub, North Coast coniferous forests, and sometimes roadsides habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Pityopus californicus is an achlorophyllous perennial herb in the Ericaceae family. Its elevation range is reported from 15 to 2,225 meters above sea level. Within its range state-wide, its blooming period is reported as May through August. This species is reported from broadleaved upland forests, lower montane coniferous forests, North Coast coniferous forests, and mesic upper montane coniferous forest habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Pleuropogon refractus is a perennial rhizomatous herb in the Poaceae family. Its elevation range is reported from 0 to 1,600 meters above sea level. Within its range state-wide, its blooming period is reported as April through August. This species is reported from lower montane coniferous forests, meadows and seeps, North Coast coniferous forests, and riparian forest habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Ribes roezlii var. *amictum* is a perennial, deciduous shrub in the Grossulariaceae family. Its elevation range is reported from 120 to 2,300 meters above sea level. Within its range state-wide, its blooming period is reported as March through April. This species is reported from broadleaved upland forest, cismontane woodland, lower montane coniferous forest, and upper montane coniferous forest habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Sidalcea malachroides is a perennial herb in the Malvaceae family. Its elevation range is reported from 0 to 730 meters above sea level. Within its range state-wide, its blooming period is reported as April through August. This species is reported from broadleaved upland forest, coastal prairie, coastal scrub, North Coast coniferous forests, and riparian woodlands; often in disturbed areas. Although habitat may exist locally for this species, it was not detected within the study area.

Sidalcea malviflora ssp. *patula* is a perennial rhizomatous herb in the Malvaceae family. Its elevation range is reported from 15 to 880 meters above sea level. Within its range state-wide, its blooming period is reported as May through August. This species is reported from coastal bluff scrub, coastal prairie, North Coast coniferous forests, and (sometimes) road cuts. Although habitat may exist locally for this species, it was not detected within the study area.

Tiarella trifoliata var. *trifoliata* is a perennial rhizomatous herb in the Saxifragaceae family. Its elevation range is reported from 170 to 1,500 meters above sea level. Within its range state-wide, its blooming period is reported as June through August. This species is reported from lower montane coniferous forests and North Coast coniferous forest habitats. Although habitat may exist locally for this species, it was not detected within the study area.

Usnea longissima is an epiphytic, fruticose lichen in the Parmeliaceae family. Its elevation range is reported from 50 to 1,460 meters above sea level. This species is reported from broadleaved upland forests, on tree branches in North Coast coniferous forests; usually on old-growth hardwoods and conifers. Although habitat may exist locally for this species, it was not detected within the study area.

Seasonally appropriate surveys of the study area failed to locate any sensitive botanical species at the project site (SHN, 2016a).

Special-status Animal Species

Based on a review of special-status animal species, 45 special-status animal species have been reported with the potential to occur in the project region. Of the special-status animal species potentially occurring in the region, 12 animal species are considered to have a low potential to occur at the project site and 33 species have a moderate to high potential. Species with a moderate or high potential for occurrence within the study area are described below.

Birds

The Cooper's hawk (*Accipiter cooperii*) builds stick platform nests in crotches of riparian deciduous trees and second-growth conifers near streams. Of all the raptors, it is most associated with urbanized landscapes. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season.

The sharp-shinned hawk (*Accipiter striatus*) breeds in riparian deciduous and mixed conifer habitats. It perches on north facing slopes and forages in woodland openings and brushy pastures where migrating birds are found. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season.

The golden eagle (*Aquila chrysaetos*) needs open terrain for hunting. It builds large platform nests in rugged, open habitats, such as, cliffs and large trees in open areas. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season.

The great blue heron (*Ardea herodias*) occurs in shallow estuaries and emergent wetlands. It is less common along riverine, rocky marine shores, and pastures. The great blue heron searches for prey in shallow water and open fields. It nests in colonies in tops of secluded large snags/live trees. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season. Loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the MMRP (SHN, 2018a).

The marbled murrelet (*Brachyramphus marmoratus*) forages in coastal waters and bays. It breeds inland on mountains near the coast and nests on islands or well inland in mature forest. Although habitat may exist locally for this species, it was not detected within the study area. HRC's previous biological reviews of the project area east of Highway 101 have indicated that there is no potential habitat for marbled murrelet (Sal Chinnici, 2017). Project-related activities are not anticipated to have a significant impact on this species or its habitat. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season.

The yellow-billed cuckoo (*Coccyzus americanus*) roosts in dense riparian habitats, deciduous trees and shrubs; especially willows. They glean insects from foliage but occasionally prey on frogs or lizards and/or feed on fruit. The yellow-billed cuckoo nests in dense cover along river bottoms and other mesic habitats. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities will disturb riparian vegetation. Impacts to this habitat will be mitigated to a less-than-significant level by revegetating riparian vegetation in an equal or greater area than the area disturbed. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season. Loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the MMRP (SHN, 2018a).

The willow flycatcher (*Empidonax traillii*) forages for small flying insects along brushy areas. It breeds in moist meadows with perennial streams; lowland riparian woodlands dominated by willows and cottonwoods. The willow flycatcher nests near the edges of vegetation near streams. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities will disturb riparian vegetation. Impacts to this habitat will be mitigated to a less-than-significant level by revegetating riparian vegetation in an equal or greater area than the area disturbed. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season. Loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the MMRP (SHN, 2018a).

The bald eagle (*Haliaeetus leucocephalus*) occurs near large bodies of water, or free flowing rivers with abundant fish, and adjacent snags or other perches. Nests are in large, old-growth, or dominant live trees with open branch work. Although habitat may exist locally for this species, it was not detected within the study area. HRC's previous biological reviews of the project area east of Highway 101 have indicated that there is no potential habitat for the bald eagle (Sal Chinnici, 2017). Project-related activities are not anticipated to have a significant impact on this species or its habitat. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season.

The osprey (*Pandion haliaetus*) occurs near rivers, lakes, and coast where large numbers of fish are present. Ospreys are most common around major coastal estuaries and salt marshes. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season.

The black-capped chickadee (*Poecile atricapillus*) is mostly restricted to montane riparian habitat with alder, willow, birch, and other deciduous riparian trees. It occasionally ventures into conifer stands near riparian areas. The chickadee excavates the nest cavity in rotten wood, or nests in old woodpecker holes. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities will disturb riparian vegetation. Impacts to this habitat will be mitigated to a less-than-significant level by revegetating riparian vegetation in an equal or greater area than the area disturbed. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season. Loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the MMRP (SHN, 2018a).

The yellow warbler (*Setophaga petechia*) occupies riparian vegetation in close proximity to water—along streams and in wet meadows. In northern California, willow cover and Oregon ash (*Fraxinus latifolia*) cover are important predictors of high yellow warbler abundance. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities will disturb riparian vegetation. Impacts to this habitat will be mitigated to a less-than-significant level by revegetating riparian vegetation in an equal or greater area than the area disturbed. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season. Loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the MMRP (SHN, 2018a).

The bank swallow (*Riparia riparia*) requires fine-textured or sandy banks or cliffs to dig horizontal nesting tunnels and burrows. It almost always nests near water. The bank swallow feeds predominantly over open riparian areas, but also over brushland, grassland, wetlands, water, and croplands. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat. Large diameter trees will be left intact, and vegetation clearing will occur outside the migratory bird nesting season. Loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the MMRP (SHN, 2018a).

The northern spotted owl (*Strix occidentalis caurina*) generally inhabits older forested lands that contain multi-layered, multi-species, closed canopy structure but they may occur in younger forests with large snags, tree cavities, and large woody debris. Requires open space within and below the upper canopy. Although habitat may exist locally for this species, it was not detected within the study area. Large diameter trees will be left intact. HRC's HCP defines the northern spotted owl nesting season as March 1 through August 31. The use of heavy equipment east of Highway 101 in lands covered by HRC's HCP could create loud noise that could potentially impact nesting activities of the northern spotted owl. If heavy equipment operations occur during northern spotted owl nesting season (between March 1 and August 31), HRC has recommended that surveys be conducted for northern spotted owl prior to heavy equipment operations. Operations outside the nesting season would not require surveys.

Mammals

The Sonoma tree vole (*Arborimus pomo*) is a specialized feeder on needles of Douglas fir and grand fir. It nests frequently in trees and in shallow burrows at the base of fir trees. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat.

The Townsend's big-eared bat (*Corynorhinus townsendii*) feeds on small moths, beetles, and soft-bodied insects. They roost in caves, mines, tunnels, buildings, or other human-made structures. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat.

The western red bat (*Lasiurus blossevillii*) feeds on a variety of insects over a wide variety of habitats including grasslands, shrublands, open woodlands and forests, and croplands. The western red bat roosts primarily in trees, less often in shrubs. Roost sites often are in edge habitats adjacent to streams, fields, or urban areas. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat.

The hoary bat (*Lasiurus cinereus*) is generally a solitary species. It feeds on various flying insects but primarily moths. The hoary bat prefers open or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Generally roosts in dense foliage of medium to large trees. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat.

The silver-haired bat (*Lasionycteris noctivagans*) is primarily a forest dweller. It feeds mainly on moths and other insects close to forest streams, ponds, and open brushy areas. The silver-haired bat roosts in hollow trees, snags, buildings, rock crevices, caves, and under bark. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat.

The long-eared myotis (*Myotis evotis*) feeds on a variety of arthropods including moths, flies, spiders, and especially beetles. The long-eared myotis roosts singly, or in small groups in buildings, crevices,

spaces under bark, and snags. Caves are used primarily as night roosts. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat.

The Yuma myotis (*Myotis yumanensis*) usually feeds on small flying insects over water sources such as ponds, streams, and stock tanks. It roosts in buildings, mines, caves, crevices, and under bridges. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat.

The fisher–West Coast distinct population segment (DPS) (*Pekania pennanti*) prefers large areas of dense mature coniferous or mixed forest. They shelter in hollow trees, logs, rock crevices, and dens of other animals. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat (SHN, 2016a).

Amphibians

The pacific tailed frog (*Ascaphus truei*) inhabits cold, clear, rocky streams in wet forests. They do not inhabit ponds or lakes. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing.

The northern red-legged frog (*Rana aurora*) occurs in lowlands or foothills in humid forests, woodlands, grasslands, and within and adjacent to stream sides with plant cover and breeds in permanent water sources. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing.

The foothill yellow-legged frog (*Rana boylei*) frequents rocky streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands. They are sometimes found in isolated pools; vegetated backwaters; and deep, shaded, spring-fed pools. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to impact this species or its habitat due to seasonal avoidance timing.

The southern torrent salamander (*Rhyacotriton variegatus*) occurs in shallow, cold, clear, well-shaded rocky streams with year-round flow, in addition to waterfalls and seepages. Occasionally found in riparian vegetation adjacent to water, but usually found in contact with water. Although habitat may exist locally for this species, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing (SHN, 2016a).

Fishes

The coast cutthroat trout (*Oncorhynchus clarkii clarkii*) is anadromous and occurs in lower and upper reaches of both large and small river systems, estuaries, sloughs, ponds, lakes, and nearshore ocean waters. Although habitat may exist locally for this species during higher river levels, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing.

The coho salmon–central California coast evolutionarily significant unit (ESU) (*Oncorhynchus kisutch*) is anadromous, spending the first half of life rearing and feeding in streams and tributaries. Coho spawning habitat is small streams with stable gravel substrates. Although habitat may exist locally for this species during higher river levels, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing.

The coho salmon–southern Oregon/northern California ESU (*Oncorhynchus kisutch*) is anadromous, spending the first half of life rearing and feeding in streams and tributaries. Coho spawning habitat is small streams with stable gravel substrates. Although habitat may exist locally for this species during higher river levels, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing.

The summer-run steelhead trout (*Oncorhynchus mykiss irideus*) is anadromous and capable of surviving in a wide range of temperature conditions. Spawning habitat consists of gravel substrates free of excessive silt. Although habitat may exist locally for this species during higher river levels, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing.

Steelhead–northern California DPS (*Oncorhynchus mykiss irideus*) is anadromous and capable of surviving in a wide range of temperature conditions. Spawning habitat consists of gravel substrates free of excessive silt. Although habitat may exist locally for this species during higher river levels, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing.

Steelhead–Klamath Mountains Province DPS (*Oncorhynchus mykiss irideus*) is anadromous and capable of surviving in a wide range of temperature conditions. Spawning habitat consists of gravel substrates free of excessive silt. DSP has springtime entry into the Klamath River. Although habitat may exist locally for this species during higher river levels, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing.

Chinook salmon–California coastal ESU (*Oncorhynchus tshawytscha*) is anadromous, using freshwater streams and estuaries while not in the ocean. Spawning in freshwater streams, eggs are laid in deeper water with larger gravel. This species requires cool water and good water flow with adequate supply oxygen to survive. Although habitat may exist locally for this species during higher river levels, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing (SHN, 2016a).

The Biological Assessment prepared for the project concluded that the project is not likely to have an adverse effect on listed fish species or their designated critical habitats. Although the project will create a temporary disturbance to the associated riparian vegetation surrounding the intake well vaults for implementation and access/egress, the potential adverse effects will be minor and temporary, and will not have a substantial adverse impact on essential fish habitat (SHN, 2016b).

Reptiles

The western pond turtle (*Emys marmorata*) is associated with permanent or nearly permanent water in a wide variety of habitat types. This species has an omnivorous diet, consuming aquatic plant material, aquatic invertebrates, as well as fishes and frogs. The western pond turtle requires basking sites, such as, partially submerged logs, rocks, mats of floating vegetation, or open mud banks. They hibernate in colder regions underwater in soft bottom sediments. Although habitat may exist locally for this species during higher river levels, it was not detected within the study area. Project-related activities are not anticipated to have a significant impact on this species or its habitat due to seasonal avoidance timing (SHN, 2016a).

Site surveys did not detect any of the above species during field reviews (SHN, 2016a).

Special-status Natural Communities and Habitats

Natural Communities

Two natural communities (defined as vegetation alliances) were identified within the study area. The western portion of the study area includes a riparian zone along the Eel River composed of the Arroyo willow (thickets) Alliance (G4 S4). The eastern portion of the study area (east of Highway 101) is composed of the *Sequoia sempervirens* (Redwood forest) Alliance (G3 S3). The central portion of the study area consists of urbanized landscapes containing horticultural varieties of non-native species (SHN, 2016a).

The Arroyo willow (thickets) Alliance has a global heritage rank of G4 and a state heritage rank of S4. Although the heritage rankings of this vegetation alliance may not be considered rare, it constitutes riparian vegetation that qualifies for consideration under CFGC Section 1600 and Section 401 of the CWA. Impacts to 4,441 sq ft of Arroyo Willow Alliance will occur during the construction of the all-weather access road leading to the Eel River intake structure. These impacts will be mitigated as described in the MMRP (SHN, 2018a).

The *Sequoia sempervirens* (Redwood forest) Alliance has a global heritage rank of G3 and a state heritage rank of S3, therefore qualifying for consideration under CEQA Guidelines checklist IVb. Within the study area, this community is composed of second- and third-growth redwood with several developed areas containing municipal facilities and access roads. The redwood forest community within the study area is similar to medium and low quality examples that are common throughout the local region. Project related activities will not result in significant impacts to this community (SHN, 2016a).

Wetlands and Riparian Habitats

A portion of the proposed work at the Eel River raw water intake vault is within the ordinary high water mark of the Eel River. Riparian vegetation in and adjacent to this area is composed of the *Salix lasiolepis* Shrubland Alliance with arroyo willow constituting over 50 percent of the relative cover in the canopy and scattered individuals of Sitka willow and black cottonwood. The shrub and herb layer within this stand are dominated by poison oak, Himalayan blackberry, coyote brush, cape ivy, and periwinkle. As discussed above, impacts to the Arroyo Willow Alliance riparian habitat will be mitigated as described in the MMRP (SHN, 2018a).

Wetlands under the jurisdiction of Sections 404 and 401 of the CWA were not identified within the eastern portion of the study area by the fire water tanks. However, a wetland-like habitat was observed within the redwood forest community to the east of the existing fire water storage tanks due to water leaking from the eastern tank. Several northern pacific tree frogs (*Pseudacris regilla*) were observed in amplexus in addition to a gravid female during a site visit with CDFW staff on March 16, 2015. It is noted that although the wet area by the tanks has some wetland habitat function, it appears mainly due to a man-made condition where the open-topped fire suppression tanks have been leaking (overflowing due to constant pumping) continuously for over 15 years, creating wet ground conditions around the base of the tanks. During the March 2015 site visit, CDFW stated that (although not jurisdictional under sections 404 and 401 of the CWA) they considered wetland functions to be present. To off-set potential losses of this habitat, CDFW staff recommended construction of a bioswale in the location of the artificially wet area to provide an area for vegetative filtration of stormwater surface flow that will also serve to supplement the riparian buffer. This is addressed in the MMRP (SHN, 2018a).

Analysis:

- a) Finding: The project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. *Less than significant impact with mitigation incorporated.*

Discussion: Of the 32 special-status plant species potentially occurring in the area, 14 are considered to have a low potential to occur within the project site and 18 are considered to have a moderate potential; however, site investigations failed to locate any rare plants within the study area. Site investigations were conducted March through June, which is considered an optimal time for detecting these species. Plants in the general region were in bloom early due to dry conditions and earlier than normal summer temperatures. The project is not likely to affect rare plant species or their habitats.

Of the special-status animal species potentially occurring in the region, 12 animal species are considered to have a low potential to occur at the project site and 33 species have a moderate to high potential.

With the incorporation of Mitigation Measures M-1, M-2, and M-3, special-status birds are not likely to be affected by the proposed project. No large diameter trees are proposed to be removed. Impacted riparian vegetation will be mitigated (replaced) at a 3:1 ratio by incorporating Mitigation Measure M-1. Potential noise impacts to northern spotted owl will be mitigated to less than significant by incorporating Mitigation Measure M-2, which requires northern spotted owl surveys if heavy equipment operation will occur within the owl's nesting season (March 1 - August 31). Impacts to other nesting birds will be avoided by incorporating Mitigation Measure M-3, which 1) limits vegetation removal and ground disturbance to the period between September through mid- February, when birds are not typically nesting, or 2) requires pre-construction nesting bird surveys if work is to occur during the nesting season.

Special-status mammals are not likely to be affected by the proposed project. With the exception of impacts to riparian vegetation (that will be mitigated with Mitigation Measure M-1), habitats that may be used by voles, bats, and fishers will not be impacted by the project.

With the incorporation of Mitigation Measures M-4 and M-5, special-status amphibians are not likely to be affected by the proposed project. Conducting project activities between July 15 through October 31 in areas near riparian and seasonally wet areas will minimize potential impacts to amphibians. The loss of artificially created wetland-like habitat (non-jurisdictional under the CWA) in the vicinity of fire water tanks will be mitigated as described in the MMRP.

With the incorporation of Mitigation Measure M-6, special-status fishes are not likely to be affected by the proposed project. Project activities in the vicinity of fish-bearing streams shall occur between June 15 and October 15, typically the driest time of the year. During construction, the work areas by the Eel River will be dry and well above the river's water level.

With the incorporation of Mitigation Measure M-6, special-status reptiles are not likely to be affected by the proposed project. Project activities in the vicinity of western pond turtle shall occur between June 15 and October 15, typically the driest time of the year.

With the proposed mitigation measures and best management practices, the proposed project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

- b) Finding: The project will not 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 Wildlife or U.S. Fish and Wildlife Service. *Less than significant impact with mitigation incorporated.*

Discussion: Two natural communities (defined as vegetation alliances) were identified within the project area. The western portion of the project area includes a riparian zone along the Eel River composed of the Arroyo willow (thickets) Alliance (G4 S4). The eastern portion of the project area (east of Highway 101) is composed of the *Sequoia sempervirens* (Redwood forest) Alliance (G3 S3) (SHN, 2016a). Impacts to 4,441 sf of the Arroyo Willow Alliance will occur during the construction of the all-weather access road leading to the Eel River intake structure. These impacts will be mitigated (replaced) at a 3:1 ratio as described in the MMRP (SHN, 2018a) (Mitigation Measure M-1) (see MMRP mitigation planting figures in Attachment 2). The *Sequoia sempervirens* (Redwood forest) Alliance within the project area east of Highway 101 is similar to medium and low-quality examples that are common throughout the local region. Project-related activities will not result in significant impacts to this community (SHN, 2016a).

In accordance with the recommendations of the Natural Resources Assessment (SHN, 2016a), Mitigation Measure M-7 requires that vegetation restoration shall use weed-free native seed and straw to reduce the potential for introduction of non-native invasive weed species to the site.

Therefore, in compliance with the recommendations of CDFW and with the incorporation of the recommended mitigation measures, the proposed project will not 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 Wildlife or U.S. Fish and Wildlife Service.

- c) Finding: The project will not 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. *Less than significant impact with mitigation incorporated.*

The proposed improvements at the western portion of the project site involve work below the ordinary high water mark of the Eel River as well as work within the riparian area associated with the Eel River. This will impact (remove) approximately 4,441 sf of the Arroyo Willow Alliance riparian habitat. This loss will be mitigated at a 3:1 ratio as described in the MMRP (SHN, 2018a) (Mitigation Measure M-1) (see MMRP mitigation planting figures in Attachment 2).

Wetlands under the jurisdiction of Sections 404 and 401 of the CWA were not identified within the eastern portion of the study area by the fire water tanks. However, a wetland-like habitat was observed within the redwood forest community to the east of the existing fire water storage tanks due to water leaking from the eastern tank. It is noted that although the wet area by the tanks has some wetland habitat function, it appears mainly due to a man-made condition where the open-topped fire suppression tanks have been leaking (overflowing due to constant pumping) continuously for over 15 years, creating wet ground conditions around the base of the tanks. During the March 2015 site visit, CDFW stated that (although not jurisdictional under Sections 404 and 401 of the CWA) they considered wetland functions to be present. To offset potential losses of this habitat, CDFW staff recommended construction of a bioswale in the location of the artificially wet area to provide an area for vegetative filtration of stormwater surface flow that will also serve to supplement the riparian buffer. This is addressed in the MMRP (SHN, 2018a), and is incorporated as Mitigation Measure M-5 (see MMRP mitigation planting figures in Attachment 2).

With the incorporation of Mitigation Measures M-1 and M-5, the proposed project will not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

- d) Finding: The project will not 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. *Less than significant impact.*

Discussion: The project area may facilitate home range and dispersal movement of resident wildlife species, and is within larger regional avian flyways. The project site is generally linear, beginning its western boundary along the banks of the Eel River. It then transitions eastward into an urbanized landscape within the town of Scotia, before entering a redwood forest community east of Highway 101. The project's main components involve using existing structures and trench work to install new pipelines where needed. These project features will not affect wildlife movement corridors. Existing development does not restrict regional wildlife movement or wildlife migration patterns because there are available alternatives within the area (SHN, 2016a). The work at the Eel River will occur during low flow when the water level is well below the project work area, so fish movement will not be affected.

Therefore, the proposed project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- e) Finding: The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. *Less than significant impact with mitigation incorporated.*

Discussion: Riparian and wetland habitats receive protection under Humboldt County's Streamside Management Area Ordinance (SMAO); as defined in Title 3, Section 314-61.1 of the Humboldt County Code. Development and work within Streamside Management Areas (SMAs) requires a Special Permit from the County, if those activities are not exempt. This project includes work within the SMA associated with the Eel River and the SMA associated with the seasonal, intermittent drainage adjacent to the fire water storage tanks. The applicant has applied for a Special Permit from Humboldt County Planning and Building Department and will comply with all permit conditions. Impacts to the Eel River SMA will occur in the form of riparian vegetation loss. These impacts will be fully mitigated by Mitigation Measure M-1. The buffer between the developed area and the seasonally-intermittent stream near the fire water storage tanks will be improved by the creation of a bioswale and removal of invasive species, as required by Mitigation Measure M-5.

Therefore, the proposed project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- f) Finding: The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. *Less than significant impact with mitigation incorporated.*

Discussion: Humboldt Redwood Company (HRC) owns the project parcel east of Highway 101 (APN 205-351-030). That parcel is part of the lands covered by HRC's habitat conservation plan (HCP). HRC's HCP defines the northern spotted owl nesting season as March 1 through August 31. HRC has indicated that, due to potential impacts to northern spotted owl nesting from loud construction noise between March 1 and August 31, surveys for northern spotted owl should occur if heavy equipment operation east of Highway 101 occurs between these dates (Sal Chinnici, 2017). This has been incorporated as Mitigation Measure M-2. Operations west of Highway 101 or outside the northern spotted owl nesting season would not require surveys.

With the incorporation of this mitigation measure, the project will not conflict with the provisions of an adopted HCP, Natural Community Plan, or other approved local, regional, or state habitat conservation plan.

Applicant-Proposed Best Management Practices:

The following best management practices will be implemented at the Eel River work area and in the vicinity of the seasonal stream by the fire water tanks, as appropriate:

- All construction work below the ordinary high water mark of the Eel River will be performed during the low flow period when the work site is dry.
- All water intake structures and water diversion will be screened according to National Marine Fisheries Service criteria.
- For all work proposed, equipment and machinery must be in good operating condition; clean (power washed offsite); and free of leaks, excess oil, and grease.
- No equipment refueling or servicing will be undertaken within 100 feet of any watercourse or surface water drainage.
- A spill containment kit will be kept readily accessible on site in the event of a release of a deleterious substance.
- Following construction, all work areas below the high water mark/top of bank will be left in a smooth condition free of any depression that would result in fry entrapment.
- Disturbance to existing vegetation on and adjacent to stream banks and within riparian zones will be minimized.
- Sediment control measures (biodegradable straw waddles, bales, silt cloth, etc.) will be installed before starting any work that may result in sediment mobilization.
- When material is moved off site, it will be disposed of in such a manner as to prevent its entry into any watercourse, floodplain, ravine, or storm sewer system.
- Disturbed areas above the high water mark/top of bank will be graded to a stable configuration after work is completed. These areas will be revegetated to prevent surface erosion and subsequent siltation of the watercourse.
- Disturbed soil areas on and adjacent to the banks of streams and lakes may be protected from surface erosion by hydroseeding with a heavy mulch, tackifier, and seed mix by installing erosion blankets; and/or by heavily seeding/planting with native vegetation.
- Any remaining sediment and erosion control measures (such as, silt fences) will be removed post-construction.
- All equipment, supplies, and non-biodegradable materials will be removed from the site post-construction.

Mitigation:

M-1. The loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a). The MMRP includes revegetation at a 3:1 ratio and invasive species removal.

M-2. If heavy equipment operations occur on APN 205-351-030 (east of Highway 101) during northern spotted owl nesting season (between March 1 and August 31 as defined by Humboldt Redwood Company's habitat conservation plan), surveys will be conducted for northern spotted owl prior to heavy equipment operations. If northern spotted owl is detected, heavy equipment operation in this area will be postponed until September 1. Operations outside the northern spotted owl nesting season or west of Highway 101 will not require surveys.

M-3. To avoid potential impacts to nesting birds, one of the following shall be implemented.

- a. Conduct vegetation removal and other ground disturbance activities associated with any construction activities during September through mid- February, when birds are not typically nesting.
- b. If vegetation removal or ground-disturbing activity is to take place during the nesting season (February 15 to August 30), a qualified biologist shall conduct a pre-construction nesting

bird survey. Pre-construction surveys for nesting pairs, nests, and eggs shall encompass the area up to 50 feet from disturbance to account for songbirds, and up to 250 feet from disturbance for raptors. If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the USFWS and CDFW to establish appropriate distance buffers.

M-4. Project activities at seasonally wet areas that provide amphibian habitat (by the fire water storage tanks) shall occur from July 15 through October 31, to minimize potential impacts to these species.

M-5. In association with demolition of the two existing fire water storage tanks, the buffer between the developed area and the seasonally-intermittent stream near the fire water storage tanks will be improved by the creation of a bioswale and removal of invasive species, as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a).

M-6. Work within or adjacent to fish-bearing streams (Eel River) shall occur between June 15 and October 15. If needed, work window extensions will not occur without CDFW and USFWS approval.

M-7. Vegetation restoration shall use weed-free native seed and straw to reduce the potential for introduction of non-native invasive weed species to the site.

Findings:

- a) The project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service: Less than significant impact with mitigation incorporated.
- b) The project will not 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 Wildlife or U.S. Fish and Wildlife Service: Less than significant impact with mitigation incorporated.
- c) The project will not 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: Less than significant impact with mitigation incorporated.
- d) The project will not 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: Less than significant impact.
- e) The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance: Less than significant impact with mitigation incorporated.
- f) The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Less than significant impact with mitigation incorporated.

5. CULTURAL RESOURCES. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §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"/> |

Setting:

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. The project site has the following zoning designations:

- APN 205-351-030: Heavy Industrial-Qualified (MH-Q); Agriculture Exclusive (AE); Unclassified (U); and Timber Production Zone (TPZ)
- APN 205-421-004: Public Facility (PF)
- APN 205-421-009: Unclassified (U); and Timber Production Zone (TPZ).

The project parcels are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway.

The project site includes areas included in the Q combining zone, which stipulates that any structure which is determined to be a historic resource shall not be subjected to substantial adverse change, including demolition, destruction, relocation or alteration such that the significance of a historical resource would be materially impaired (Ordinance No. 2296; Humboldt County, 2003). The only structures to be demolished for this project are the two welded steel, open top fire water storage tanks located east of Highway 101. They are not believed to be historic and they are beyond their useful lifespan. Furthermore, they are not located within the Q combining zone.

An historical resources report was prepared for Pacific Lumber Company (PALCO) in 2007 to address the historic significance of the town, neighborhoods, and buildings (TBA West, 2007). It included a discussion of historical background and a description of the historical resources in Scotia. Another historical resources assessment report was prepared for Humboldt Redwood Company in October 2016 (Takano, 2016) to evaluate 30 industrial and mill structures that were proposed for demolition in a separate project. Scotia has the oldest, surviving mill of its type still in lumber production. In addition, until recently, Scotia was the last company-owned town in California. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Based on the findings for Scotia, the period of significance is between 1896 and 1959.

In addition to historic resources associated with occupation and subsequent development by people of European ancestry, CEQA requires that possible impacts to pre-historic (archaeological) resources be evaluated, including possible disturbance of human remains, including those interred outside of formal cemeteries.

According to the Humboldt County 2025 General Plan update Natural Resources and Hazards Report (Dyett and Bhatia, 2002), the original people of the "Eel River complex" are referred to as Transitional Athabascans. Their culture is a bridge between the Hupa and Whilkut to the north and other tribes to the south.

The City of Rio Dell, located across the Eel River from Scotia, is close to the aboriginal territory boundaries of several tribes, including the Wiyot (whose southern ancestral territory boundary is believed to have been between the mouth of the Van Duzen River and the City of Rio Dell), and the southern Athabaskan groups including the Mattole, Nongatl, and Sinkyone (whose northern ancestral territory is believed to have been in the vicinity of Rio Dell) (TBA West, 2007).

The project site has been disturbed by human activities in and near Scotia for more than 100 years. There remains the possibility that unrecorded, subsurface historical or pre-history resources exist. The proposed trenching and subsurface excavation will result in ground disturbance activities that could disturb below-ground archeological remains.

The Northwest Information Center (NWIC) was contacted in May 2017. NWIC's response (NWIC, 2017) cited several previous studies that had been conducted in the project area. NWIC recommended a

study of unsurveyed project areas and also recommended the County contact the local Native American tribes for comment. Blue Lake Rancheria Tribal Historic Preservation Officer (THPO), Bear River Band THPO, and Wiyot Tribe Cultural Department were contacted in May 2017. Blue Lake Rancheria THPO's response indicated that Scotia is outside Blue Lake Rancheria's mapped area of concern for cultural resources (Blue Lake Rancheria THPO, 2017). Bear River Band THPO's response (Bear River Band THPO, 2017) indicated that they understand that in the past the town of Scotia has been surveyed for cultural resources and, while there are numerous historic era cultural resources present, no Wiyot cultural resources have been identified. Bear River Band THPO advised that the project should be conditioned with the standard inadvertent discovery language. Wiyot Tribe Cultural Department's response (Wiyot Tribe Cultural Department, 2017) indicated they are also not aware of any Wiyot cultural resources in the project area and they recommended only that the project should be conditioned with the standard inadvertent discovery language.

Analysis:

- a) **Finding:** The project will not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. *Less than significant impact with mitigation incorporated.*

Discussion: The town of Scotia contains numerous historically significant structures (TBA West, 2007; Takano, 2016). The 2007 historical resources report (TBA West, 2007) determined that the town as a whole is historically significant and meets the criteria for eligibility as a designated historical district. The project site includes areas included in the Q combining zone, which stipulates that any structure which is determined to be a historic resource shall not be subjected to substantial adverse change, including demolition, destruction, relocation or alteration such that the significance of a historical resource would be materially impaired (Ordinance No. 2296; Humboldt County, 2003). Alterations to existing historically significant (contributing) structures including historically significant streetscape elements could result in an adverse change in eligibility for historic district status. However, the only structures to be demolished for this project are the two welded steel, open top fire water storage tanks located east of Highway 101. They are not believed to be historic and they are beyond their useful lifespan. Furthermore, they are not located within the Q combining zone. The project includes ground-disturbing activities that could result in the inadvertent discovery of historical debris or artifacts, but the impact will be reduced to less-than-significant with the incorporation of the inadvertent discovery protocols, which have been included as Mitigation Measure M-8.

Therefore, the proposed project will not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

- b) **Finding:** The project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. *Less than significant impact with mitigation incorporated.*

Discussion: The proposed project activities do have the potential to inadvertently uncover subsurface archaeological material or human remains. The Bear River Band THPO's response (Bear River Band THPO, 2017) indicated that they understand that in the past the town of Scotia has been surveyed for cultural resources and, while there are numerous historic era cultural resources present, no Wiyot cultural resources have been identified. Bear River Band THPO advised that the project should be conditioned with the standard inadvertent discovery language. Wiyot Tribe Cultural Department's response (Wiyot Tribe Cultural Department, 2017) indicated they are also not aware of any Wiyot cultural resources in the project area and they recommended only that the project should be conditioned with the standard inadvertent discovery language.

In the event that archaeological materials or remains are inadvertently unearthed, the incorporation of inadvertent discovery protocols (Mitigation Measure M-8) will ensure potential project

impacts on the discovered archaeological resources are eliminated or reduced to less-than-significant levels.

With the proposed mitigation, the project will not cause a substantial adverse change in the significance of an archaeological resource.

- c) Finding: The project will not disturb any human remains, including those interred outside of formal cemeteries. *Less than significant impact with mitigation incorporated.*

There are no known human remains on the project site. However, due to the potential of discovering unknown human remains during the proposed construction activities, the inadvertent discovery protocol has been included as Mitigation Measure M-8 (see discussion under subsection b) above).

With the proposed mitigation measures, the proposed project will not disturb any human remains.

Mitigation:

M-8. The following provides means of responding to the circumstances of a significant discovery during project construction. If cultural materials for example: chipped or ground stone, historic debris, building foundations, or bone are discovered during ground-disturbance activities, work shall be stopped within 20 meters (66 feet) of the discovery, per the requirements of CEQA (January 1999 Revised Guidelines, Title 14 CCR 15064.5 (f)). Work near the archaeological finds shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the materials and offered recommendation for further action.

In the event that paleontological resources are discovered, work shall be stopped within 20 meters of the discovery and a qualified paleontologist shall be notified. The paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If fossilized materials are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agency to determine procedures that would be followed before construction is allowed to resume at the location of the find.

If human remains are discovered during project construction, work will stop at the discovery location, within 20 meters (66 feet), and any nearby area reasonably suspected to overlie adjacent to human remains (Public Resources Code, Section 7050.5). The Humboldt County coroner will be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). The coroner will contact the NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

Findings:

- a) The project will not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5: *Less than significant impact with mitigation incorporated.*
- b) The project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5: *Less than significant impact with mitigation incorporated.*
- c) The project will not disturb any human remains, including those interred outside of formal cemeteries: *Less than significant impact with mitigation incorporated.*

6. ENERGY. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <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"/> |

Setting:

The project will use energy during short-term construction activities (e.g. construction equipment) and long-term operation of the project (e.g., pumps, equipment, and back-up generators). Vehicle traffic associated with the project will also involve energy usage. The project will generate minimal vehicle traffic during construction, and will generate no additional vehicle traffic following construction (during long-term post-project operations).

Analysis:

- a) Finding: The project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. *Less than significant impact.*

Discussion: The proposed construction activities will be short-term, occurring over a period of 8-10 weeks. The short duration and limited scope of construction will limit the potential for wasteful, inefficient, or unnecessary consumption of energy resources during construction.

Following the completion of construction, long-term operation and maintenance of the improved water infrastructure will not generate any increase in vehicle trips compared to baseline conditions (future maintenance requirements are not expected to exceed current maintenance requirements).

Energy use associated with operation of the municipal water system includes the pumps used to divert water from the Eel River surface water intake and convey it up the hill to the tanks east of Highway 101. Although these pumps may be sized somewhat larger than the existing pumps, the project proposes to cease the current practice of constantly pumping water to the existing fire water storage tanks, which currently causes the tanks to constantly overflow. Rather than the pumps running constantly, they would only be run as needed to meet the demands of the system. Therefore, operational energy usage is anticipated to decrease due to the proposed project.

Therefore, the proposed project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

- b) Finding: The project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. *Less than significant impact.*

Discussion: The project proposes improvements to an existing municipal water system. For the purposes of this analysis, the proposed project was evaluated against the following applicable plans, policies, and regulations:

- 1) Humboldt County Draft Climate Action Plan (Humboldt County, 2012)
- 2) Humboldt County General Plan (Humboldt County, 2017) Energy Element

Humboldt County Draft Climate Action Plan

Humboldt County prepared a Draft Climate Action Plan in 2012 as part of the General Plan Update which contains strategies for reducing greenhouse gas (GHG) emissions. Many strategies for reducing GHG emissions would also reduce energy consumption. This project, as proposed, mitigated, and conditioned, is consistent with the following GHG reduction strategies listed in the County of Humboldt Climate Action Plan, which would also reduce energy consumption:

- *Promote water-efficient and energy efficient housing and commercial areas.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being both more water-efficient and more energy efficient.

- *Conserve water to promote energy efficiency.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being both more water-efficient and more energy efficient.

- *Decrease energy consumption through increased energy conservation and efficiency in building, transportation, business, industry, government, water, and waste management.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being both more water-efficient and more energy efficient.

- *Promote the use of water conservation and re-use as a strategy to lower the cost, minimize energy consumption, and maximize the overall energy efficiency and capacity of public water systems.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being both more water-efficient and more energy efficient.

Humboldt County General Plan

The Humboldt County General Plan (Humboldt County, 2017) Energy Element presents policies and programs to address energy needs, use, and conservation. The project is consistent with the following goals and policies of the Energy Element:

- *Goal E-G2 Increase Energy Efficiency and Conservation. Decrease energy consumption through increased energy conservation and efficiency in building, transportation, business, industry, government, water, and waste management.*

As discussed under subsection a) above, operational energy usage is anticipated to decrease due to the proposed project.

- *Policy E-P12 Water Efficiency. Promote the efficient use of water in residences, businesses, industries, and agriculture.*

As discussed under subsection a) above, the project will result in the water system being both more water-efficient and more energy efficient.

The project does not conflict with or obstruct either the Humboldt County Draft Climate Action Plan or Humboldt County General Plan regarding renewable energy or energy efficiency.

Therefore, the proposed project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Findings:

- a) The project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation: Less than significant impact.
- b) The project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency: Less than significant impact.

7. GEOLOGY AND SOILS. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|--------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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"/> |

Setting:

Information presented in this section is derived from the SHN geologic hazard evaluation conducted for the town of Scotia in January 2006 (SHN, 2006). The geologic materials underlying the town of Scotia consist of both alluvial materials derived from the Eel River and terrestrial colluvial deposits derived from the slope east of the town. Alluvial materials include a range of deposits from coarse gravels and cobbles to fine-grained sediments (silts and clays). Colluvial deposits derived from the hillslope east of town appear to consist of predominantly clayey soils with generally stiff consistency.

The surficial alluvial and colluvial deposits form a thick veneer over the regional bedrock units, in this case, the basal units of the Wildcat Group and the subjacent Yager terrane, which is part of the Franciscan Complex. The Franciscan Complex is a regional bedrock unit.

Underlying Scotia are alluvial terrace deposits of Holocene (11,000 years ago to the present) and Pleistocene (1.8 million to 11,000 years ago) ages. Alluvial materials tend to increase with age with increases in elevation/distance from the Eel River. Colluvial deposits are of similar ages, but will increase in age with increasing depth. The bank of the Eel River within Scotia is located within the 100- and 500-year flood plains, and includes alluvial deposits of clay, silt, sand, and gravel.

There is no active fault identified within Scotia; however, nearby fault zones pose a potential seismic hazard. The area is located in a complex geologic setting near the Mendocino triple junction, the intersection of three crustal plates.

Ground Shaking and Stability. Scotia is located in an active seismic area. The geology of the area plays an important role in determining the suitability of sites for construction of buildings and infrastructure. In 1992, the region experienced three earthquakes of magnitude 6.7, 6.8, and 7.2, causing serious damage to infrastructure and non-reinforced masonry and wood buildings in the town of Scotia, and setting a shopping center ablaze. No fault has been mapped in Scotia; however, the Russ Fault exists two miles southwest of Scotia. In addition, to the west of Scotia lies the Mendocino Triple Junction, which experiences the highest concentration of earthquake events in the continental United States. No Alquist-Priolo Earthquake Fault Zone is located within three miles of Scotia.

The Russ fault, a poorly understood bedrock fault, passes through the area just south of Scotia, including directly through the proposed project area (near the river intake). The Russ fault is not zoned as an active structure by the State of California under the Alquist-Priolo Earthquake Fault Zone Act, which requires that a feature must demonstrate activity within the past 11,000 years or be "sufficiently active and well-defined." The Russ fault is poorly defined and appears to represent a bedrock contact; clear geomorphic evidence of recent movement has not been identified.

As is common in Humboldt County, Scotia is subject to strong ground shaking from a variety of regional active seismic sources. Because the strong shaking hazard in Scotia is essentially consistent with the hazard throughout Humboldt County, and because the proposed project would expose no additional structures or people to the shaking hazard, the potential impact associated with the project is less than significant.

Faults are found throughout the region and remain a factor to be considered in future development. Structures too close to a fault can be damaged during a seismic event. These events can also affect public services and utilities, damage bridges and roadways, limit emergency response, and endanger persons and property. The scientific understanding and assessment of seismic hazards in the region continues to evolve. Increased awareness of potential seismic impacts has led to increased seismic safety standards in building and development codes and greater public awareness of risks.

Soil liquefaction is a secondary seismic effect that occurs in unconsolidated, geologically youthful sediments when saturated. Liquefaction is a hazard in the lower slope areas in geologically recent, sediments along the Eel River, primarily outside the developed portions of the town of Scotia. Liquefaction potential decreases with increased distance (and age) from the Eel River.

Landslides. The region is associated with steep terrain, high winter rainfall amounts, and frequent seismicity; all of which lead to an elevated potential for mass wasting. Slopes surrounding Scotia are subject to a wide variety of landslide types and scales; a large debris slide occurred several years ago on the steep valley wall slope on the opposite bank of the Eel River directly across from the town of Scotia. The scar associated with that landslide is still visible. Mass movement of material on hillsides often accompanies moderate and strong earthquakes. This may occur in the form of landslides, rock avalanches, mud and debris flows, or other types of slope failure. The steep natural or artificial slopes and high water content that exist on slopes surrounding Scotia may favor such failures. The majority of land within Scotia is categorized as stable, as it is built on a low gradient terrace.

Although Scotia occupies a river terrace, the location is adjacent to a high hillslope east of town that suggests a potential for landslides. Landslide-related damage in Scotia, however, would require a massive slide that would overtop Highway 101 and continue onto low gradient developed areas. There is no geomorphic evidence on the hillslope adjacent to Scotia to suggest that such events have occurred in the past. Further, the regional dip of bedding (toward the north) dips into the hillslope, thus precluding the potential for large bedding plane failures.

Paleontological Resources and Unique Geologic Features. CEQA also requires evaluation for impacts that could destroy a unique paleontological resource or site or unique geologic feature. The Scotia Bluffs, down river and across the river from Rio Dell, is the only unique geologic feature in the vicinity of the proposed project (SHN, 2008) but is outside the boundary of the proposed project. No unique geologic feature occurs and there is no known paleontological resource within the town of Scotia, including the project site.

Analysis:

- a) i-iv) Finding: The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Divisions of Mines and Geology Special Publication 42. The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. *Less than significant impact.*

Discussion: The proposed water infrastructure improvement project would not directly or indirectly cause potential adverse geologic impacts beyond those already present under existing conditions. Geologic hazards considered relative to the Scotia area include: surface fault rupture, strong seismic shaking, landslides, and liquefaction and other secondary seismic effects (for example, lateral spreading).

Based on the absence of known active faults, or perceptible geomorphic expression of an active fault, it is concluded that the surface fault rupture hazard for Scotia is less than significant. As is common in Humboldt County, the Scotia area is subject to strong ground shaking from a variety of active seismic sources. Because the strong shaking hazard in the town of Scotia is essentially consistent with the hazard throughout Humboldt County, and because the proposed water infrastructure improvement project would expose no additional structures or people to the shaking hazard, the potential impact associated with the proposed project is less than significant.

The liquefaction potential for Scotia was evaluated in the log pond stability study (SHN, 2000) using subsurface borings and industry standard liquefaction evaluation methods. Because Scotia is located partly on young, unconsolidated Eel River alluvium, there is a potential liquefaction hazard that may occur during strong earthquakes. Any municipal water intake located on an active river channel would be exposed to similar risk. The adverse effects of liquefaction include: local and regional ground settlement; ground cracking and expulsion of water and sand; the partial or complete loss of bearing and confining forces used to support loads; amplification of seismic shaking; and lateral spreading.

The proposed water system improvements will not change or increase exposure to the liquefaction hazard, but that existing hazard should be acknowledged. Because the proposed water

infrastructure improvement project would not directly or indirectly cause potential adverse effects associated with liquefaction, it is concluded to be a less-than-significant hazard.

Therefore, the project will not directly or indirectly cause substantial adverse effects from a fault rupture, strong ground shaking, or secondary seismic effects.

- b) Finding: The project will not result in substantial soil erosion or the loss of topsoil. *Less than significant impact with mitigation.*

Discussion: This project proposes vegetation clearing, ground disturbance, grading, road construction, trenching, and tank dewatering activities that have the potential to cause soil erosion or the loss of topsoil. Approximately 4,441 sf of riparian vegetation (Arroyo Willow Alliance) will be impacted during construction of the all-weather access road leading to the Eel River intake structure, which could contribute to erosion. The draining of the two existing 500,000-gallon fire water storage tanks east of Highway 101 could result in erosion or the loss of topsoil if conducted carelessly or too rapidly. Humboldt County Building Code requirements relating to soil stability will be adhered to as part of the Building Permit. Policies and standards of the Humboldt County General Plan Water Resources Element (Humboldt County, 2017) will be adhered to as part of the Grading Permit, including the following: WR-P10 Erosion and Sediment Discharge; WR-P42 Erosion and Sediment Control Measures; and WR-S7 Erosion and Sediment Discharge. Given the relatively flat topography of the project site, the erosion control BMPs incorporated into the project description, the policies and standards of the Humboldt County General Plan Water Resources Element, and the incorporation of Mitigation Measures M-1, M-5, and M-9, the project is not expected to result in significant soil erosion or loss of topsoil during the construction phase or for the life of the project.

Therefore, the proposed project will not result in substantial soil erosion or the loss of topsoil.

- c) Finding: The project will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. *Less than significant impact.*

Discussion: The majority of land within Scotia is categorized as stable relative to landslide potential, as it is built on a low gradient terrace. Liquefaction is a hazard in the lower slope areas in geologically recent, saturated sediments along the Eel River. Liquefaction potential decreases with increased distance (and age) from the Eel River. According to the Humboldt County GIS portal (Humboldt County, 2019), most of the proposed project area is located within areas designated for "Low Instability," with only the area along the Eel River as being designated "Moderate Instability." According to the Humboldt County GIS portal, no historic landslides are shown within the project area. Design and construction of the project would incorporate appropriate engineering practices to ensure seismic stability as required by the California Building Code (CBC). Also see discussion under subsections a) i) through a) iv).

Therefore, the proposed project will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse.

- d) Finding: The project will not 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. *Less than significant impact.*

Discussion: Expansive soils possess a "shrink-swell" characteristic that occurs relative to changes in soil moisture. Shrink-swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments from the process of wetting and drying. Structural dam

age may occur over a long period of time due to expansive soils, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils.

Soils in the Scotia area are not known to be susceptible to expansivity. Clay-rich soils do not typically occur near large river systems such as the Eel River. There is no information indicating that the project area (or commercial, residential, or industrial structures in Scotia) have been negatively impacted historically by soils with expansive properties.

Therefore, the project will not be located on expansive soils creating substantial direct or indirect risks to life or property.

- e) Finding: The project will not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. *Less than significant impact.*

The town of Scotia, including the project property, is served by a municipal wastewater collection and treatment system. The proposed water infrastructure improvement project does not propose the use of septic tanks or alternative wastewater disposal systems. The project would not affect soils in a manner that would make them incapable of supporting the use of septic tanks or alternative forms of wastewater disposal systems. **The project's only effect on the municipal wastewater collection and treatment system is that, as part of the improvements to the water treatment plant, the existing water filter backwash will be rerouted from its current disposal location to a new disposal point leading into the wastewater treatment plant.** Given the relatively small contribution to the community's existing wastewater stream, the contribution of periodic back flush water is not expected to significantly impact the community's wastewater system. The process of backwashing the water filters will occur twice per week and each occurrence will discharge approximately 120,000 gallons to the WWTF over approximately 2 ½ hours. **The project engineers have confirmed that Scotia's WWTF has sufficient capacity to accommodate the proposed water filter backwash water that the project proposes to convey to the WWTF (Foget, 2017).**

Therefore, the proposed project is not associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewer is not available for the disposal of wastewater.

- f) Finding: The project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. *Less than significant impact with mitigation incorporated.*

Discussion: The project site has already been substantially disturbed, and there are no known unique paleontological resources, or unique geological features on or near the site. Regional uplifting and other seismic activity in the area have limited the potential for discovery of paleontological resources. However, there is a potential for fossils to be discovered and inadvertently damaged during project construction even in area with a low likelihood of occurrence. As such, an inadvertent discovery protocol for paleontological resources has been included in Mitigation Measure M-8.

With the proposed mitigation, the proposed project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Applicant-Proposed Best Management Practices:

- Disturbance to existing vegetation on and adjacent to stream banks and within riparian zones will be minimized.

- Sediment control measures (biodegradable straw wattles, bales, silt cloth, etc.) will be installed before starting any work that may result in sediment mobilization.
- When material is moved off site, it will be disposed of in such a manner as to prevent its entry into any watercourse, floodplain, ravine, or storm sewer system.
- Disturbed areas above the high water mark/top of bank will be graded to a stable configuration after work is completed. These areas will be revegetated to prevent surface erosion and subsequent siltation of the watercourse.
- Disturbed soil areas on and adjacent to the banks of streams and lakes may be protected from surface erosion by hydroseeding with a heavy mulch, tackifier, and seed mix by installing erosion blankets; and/or by heavily seeding/planting with native vegetation.

Mitigation:

M-1. The loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a). The MMRP includes revegetation at a 3:1 ratio and invasive species removal.

M-5. In association with demolition of the two existing fire water storage tanks, the buffer between the developed area and the seasonally-intermittent stream near the fire water storage tanks will be improved by the creation of a bioswale and removal of invasive species, as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a).

M-8. The following provides means of responding to the circumstances of a significant discovery during project construction. If cultural materials for example: chipped or ground stone, historic debris, building foundations, or bone are discovered during ground-disturbance activities, work shall be stopped within 20 meters (66 feet) of the discovery, per the requirements of CEQA (January 1999 Revised Guidelines, Title 14 CCR 15064.5 (f)). Work near the archaeological finds shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the materials and offered recommendation for further action.

In the event that paleontological resources are discovered, work shall be stopped within 20 meters of the discovery and a qualified paleontologist shall be notified. The paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If fossilized materials are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agency to determine procedures that would be followed before construction is allowed to resume at the location of the find.

If human remains are discovered during project construction, work will stop at the discovery location, within 20 meters (66 feet), and any nearby area reasonably suspected to overlie adjacent to human remains (Public Resources Code, Section 7050.5). The Humboldt County coroner will be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (Public Resources Code, Section 5097). The coroner will contact the NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

M-9. Prior to the demolition of the existing fire water storage tanks, tanks shall be drained into the existing water system or slowly drained into the adjacent, unnamed tributary at a rate that mimics natural flows, does not cause erosion, and does not increase turbidity within the tributary.

Findings:

- a) i) The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Divisions of Mines and Geology Special Publication 42: Less than significant impact.
- a) ii) The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking: Less than significant impact.
- a) iii) The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction: Less than significant impact.
- a) iv) The project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides: Less than significant impact.
- b) The project will not result in substantial soil erosion or the loss of topsoil: Less than significant impact with mitigation incorporated.
- c) The project will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse: Less than significant impact.
- d) The project will not 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: Less than significant impact.
- e) The project will not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater: Less than significant impact.
- f) The project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature: Less than significant impact with mitigation incorporated.

8. GREENHOUSE GAS EMISSIONS. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|-------------------------------------|--------------------------|
| 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"/> |

Setting:

As a result of revisions to the CEQA Guidelines that became effective in March 2010, lead agencies are obligated to determine whether a project's GHG emissions significantly affect the environment and to impose feasible mitigation to eliminate or substantially lessen any such significant effects. The County of Humboldt completed a draft Climate Action Plan for the General Plan Update in January 2012 (Humboldt County, 2012). The plan contains GHG reduction strategies designed to achieve the goal of limiting greenhouse gas emissions to 1990 emissions levels by 2020. The North Coast Unified Air Quality Management District (NCUAQMD) and Humboldt County have not adopted any thresholds of significance for measuring the impact of GHG emissions generated by a proposed project.

The project is located on portions of three APNs in Scotia (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. Portions of each parcel are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Sources of greenhouse gas emissions from the project will occur during short-term construction activities (e.g. construction equipment) and long-term operation of the project (e.g., pumps, equipment, and back-up generators). The project will generate minimal vehicle traffic during construction, and will generate no additional vehicle traffic following construction (during longterm post-project operations).

Analysis:

- a) Finding: The project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. *Less than significant impact.*

Discussion: There are several unique challenges to analyzing GHG emissions and climate change largely because of the global nature of climate change. Most environmental analyses examine the “project specific” impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that while the magnitude of global warming effects is substantial, the contribution of an individual project is so small that direct project specific impacts are highly unlikely. Due to the small scale of the proposed project, this section includes a qualitative discussion of potential GHG/climate change impacts with an emphasis on project features which will reduce construction and operational GHG emissions (see discussion under subsection b) below).

Mobile sources of GHG from this project will include equipment used during short-term construction and vehicle/truck traffic and light-duty equipment from long-term operations and maintenance of the water system. All construction equipment and commercial trucks are maintained to meet current emissions standards as required by the California Air Resources Board. Because the proposed construction activities will be short-term, they are not anticipated to generate significant GHG emissions. Following the completion of construction, long-term operation and maintenance of the improved water infrastructure will not generate any increase in vehicle trips compared to baseline conditions (future maintenance requirements are not expected to exceed current maintenance requirements). Due to the small scale of the project, GHG emissions from vehicle/truck traffic and equipment would not be significant from project construction or operation.

Stationary sources of emissions from the project include the pumps used to divert water from the Eel River surface water intake and convey it up the hill to the tanks east of Highway 101. Although these pumps may be sized somewhat larger than the existing pumps, the project proposes to cease the current practice of constantly pumping water to the existing fire water storage tanks, which currently causes the tanks to constantly overflow. Rather than the pumps running constantly, they would only be run as needed to meet the demands of the system. Therefore, operational energy usage is anticipated to decrease due to the proposed project.

Therefore, the proposed project will not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

- b) Finding: The project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. *Less than significant impact.*

Discussion: The project proposes improvements to an existing municipal water system. For the purposes of this analysis, the proposed project was evaluated against the following applicable plans, policies, and regulations:

- 1) Humboldt County Draft Climate Action Plan (Humboldt County, 2012)
- 2) NCUAQMD Particulate Matter Attainment Plan-Draft Report (NCUAQMD, 1995)

Humboldt County Draft Climate Action Plan

Humboldt County prepared a Draft Climate Action Plan in 2012 as part of the General Plan Update which includes a comparison of GHG emissions from 2006 and 1990. The emissions of carbon dioxide equivalents in unincorporated Humboldt County in 2006 were shown to have declined by approximately a half-million metric tons when compared to 1990 levels. This de-

crease may be attributed to a decline in industrial emissions in Humboldt County since 1990 related to a decline in the lumber industry and closure of several major industrial facilities related to timber processing.

The County's 2012 Draft Climate Action Plan contains strategies for reducing GHG emissions. This project, as proposed, mitigated, and conditioned, is consistent with the following GHG reduction strategies listed in the County of Humboldt Climate Action Plan:

- *Promote water-efficient and energy efficient housing and commercial areas.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being both more water-efficient and more energy efficient.

- *Conserve natural lands for carbon sequestration.*

The loss of 4,441 sf of riparian vegetation will be mitigated at a 3:1 ratio.

- *Conserve water to promote energy efficiency.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being both more water-efficient and more energy efficient.

- *Promote forestry and reforestation as feasible.*

The loss of 4,441 sf of riparian vegetation will be mitigated at a 3:1 ratio.

- *Projects requiring discretionary review should preserve large trees where possible and mitigate for carbon storage losses attributable to significant removal of trees.*

The project will not remove any large trees. Impacts to riparian vegetation will be mitigated at a 3:1 ratio.

- *Decrease energy consumption through increased energy conservation and efficiency in building, transportation, business, industry, government, water, and waste management.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being both more water-efficient and more energy efficient.

- *Promote the use of water conservation and re-use as a strategy to lower the cost, minimize energy consumption, and maximize the overall energy efficiency and capacity of public water systems.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being both more water-efficient and more energy efficient.

- *Ensure that land use decisions conserve, enhance, and manage water resources on a sustainable basis to assure sufficient clean water for beneficial uses and future generations.*

The improvement and modernization of Scotia's municipal water supply infrastructure will result in the system being more water-efficient.

NCUAQMD Particulate Matter Attainment Plan

The NCUAQMD prepared a Particulate Matter Attainment Plan, Draft Report, in May 1995 with the goal of achieving and maintaining state ambient air quality standards for PM₁₀. This report includes a description of the planning area (North Coast Unified Air District), and emissions inventory, general attainment goals, and a listing of cost-effective control strategies. The NCUAQMD's attainment plan established goals to reduce PM₁₀ emissions and eliminate the number of days in which standards are exceeded. The plan includes three areas of recommended control strategies to meet these goals: transportation, land use, and burning. Control measures for these areas are included in the Attainment Plan. Compliance with the control measures in the Particulate Matter Attainment Plan would not only result in a reduction of PM₁₀ emissions, but would also result in a reduction of GHG emissions. Control strategies focused on reducing transportation emissions, more efficient land-use patterns, and reducing emissions from burning activities would also reduce the amount of GHG emissions.

Because the project does not involve transportation, changes in land use, or burning, there are no specific PM₁₀ control strategies to reference in the Particulate Matter Attainment Plan. However, the project is not inconsistent in any way with the Particulate Matter Attainment Plan.

Therefore, the proposed project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG.

Findings:

- a) The project will not generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment: Less than significant impact.
- b) The project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases: Less than significant impact.

9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

Setting:

The project proposes improvements to Scotia's municipal water supply infrastructure. This project does not involve the handling or emissions of acutely hazardous materials, substances, or waste. The project site is located in areas of Scotia that have been developed with the community's water supply infrastructure for many decades, including an area east of Highway 101 where the existing water treatment facility, fire water storage tanks, raw water storage tank, and finish water tank are located, and an area along the Eel River where the surface water intake is located. The project also involves construction of up to 2,320 feet of new raw water transmission piping which would be constructed through town alongside the existing water pipe. The proposed demolition of two existing fire water storage tanks involves removal and disposal of the oil sands base on which they sit. Following tank demolition, the oil sands base will be removed and disposed of in accordance with applicable regulations. That area will then be resurfaced with rock to preserve its potential for future use (although none is currently proposed).

The State Water Resources Control Board (SWRCB) Geotracker website (SWRCB, 2019), which contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites, as well as records for various unregulated projects and permitted facilities including Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites, does not identify any sites within the proposed project area. The nearest record shown by Geotracker is a Cleanup Program Site that is closed (Pacific Lumber Settling Pond [SL0602304051] at 125 Main Street, Cleanup Status: Completed - Case Closed RB Case #1NHU968) (approximately 100 feet north of the proposed pipeline route through town) (SWRCB, 2019).

The nearest school is the Scotia Union Elementary School, which is located approximately 0.27 miles north of the project site. The nearest airport is the Rohnerville Airport, which is located approximately 5 miles north of the project site. Scotia is not located within the Airport Analysis and Safety Analysis Zones for the Rohnerville Airport. The town of Scotia is located at the edge of forestlands, and the entire project area is mapped as Moderate Fire Hazard Severity (Humboldt County, 2019).

SHN has prepared the current construction stormwater pollution prevention plan (SWPPP; SHN, 2013) for the Scotia Infrastructure Improvements in accordance with the Construction General Permit, State Water Resources Control Board Order No. 2009-0009-DWQ, amended by 2010-0014-DWQ and 2012-0006-DWQ (SHN, 2013). The SWQCB certified the SWPPP and assigned the Town of Scotia Company LLC WDID # 112C370130 on 06/20/2014. The project consists of the formation of a new Scotia Community Services District (SCSD) and construction projects associated with upgrading the existing utility infrastructure. The construction project is defined as a linear utility project (LUP) and includes improvements to the domestic and firewater systems, storm drain system, and sanitary sewer system. Additional infrastructure work includes installation of telephone, cable, internet, gas, and electric services and ancillary infrastructure. The SWPPP is broken into five segments (phases 1-5) based on locations of construction and periods of construction. The overall risk determination for the SCSD project is a Type 1 LUP.

The current Town of Scotia Water Improvement Project is included in the Scotia Infrastructure Improvements SWPPP (SHN, 2013) and is identified as the utility "corridor" phase. This phase is sequenced into two parts according to construction location and period of construction. A portion of the construction is planned to occur in the floodplain. A risk determination for the floodplain sequence is Type 2. The SWPPP will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion

and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the corridor phase. Updates will be submitted using the State's Storm Water Multiple Application and Report Tracking System (SMARTS).

Analysis:

- a) Finding: The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. *Less than significant impact with mitigation incorporated.*

Discussion: Heavy construction equipment (e.g., bulldozers, excavators, cranes, heavy trucks) would be operated on the project site during construction of the proposed project. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed project than would normally occur for any other similar construction site.

Construction contractors are required to comply with all applicable federal, state, and local laws and regulations regarding construction-related hazardous materials, including, but not limited to, requirements imposed by the Environmental Protection Agency, the California Department of Toxic Substances Control, the North Coast Unified Air Quality Management District, and the North Coast Regional Water Quality Control Board. As such, impacts from construction equipment related activities would be less than significant.

The project proposes to demolish two fire water storage tanks located east of Highway 101. Demolition of structures can result in potential exposure of people to asbestos-containing materials and/or lead-based paint if asbestos-containing or lead-based materials are present within any structures on a site. The two fire water tanks were constructed prior to 1978. Accordingly, there is the potential for asbestos-containing materials and lead-based paint to be present in the structures that would be demolished as part of the project.

Prior to the issuance of demolition permits by the County of Humboldt, an asbestos and limited lead-based paint survey shall be conducted by a qualified consultant to evaluate the presence of asbestos-containing materials and lead-based paint or lead-containing surface coatings in the two fire water storage tanks.

If it is determined that asbestos-containing materials are present within any structures at the site proposed for demolition, the County shall condition the demolition permits for the project to comply with the asbestos regulations from the National Emissions Standards for Hazardous Air Pollutants (NESHAP), which are administered by the North Coast Unified Air Quality Management District (NCUAQMD). These regulations require the following procedures:

- Survey by a California State Certified Asbestos Consultant (CAC) of the areas proposed for disturbance for asbestos-containing material.
- Documentation of the asbestos survey results in a signed report from the CAC.
- Notification to the NCUAQMD at least 10 working days prior to any demolition.
- Employing the use of proper work practices outlined in the NESHAP asbestos regulations.
- Complying with Cal/OSHA worker safety requirements.

The construction contractor shall maintain all records of compliance with the NESHAP asbestos regulations and NCUAQMD rules including, but not limited to, the following: 1) evidence of notification to the NCUAQMD; 2) contact information for the asbestos abatement contractor and asbestos consultant; and 3) receipts (or other evidence) of offsite disposal of all asbestos-containing materials. These records shall be made available to Humboldt County upon request.

If it is determined that lead-based materials are present within any structures at the site proposed for demolition, the County shall condition the demolition permits for the project to comply with Title 17, California Code of Regulations Division 1, Chapter 8 (Lead Based Paint Regulations), which addresses requirements for the removal of components painted with lead-based paint during site clearing and demolition of existing structures. The construction contractor shall be required to comply with these provisions. The removal of all lead-based paint materials shall be conducted by a certified lead supervisor or certified lead worker, as defined by §35008 and §35009 of the Lead Based Paint Regulations.

These requirements have been included as Mitigation Measures M-10 and M-11 to reduce the risks associated with hazardous materials to less-than-significant levels, and would ensure that onsite hazardous materials do not pose a substantial risk to the public or environment.

Removal of the oil sands bases on which the fire water storage tanks are constructed will entail removal and disposal of materials containing petroleum hydrocarbons. This activity has some potential to create a hazard to the public or the environment. To ensure that the potential impact associated with removal and disposal of the oil sands tank bases is reduced to less than significant, Mitigation Measure M-12 will be implemented requiring preparation and implementation of a soil and groundwater management contingency plan (SGMCP).

A SGMCP will be prepared and implemented for the proposed fire water storage tank demolitions and removal, and disposal of the oil sands bases on which the tanks are constructed. The SGMCP will provide protocols for managing, handling, characterization, and proper disposal of potential regulated substances (petroleum hydrocarbons) that may be encountered during fire tank demolition. The SGMCP will identify the potentially impacted areas and will recommend presuming that soil and groundwater within the vicinity of the fire water tanks may contain residual levels of petroleum hydrocarbons. It will describe requirements for working in suspected contamination areas (including preparation of a site-specific health and safety plan), actions to be taken before working in suspected contamination areas, actions to be taken upon encountering contaminated material, construction practices to segregate and transport potentially impacted material, and how to properly dispose of contaminated material.

Storage and handling of materials during construction would employ BMPs and would be subject to provisions of the project SWPPP (SHN, 2013), which is described above under Setting and in Section 10 (Hydrology and Water Quality). BMPs would include provisions for maintaining and safely refueling equipment, and spill response and containment procedures. Mitigation Measure M-13 requires that the current Scotia Infrastructure Improvements SWPPP (in which the current project is identified as the utility "corridor" phase) be updated and fully implemented during construction of this project.

With the incorporation of the identified mitigation measures, the proposed project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- b) Finding: The project will not 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. *Less than significant impact with mitigation incorporated.*

Discussion: The proposed project involves improvements to Scotia's raw water intake, construction of an all-weather access road to access the intake, up to approximately 2,320 feet of new/rehabilitated water piping from the river intake through town to the water treatment infrastructure east of Highway 101, and demolition of two existing fire suppression water storage tanks.

Project construction will involve the use of heavy equipment that would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid. These are considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed project than would normally occur for any other similar construction site.

Construction contractors are required to comply with all applicable federal, state, and local laws and regulations regarding construction-related hazardous materials, including, but not limited to, requirements imposed by the Environmental Protection Agency, the California Department of Toxic Substances Control, the North Coast Unified Air Quality Management District, and the North Coast Regional Water Quality Control Board. As such, impacts from construction equipment-related activities would be less than significant.

As discussed above under 9(a), the project proposes to demolish two fire water storage tanks which could potentially contain asbestos-containing materials and/or lead-based paint. With the incorporation of Mitigation Measures 10 and 11 (which require asbestos and limited lead-based paint surveys of the two fire water storage tanks prior to demolition), impacts from reasonably foreseeable upset and accident conditions involving the release of asbestos-containing materials and/or lead-based paint would be reduced to less than significant.

As discussed above under 9(a), demolition of the fire water storage tanks and removal of the oil sands bases on which they are constructed will entail removal and disposal of materials containing petroleum hydrocarbons. This activity has some potential to create a hazard to the public or the environment. To ensure that the potential impact associated with removal and disposal of the oil sands tank bases is reduced to less than significant, Mitigation Measure 12 will be implemented requiring preparation and implementation of a soil and groundwater management contingency plan (SGMCP). With the incorporation of this mitigation measure, impacts from reasonably foreseeable upset and accident conditions involving the release of material containing petroleum hydrocarbons would be reduced to less than significant.

Therefore, the proposed project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- c) Finding: The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. *No impact.*

Discussion: There are no schools located within one-quarter mile of the project site. The nearest school is the Scotia Union Elementary School which is located approximately 0.27 miles north of the project site.

Therefore, the proposed project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

- d) Finding: The project will not 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 not create a significant hazard to the public or the environment. *Less than significant impact.*

Discussion: The California Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances Sites List (Cortese List, Government Code Section 65962.5) (DTSC, 2019b) identifies sites with leaking underground fuel tanks, hazardous waste facilities subject to corrective actions, solid waste disposal facilities from which there is a known migration of hazardous waste, and other sites where environmental releases have occurred. According to review of the information available on the SWRCB Geotracker (SWRCB, 2019) and the DTSC Envirostor (DTSC, 2019a) websites, there are no open cases regarding impacted soil and groundwater from LUSTs or other sources located within the project area. All cases were either remediated or closed.

The State Water Resources Control Board (SWRCB) Geotracker website does not identify any sites within the proposed project area. The nearest record shown by Geotracker is a Cleanup Program Site that is closed (Pacific Lumber Settling Pond [SL0602304051] at 125 Main Street, Cleanup Status: Completed - Case Closed RB Case #1NHU968) (approximately 100 feet north of the proposed pipeline route through town) (SWRCB, 2019).

Therefore, the project is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment.

- e) Finding: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project will not result in a safety hazard or excessive noise for people residing or working in the project area. *No impact.*

The project site is not located within two miles of a public airport or public use airport. The nearest airport is the Rohnerville Airport which is located approximately 5 miles north of the project site. Scotia is not located within the Airport Analysis and Safety Analysis Zones for the Rohnerville Airport.

Therefore, the project will not result in a safety hazard for people residing or working in the project area.

- f) Finding: The project will not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. *Less than significant impact.*

Humboldt County provides law enforcement and the Scotia Volunteer Fire Department (SVFD) provides fire protection services and emergency medical services (basic life support). The SVFD will not be transferred to Scotia Community Services District, but potential annexation into Rio Dell Fire Department is being analyzed by the County and LAFCo. Due to its small size and scope, this project will not interfere with any emergency response or evacuation plan.

Therefore, the proposed project will not impair the implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- g) Finding: The project will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. *Less than significant impact.*

Scotia is located at the edge of forestlands, and the entire project area is mapped as Moderate Fire Hazard Severity (Humboldt County, 2019). The SVFD provides fire protection and emergency services in the town of Scotia. SVFD has one fire station located at 145 Main Street, roughly in the center of town; provides emergency medical services and fire service calls; and operates three water pumps, two water tenders, and one medical rescue vehicle. The California Department of Forestry and Fire Protection (CAL FIRE) provides dispatch services for the SVFD through the Humboldt County Fire Dispatch Cooperative. The SVFD provides service throughout Scotia and has often responded to CAL FIRE dispatches to incidents on Highway 101 and as far south as Redcrest. The SVFD has mutual aid agreements with CAL FIRE and surrounding fire departments. The SVFD responds to about 45 calls for service per year, approximately 80 percent of which are medical related (SHN, 2008).

The risk of exposing people or structures to a wildfire during construction would not be significant because most project activity will occur in developed parts of town and construction will be limited to an approximately 8-10-week period. The risk of exposing people or structures to a wildfire during operation would not be significant because the proposed water supply infrastructure will be constructed belowground or of nonflammable materials.

Therefore, the proposed project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Applicant-Proposed Best Management Practices:

- For all work proposed, equipment and machinery must be in good operating condition; clean (power washed offsite); and free of leaks, excess oil, and grease.
- No equipment refueling or servicing will be undertaken within 100 feet of any watercourse or surface water drainage.
- A spill containment kit will be kept readily accessible on site in the event of a release of a deleterious substance.

Mitigation:

M-10. Prior to the issuance of demolition permits by the County of Humboldt, an asbestos survey shall be conducted by a qualified consultant to evaluate the presence of asbestos-containing materials in the two fire water storage tanks.

If it is determined that asbestos-containing materials are present within any structures at the site proposed for demolition, the County shall condition the demolition permits for the project to comply with the asbestos regulations from the National Emissions Standards for Hazardous Air Pollutants (NESHAP), which are administered by the North Coast Unified Air Quality Management District (NCUAQMD). These regulations require the following procedures:

- Survey by a California State Certified Asbestos Consultant (CAC) of the areas proposed for disturbance for asbestos-containing material.
- Documentation of the asbestos survey results in a signed report from the CAC.
- Notification to the NCUAQMD at least 10 working days prior to any demolition.
- Employing the use of proper work practices outlined in the NESHAP asbestos regulations.

- Complying with Cal/OSHA worker safety requirements.

The construction contractor shall maintain all records of compliance with the NESHAP asbestos regulations and NCUAQMD rules including, but not limited to, the following: 1) evidence of notification to the NCUAQMD; 2) contact information for the asbestos abatement contractor and asbestos consultant; and 3) receipts (or other evidence) of offsite disposal of all asbestos-containing materials. These records shall be made available to Humboldt County and SCSD upon request.

M-11. Prior to the issuance of demolition permits by the County of Humboldt, a limited lead-based paint survey shall be conducted by a qualified consultant to evaluate the presence of lead-based paint or lead-containing surface coatings in the various structures at the project site. If it is determined that lead-based materials are present within any structures at the site proposed for demolition, the County shall condition the demolition permits for the project to comply with Title 17, California Code of Regulations Division 1, Chapter 8 (Lead Based Paint Regulations), which addresses requirements for the removal of components painted with lead-based paint during site clearing and demolition of existing structures. The construction contractor shall be required to comply with these provisions. The removal of all lead-based paint materials shall be conducted by a certified lead supervisor or certified lead worker, as defined by §35008 and §35009 of the Lead Based Paint Regulations.

M-12. A soil and groundwater management contingency plan (SGMCP) will be prepared and implemented for the proposed fire water storage tank demolitions and removal, and disposal of the oil sands bases on which the tanks are constructed. The SGMCP will provide protocols for managing, handling, characterizing, and proper disposal of potential regulated substances (petroleum hydrocarbons) that may be encountered during fire tank demolition. The SGMCP will identify the potentially impacted areas and will recommend presuming that soil and groundwater within the vicinity of the fire water tanks may contain residual levels of petroleum hydrocarbons. It will describe requirements for working in suspected contamination areas (including preparation of a site-specific health and safety plan), actions to be taken before working in suspected contamination areas, actions to be taken upon encountering contaminated material, construction practices to segregate and transport potentially-impacted material, and how to properly dispose of contaminated material.

M-13. The Scotia Infrastructure Improvements Storm Water Pollution Prevention Plan (SWPPP; [SHN, 2013]) will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the "corridor" phase (the current project). Updates will be submitted using the State's Storm Water Multiple Application and Report Tracking System (SMARTS). The amended SWPPP will be fully implemented during construction.

Findings:

- a) The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials: Less than significant impact with mitigation.
- b) The project will not 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: Less than significant impact with mitigation.
- c) The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school: No impact.
- d) The project will not 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: Less than significant impact.
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project will not result in a safety hazard or excessive noise for people residing or working in the project area: No impact.
- f) The project will not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan: Less than significant impact.

g) The project will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires: Less than significant impact.

10. HYDROLOGY AND WATER QUALITY. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 offsite? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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? | <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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Setting:

This project is located within the Eel River watershed in the unincorporated community of Scotia. Moderate temperatures and seasonal precipitation characterize the climate in Scotia. Temperatures vary little during the year due to the effects of the prevailing onshore winds from the Pacific Ocean. The average temperature in Scotia ranges from 47 degrees Fahrenheit in January to 65 degrees Fahrenheit in July. The majority of precipitation occurs in Scotia during the five-month winter and spring period between January and May, and the mean annual precipitation is 48.85 inches (Western Regional Climate Center, 2017).

The western portion of the project area is situated on the east bank of the Eel River. This location includes the upper elevations of a gravel river bar that is inundated during high river flow events. A portion of the proposed work at the Eel River raw water intake vault is within the ordinary high water mark of the Eel River. The Eel River is the primary domestic water supply for the town of Scotia. The gravel bar transitions west toward a 100- to 200-foot wide sloped riparian transition area. The developed portions of Scotia occur from the east edge of the Eel River riparian zone to approximately 2,000 feet east before intersecting with Highway 101. East of the highway, there are several municipal structures and access roads within a mixed coniferous forest.

Wetlands under the jurisdiction of Sections 404 and 401 of the Clean Water Act (CWA) were not identified within the eastern portion of the project area by the fire water tanks. However, a wetland-like

habitat was observed within the redwood forest community to the east of the existing fire water storage tanks due to water leaking from the eastern tank. Although the wet area by the tanks has some wetland habitat function, it appears mainly to be due to a man-made condition where the open-topped fire suppression tanks have been leaking (overflowing due to constant pumping) continuously for over 15 years, creating wet ground conditions around the base of the tanks. During the March 2015 site visit, CDFW stated that (although not jurisdictional under sections 404 and 401 of the CWA) they considered wetland functions to be present. To offset potential losses of this habitat, CDFW staff recommended construction of a bioswale in the location of the artificially wet area to provide an area for vegetative filtration of stormwater surface flow that will also serve to supplement the riparian buffer. This is addressed in the MMRP (SHN, 2018a).

Also, there is an unnamed, intermittent, seasonal drainage located approximately 50 feet northwest of the fire water storage tanks. This is outside the immediate project area.

The project areas east of Highway 101 and along the Eel River are not connected to a municipal storm drainage system, although areas within the town of Scotia are connected to a municipal storm drainage system. Stormwater discharges from the town of Scotia are not required to be covered under a National Pollutant Discharge Elimination System (NPDES) permit because the town of Scotia is not currently designated as a regulated small municipal separate storm sewer system (MS4) by the SWRCB or the RWQCB. Scotia was not listed on Attachment 2 of the General Municipal Permit, and was not designated by the RWQCB or SWRCB after adoption of the General Permit; consequently the Phase II regulations of the Municipal Storm Water Permitting Program do not currently apply. However, there are water quality standards for the Eel River, and the Lower Eel River Hydrologic Area is included on the CWA Section 303(d) list for impairment due to sedimentation/siltation and temperature. Therefore, the SCSD may choose to implement a stormwater management program that sets forth general best management practices for residential and commercial activities to prevent the discharge of polluted stormwater from the municipal storm sewer system to the Eel River.

According to FEMA Flood Insurance Rate Map Number 06023C1430F (Effective Date: November 4, 2016), the lower portions of the project area (near the Eel River, generally below Williams Street) are within areas designated Floodway Areas in Zone AE (FEMA, 2016; Attachment 3). The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights. The project also includes an area near the river designated Other Flood Areas-Zone X. Zone X represents areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from the 1% annual chance flood. According to the Humboldt County GIS portal (Humboldt County, 2019), the Eel River in the Scotia area is part of a dam failure inundation area. In the location of the proposed raw water intake vault improvements and all-weather access road, the dam failure inundation area roughly corresponds with the ordinary high water mark of the Eel River. The project site is outside of any officially designated tsunami run-up zone and there is no nearby water body that could cause a seiche.

Analysis:

- a) Finding: The project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. *Less than significant impact with mitigation incorporated.*

Discussion: The surface water features on the project site include the Eel River in the western project area and a non-jurisdictional manmade wetland-like habitat at the eastern project area. The eastern project area is also near an unnamed, intermittent, seasonal drainage located approximately 50 feet northwest of the fire water storage tanks (outside the immediate project area).

Water quality in the Eel River watershed is influenced by stormwater runoff from a variety of

land uses. It is reasonable to assume that the water quality in the vicinity of the project site is typical of the water quality in other rural communities containing residential, commercial, industrial, and agricultural uses.

Construction of the proposed project at the site will require trenching, placement of fill, grading, repaving, demolition, storage and use of construction materials, and the operation of heavy equipment. Until construction at the site is complete, soil and pavement particulate may become entrained in stormwater resulting in sediment being discharged from the site. In addition, stormwater discharge may include debris, particulate, and petroleum hydrocarbons as a result of improper storage of construction materials, improper disposal of construction wastes, discharges resulting from construction dewatering activities, and spilled petroleum products.

Because the proposed project will disturb more than one acre of land, the project will be subject to the requirements of the State Water Resources Control Board (SWRCB) Construction General Permit (CGP). The SWRCB CGP will require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) which documents the stormwater dynamics at the site, the BMPs and water quality protection measures that are used, and the frequency of inspections. BMPs are activities or measures determined to be practicable, acceptable to the public, and cost effective in preventing water pollution or reducing the amount of pollution generated by non-point sources. Implementation of the SWPPP will ensure that water quality is protected during construction activities and long-term operation of the project.

SHN has prepared the current construction SWPPP for the Scotia Infrastructure Improvements in accordance with the Construction General Permit, State Water Resources Control Board Order No. 2009-0009-DWQ, amended by 2010-0014-DWQ and 2012-0006-DWQ (SHN, 2013). The SWRCB certified the SWPPP and assigned the Town of Scotia Company LLC WDID # 112C370130 on 06/20/2014. The overall project consists of the formation of a new Scotia Community Services District (SCSD) and construction projects associated with upgrading the existing utility infrastructure. The construction project is defined as a linear utility project (LUP) and includes improvements to the domestic and firewater systems, storm drain system, and sanitary sewer system. Additional infrastructure work includes installation of telephone, cable, internet, gas and electric services, and ancillary infrastructure. The SWPPP is broken into five segments (phases 1-5) based on locations of construction and periods of construction. The overall risk determination for the SCSD project is a Type 1 LUP.

The current Town of Scotia Water Improvement Project is included in the Scotia Infrastructure Improvements SWPPP (SHN, 2013) and is identified as the utility "corridor" phase. This phase is sequenced into two parts according to construction location and period of construction. A portion of the construction is planned to occur in the floodplain. A risk determination for the floodplain sequence is Type 2. The SWPPP will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the corridor phase. Updates will be submitted using the State's Storm Water Multiple Application and Report Tracking System (SMARTS). This has been incorporated as Mitigation Measure M-13.

Town of Scotia Company, LLC (TOS) maintains and operates Scotia's wastewater systems. The project proposes to convey water filter backwash water to the town's wastewater treatment system by way of an existing wastewater manhole near the existing booster pumps. The process of backwashing the water filters will occur twice per week and each occurrence will discharge approximately 120,000 gallons to the WWTF over approximately 2 ½ hours. The project engineers have confirmed that the WWTF has sufficient capacity to accommodate the proposed water filter backwash water that the project proposes to convey to the WWTF (Foget,

2017). Therefore, it is not anticipated that the use of these systems for the proposed facility will violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

The project will result in a net decrease in the amount of impervious surface at the project site. The only increase in the amount of impervious surface at the project site is associated with the new paved all-weather access road that will lead to the existing water intake. The new access road will be approximately 200 feet long by 15 feet wide, creating 3,000 sf of new impervious surface. The two fire water tanks to be demolished are each 60 feet in diameter for a combined decrease of 5,650 sf of impervious surfaces. The project will result in a net decrease of 2,650 sf of impervious surface area.

To offset potential losses of the non-jurisdictional wetland-like habitat surrounding the overflowing fire water storage tanks, and consistent with the recommendations of CDFW and the Natural Resources Assessment (SHN, 2016a), Mitigation Measure M-5 will require construction of a bioswale in association with tank demolition to provide an area for vegetative filtration of stormwater surface flow that will also serve to supplement the riparian buffer.

To avoid water quality impacts to the unnamed, intermittent, seasonal drainage adjacent to the fire water tanks, Mitigation Measure M-9 will require that prior to the demolition of the existing fire water storage tanks, tanks shall be drained into the existing water system or slowly drained into the adjacent, unnamed tributary at a rate that mimics natural flows, does not cause erosion, and does not increase turbidity within the tributary.

Project activities and impacts to riparian vegetation along the Eel River have the potential to impact water quality. However, Mitigation Measure M-1 requires riparian revegetation at a 3:1 ratio.

Therefore, the proposed project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

- b) Finding: The project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. *Less than significant impact.*

Discussion: The proposed project involves continued diversion of water from the Eel River. It does not involve withdrawal of groundwater. The project will result in a net decrease of 2,650 sf of impervious surface area.

Therefore, the proposed project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

- c) i-iv) Finding: The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or offsite, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows. *Less than significant impact with mitigation incorporated.*

Discussion: The surface water features on the project site include the Eel River in the western project area and a non-jurisdictional manmade wetland-like habitat in the eastern project area. The eastern project area is also near an unnamed, intermittent, seasonal drainage located approximately 50 feet northwest of the fire water storage tanks.

The project proposes to place materials below the ordinary high water mark of the Eel River, including raising the height of the concrete intake vault by 4 feet using cast-in-place concrete and placing 30 cy of engineered fill and 85 cy of rock slope protection to protect the intake vault. The project would also remove materials below the ordinary high water mark as part of constructing the all-weather (paved) access road. A stamped letter from a licensed engineer was provided to the Humboldt County Building Division documenting that the project meets all the requirements for placement of fill within a flood zone and that the project will result in a slight decrease in flood water depth due to the volume of material off-hauled for access road construction (SHN, 2018b).

Mitigation Measure M-13 requires that the current construction SWPPP for the Scotia Infrastructure Improvements (SHN, 2013) project be amended to include the current project (referred to in the SWPPP as the "corridor" phase). The SWPPP will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the corridor phase. Updates will be submitted using the State's Storm Water Multiple Application and Report Tracking System (SMARTS).

The demolition of the two fire water storage tanks will require that they first be drained. If drained too quickly, they could result in erosion or siltation of the nearby intermittent drainage. To avoid this, Mitigation Measure M-9 will be implemented, requiring slow, controlled tank drainage.

Therefore, the proposed project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or offsite, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows.

- d) Finding: In flood hazard, tsunami, or seiche zones, the project will not risk release of pollutants due to project inundation. *Less than significant impact.*

Discussion: According to FEMA Flood Insurance Rate Map Number 06023C1430F (Effective Date: November 4, 2016), the lower portions of the project area (near the Eel River, generally below Williams Street) are within areas designated Floodway Areas in Zone AE (FEMA, 2016; Attachment 3). The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights. The project also includes an area near the river designated Other Flood Areas-Zone X. Zone X represents areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from the 1% annual chance flood. According to the Humboldt County GIS portal (Humboldt County, 2019), the Eel River in the Scotia area is part of a dam failure inundation area. In the location of the proposed raw water intake vault improvements and all-weather access road, the dam failure inundation area roughly corresponds with the ordinary high water mark of the Eel River. The project site is outside of any officially designated tsunami run-up zone and there is no nearby water body that could cause a seiche.

The proposed improvements within the FEMA-designated 100-year flood zone and dam failure inundation zone consist of underground piping, a paved access road, pump replacement within an existing concrete vault that will now be raised 4 feet higher to provide access during flooding, and placement of 30 cy engineered fill and 85 cy rock slope protection to protect the vault during high flows. These improvements have been designed by a licensed civil engineer. A stamped letter from the licensed engineer was provided to the Humboldt County Building Division documenting that the project meets all the requirements for placement of fill within a flood zone and that the project will result in a slight decrease in flood water depth due to the volume of material off-hauled for access road construction (SHN, 2018b).

Therefore, in flood hazard, tsunami, or seiche zones, the project will not risk release of pollutants due to project inundation.

- e) Finding: The project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. *Less than significant impact with mitigation incorporated.*

Discussion: Mitigation Measure M-13 requires that the current construction SWPPP for the Scotia Infrastructure Improvements (SHN, 2013) project be amended to include the current project (referred to in the SWPPP as the "corridor" phase). The SWPPP will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the corridor phase. Updates will be submitted using the State's Storm Water Multiple Application and Report Tracking System (SMARTS). The project is not located within an area subject to a sustainable groundwater management plan and the project does not involve withdrawal of groundwater.

Therefore, the project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Applicant-Proposed Best Management Practices:

- All construction work below the ordinary high water mark of the Eel River will be performed during the low flow period when the work site is dry.
- For all work proposed, equipment and machinery must be in good operating condition; clean (power washed offsite); and free of leaks, excess oil, and grease.
- No equipment refueling or servicing will be undertaken within 100 feet of any watercourse or surface water drainage.
- A spill containment kit will be kept readily accessible on site in the event of a release of a deleterious substance.
- Any temporary fill will be removed in its entirety following construction, and the affected area(s) will be returned to pre-construction elevations.
- Disturbance to existing vegetation on and adjacent to stream banks and within riparian zones will be minimized.
- Sediment control measures (biodegradable straw waddles, bales, silt cloth, etc.) will be installed before starting any work that may result in sediment mobilization.
- When material is moved off site, it will be disposed of in such a manner as to prevent its entry into any watercourse, floodplain, ravine, or storm sewer system.
- Disturbed areas above the high water mark/top of bank will be graded to a stable configuration after work is completed. These areas will be revegetated to prevent surface erosion and subsequent siltation of the watercourse.
- Disturbed soil areas on and adjacent to the banks of streams and lakes may be protected from

surface erosion by hydroseeding with a heavy mulch, tackifier, and seed mix by installing erosion blankets; and/or by heavily seeding/planting with native vegetation.

- Any remaining sediment and erosion control measures (such as, silt fences) will be removed post-construction.
- All equipment, supplies, and non-biodegradable materials will be removed from the site post-construction.

Mitigation:

M-1. The loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a). The MMRP includes revegetation at a 3:1 ratio and invasive species removal.

M-5. In association with demolition of the two existing fire water storage tanks, the buffer between the developed area and the seasonally-intermittent stream near the fire water storage tanks will be improved by the creation of a bioswale and removal of invasive species, as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a).

M-9. Prior to the demolition of the existing fire water storage tanks, tanks shall be drained into the existing water system or slowly drained into the adjacent, unnamed tributary at a rate that mimics natural flows, does not cause erosion, and does not increase turbidity within the tributary.

M-13. The Scotia Infrastructure Improvements Storm Water Pollution Prevention Plan (SWPPP; [SHN, 2013]) will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the "corridor" phase (the current project). Updates will be submitted using the State's Storm Water Multiple Application and Report Tracking System (SMARTS). The amended SWPPP will be fully implemented during construction.

Findings:

a) The project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality: Less than significant impact with mitigation incorporated.

b) The project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin: Less than significant impact.

c) The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or offsite, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows: Less than significant impact with mitigation incorporated.

d) In flood hazard, tsunami, or seiche zones, the project will not risk release of pollutants due to project inundation: Less than significant impact.

e) The project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan: Less than significant impact with mitigation incorporated.

11. LAND USE AND PLANNING. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|-------------------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

Setting:

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. The project site has the following zoning designations:

- APN 205-351-030: Heavy Industrial-Qualified (MH-Q); Agriculture Exclusive (AE); Unclassified (U); and Timber Production Zone (TPZ)
- APN 205-421-004: Public Facility (PF)
- APN 205-421-009: Unclassified (U); and Timber Production Zone (TPZ).

These parcels are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway. Existing water infrastructure includes the raw water intake structure at the Eel River and associated pumps and piping (west of Highway 101) and the raw water storage tank, two fire water storage tanks, water treatment plant, finish water tank, and associated piping (east of Highway 101).

Analysis:

- a) Finding: The project will not physically divide an established community. *No impact.*

Discussion: The project proposes improvements to the existing municipal water system of the town of Scotia. The only proposed new access route is a new all-weather access road at the Eel River to allow year-round access to the raw water intake vault.

Therefore, the proposed project would not physically divide an established community.

- b) Finding: The project will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. *Less than significant impact.*

Discussion: The project proposes improvements to the existing municipal water system of the town of Scotia. The project site is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which are developed with a range of land uses, including portions of the existing raw water and fire suppression water systems that serve the community. Per Humboldt County's Streamside Management Area Ordinance (SMAO; as defined in Section 314-61.1 of the Humboldt County Code), the project requires a Special Permit from the County due to work within the streamside management area of the Eel River and the unnamed, seasonally-intermittent drainage near the fire water storage tanks.

The proposed project would not conflict with any applicable goals, objectives, and policies of the Humboldt County General Plan and Zoning Ordinance. As discussed throughout this document, in all instances where potentially significant impacts have been identified, mitigation is provided to reduce each impact to less-than-significant levels. This was necessary in the following sections of this document:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Tribal Cultural Resources
- Wildfire

The analysis contained in this document addressed the potential conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect including, without limitation, Humboldt County General Plan and Land Use Ordinance, Humboldt County Draft Climate Action Plan (2012), HCAOG Regional Transportation Plan (2014), HCAOG Regional Bicycle Plan (2012), and NCUAQMD Particulate Matter (PM10) Draft Attainment Plan (1995).

Therefore, based on the analysis conducted in this document, it was determined that the project was not in conflict with any adopted land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Findings:

- a) The project will not physically divide an established community: No impact.
- b) The project will not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect: Less than significant impact.

12. MINERAL RESOURCES. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|------------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <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"/> |

Setting:

Gravel extraction occurs on 10 gravel bars along the Eel River between Scotia and McCann, but they are not within the proposed project boundary. These gravel bars, including the Scotia Bar, are regulated by the RWQCB, USACE, California Department of Conservation, Surface Mining and Reclamation Act, Humboldt County, and CDFW. The Scotia Bar is located outside of Scotia and would not be affected by the proposed project.

Analysis:

- a) Finding: The project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. *No impact.*

Discussion: The project site includes placement of additional fill and rock slope protection around the existing raw water intake vault which is located at the edge of the Eel River and associated gravel bar. However, the project area is not used for gravel extraction. The mineral resources available in the Eel River and the project area will not be impacted by the project.

Therefore, the proposed project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

- b) Finding: The project will not 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. *No impact.*

Discussion: The project site includes placement of additional fill and rock slope protection around the existing raw water intake vault which is located at the edge of the Eel River and as-

sociated gravel bar. Figure 7-1 (Rock and Mineral Extraction Sites) of the Humboldt County Natural Resources and Hazards report completed for the County General Plan Update, does not identify the project site as a rock and mineral extraction site (Dyett and Bhatia, 2002). No known mineral resources have been identified on the project site.

Therefore, the proposed project will not result in the loss of availability of a locally-important mineral resource site delineated on a local general plan, specific plan, or other land use plan.

Findings:

- a) The project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state: No impact.
- b) The project will not 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: No impact.

13. NOISE. Would the project result in:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|-------------------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting:

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. The project site has the following zoning designations:

- APN 205-351-030: Heavy Industrial-Qualified (MH-Q); Agriculture Exclusive (AE); Unclassified (U); and Timber Production Zone (TPZ)
- APN 205-421-004: Public Facility (PF)
- APN 205-421-009: Unclassified (U); and Timber Production Zone (TPZ).

These parcels are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway. Existing water infrastructure includes the raw water intake structure at the Eel River and associated pumps and piping (west of Highway 101) and the raw water storage tank, two fire water storage tanks, water treatment plant, finish water tank, and associated piping (east of Highway 101).

The western portion of the project site is along the east bank of the Eel River. The developed portions of Scotia occur from the east edge of the Eel River riparian zone to approximately 2,000 feet east before intersecting with Highway 101. East of the highway, there are several municipal structures within a mixed coniferous forest.

Ambient noise levels in the vicinity of the project site are elevated due to the proximity of the site to Highway 101, the Eel River, and adjacent industrial operations.

Analysis:

- a) Finding: The project will not generate 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. *Less than significant impact with mitigation incorporated.*

Discussion: The project proposes improvements to Scotia's water collection, storage, and distribution system. The Humboldt County General Plan (Humboldt County, 2017) Noise Element, Section 13.3, states:

Most community noise is produced by many distant sources, which rise and fall gradually throughout the day creating a relatively steady background sound having no identifiable source. The Community Noise Equivalent Level (CNEL) is a measure that describes average noise exposure over a period of time. Because communities are more sensitive to impacts from nighttime noise, noise descriptors must specifically take this time period into account. Common measures include the CNEL and the Day-Night Average Level (Ldn). Both reflect noise exposure over an average day, with greater weight given to noise occurring during the evening and night. The two descriptors are roughly equivalent but CNEL is used in this Plan for regulating cumulative noise exposure over a 24-hour period.

Evaluating new development projects for noise impacts should be based on a comparison of the noise compatibility standards in Table 13-C with noise contours and other available information. Fences, landscaping, and noise insulation can be used to mitigate the hazards of excessive noise levels.

A standard construction wood frame house reduces noise transmission by 15dBA. Since interior noise levels for residences are not to exceed 45dBA, the maximum exterior noise level for residences is 60dBA without requiring additional insulation. In areas where CNEL noise levels exceed 60dBA, the need for additional noise insulation will vary depending on the land use designation; adjacent uses; distance-to-noise source; and intervening topography, vegetation, and other buffers. The building code provides standards for meeting noise insulation requirements.

Appropriate standards for short-term noise levels measured by Lmax varies with the type of land use and time of day. Acceptable daytime levels in industrial and commercial areas are typically based on a combination of health and nuisance considerations and typically do not exceed 85 dBA. In residential areas, standards are typically set to avoid the perception of nuisance, such as noise levels that block normal conversation. Noise level above 66 dBA requires raised voices to be heard at a distance of three feet. Indoor noise levels between 50 and 60 dBA can disturb sleep.

As noted above, the existing County noise standard utilizes an averaging mechanism applicable to activities that generate sound sources averaged over a 24-hour period of time. This type of measurement is commonly used for measuring highway noise or industrial operations. A ten-decibel addition is added to noise levels occurring at nighttime – between 10:00 p.m. and 7:00 a.m. Utilizing a typical standard of 45 dBA Ldn interior noise level allows for a maximum of 60 dBA Ldn for 'normally acceptable' exterior levels.

During preparation of the environmental impact report for the general plan amendment, zone reclassification, and final map subdivision of the town of Scotia, an environmental sound assessment was conducted to characterize then-existing noise conditions near residences in Scotia (SHN, 2005a). The purpose of the sound assessment study was to measure and establish baseline sound levels near residential property lines for selected locations in Scotia with the highest probability of sound impact from sources outside the residential areas.

The sound assessment study determined that certain residential areas experience noise levels that exceed the noise standards listed in the Humboldt County General Plan. These residential areas tend to be in close proximity to ongoing lumber milling operations. The study identified the mill buildings as significant noise generators. Some residents of Scotia, closest to mill operations, were found to experience noise levels above what is normally acceptable in the Humboldt County noise standards. **The study states "Some areas of Scotia do not meet the noise standard specified in the Humboldt County General Plan. However, these sound levels have existed for a long time in such close proximity to the existing residential areas in Scotia."** The study does not identify Highway 101 as a significant noise source, but some residential areas that did not meet the current Humboldt County noise standard are in close proximity to the highway.

During construction of the proposed project, noise from construction activities would add to the noise environment in the immediate project vicinity. This noise increase would be temporary, of short duration, and would occur during daytime hours. Activities involved in construction would generate maximum noise levels, as indicated in Table 1, ranging from 85 to 88 dBA at a distance of 50 feet.

Table 1: Construction Equipment Noise

| Type of Equipment | Maximum Level, dB at 50 feet |
|-------------------|------------------------------|
| Bulldozers | 87 |
| Heavy Trucks | 88 |
| Backhoe | 85 |
| Pneumatic Tools | 85 |

Source: Cunniff, 1977

Following completion of construction, noise from ongoing operation of Scotia's municipal water system will return to pre-project levels. Long-term operation of the project is not expected to generate significant noise levels that will exceed the Humboldt County General Plan Noise Element standards. Sounds from ongoing operation of the system will generally be limited to daytime operations, generally Monday through Friday from 9:00 a.m. to 5:00 p.m. Ongoing water system operation will occur year-round and will include periodic maintenance visits, equipment use, and occasional back-up generator use.

To ensure that impacts from construction noise levels are reduced to less than significant, the following mitigation measure will be included for the project (see Mitigation Measure M-14 below):

The following shall apply to construction noise from tools and equipment:

- a) The operation of tools or equipment used in construction, drilling, repair, alteration or demolition shall be limited to between the hours of 8 a.m. and 6 p.m. Monday through Friday, and between 9 a.m. and 5 p.m. on Saturdays.
- b) No heavy equipment-related construction activities shall be allowed on Sundays or holidays.

- c) All stationary and construction equipment shall be maintained in good working order, and fitted with factory-approved muffler systems.

Therefore, with the proposed mitigation measure, the proposed project will not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- b) Finding: The project will not result in generation of excessive groundborne vibration or groundborne noise levels. *Less than significant impact.*

Discussion: The closest land uses potentially impacted from groundborne vibration and noise (primarily from the use of heavy equipment during construction activities) are the single-family residential units located adjacent to the middle portions of the project (within the residential portion of the town of Scotia).

Neither the short-term construction activities nor the ongoing operation of the municipal water system would be expected to generate significant groundborne noise or vibration. Some short-term minor vibrations may occur during project construction but will be minimized by the same measure that limits hours of construction for noise.

Therefore, the proposed project will not expose persons to or generate excessive groundborne vibration or groundborne noise levels.

- c) Finding: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would not expose people residing or working in the project area to excessive noise levels. *No impact.*

Discussion: The project site is not located within the vicinity of a private airstrip, an airport land use plan, a public airport, or a public use airport. The nearest airport is the Rohnerville Airport which is located approximately 5 miles north of the project site.

Therefore, the proposed project will not expose people residing or working in the project area to excessive noise levels associated with an airstrip or airport.

Mitigation:

M-14. The following shall apply to construction noise from tools and equipment:

- a) The operation of tools or equipment used in construction, drilling, repair, alteration or demolition shall be limited to between the hours of 8 a.m. and 6 p.m. Monday through Friday, and between 9 a.m. and 5 p.m. on Saturdays.
- b) No heavy equipment related construction activities shall be allowed on Sundays or holidays.
- c) All stationary and construction equipment shall be maintained in good working order, and fitted with factory-approved muffler systems.

Findings:

- a) The project will not generate 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: *Less than significant impact with mitigation incorporated.*
- b) The project will not result in generation of excessive groundborne vibration or groundborne noise levels: *Less than significant impact.*
- c) The project will not expose people residing or working in the project area to excessive noise levels associated with an airstrip or airport: *No impact.*

14. POPULATION AND HOUSING. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|-------------------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <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"/> |

Setting:

Humboldt County is a rural county with a large land area and low population density. The 2010 Census reported the county's population to be 134,623, which represents an increase of 8,105 over the population reported in the 2000 Census. The California Department of Finance (DOF) prepares estimates of statewide, county, and city populations for years between the decennial census that are used by state and local government to allocate funding and for planning purposes. The DOF estimates the 2015 population of Humboldt County to be 134,398, which is a decrease of 225 people since the 2010 Census.

The DOF also develops projections of State and county population 50 years beyond the decennial census. Between 2010 and 2020, the Humboldt County population is projected to increase by approximately 2.2%, from 136,056 to 139,033 (an increase of 2,977 people). Between 2020 and 2030, the population is projected to increase by approximately one percent, from 139,033 to 140,608 (an increase of 1,575 people).

Scotia is identified by the U.S. Census Bureau as a census designated place. The 2010 U.S. Census reported that Scotia had a population of 850 (U.S. Census, 2010).

The most recent housing information available for Scotia is from the TOS housing office, which stated in 2007 that there were 273 occupied residential dwelling units in Scotia, with a vacancy rate of approximately 4.4%, which is much lower than the Humboldt County vacancy rate of 8.4% (SHN, 2008).

Analysis:

- a) Finding: The project will not 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). *Less than significant impact.*

Discussion: The project proposes improvements to the existing municipal water system of the town of Scotia. The only proposed new access route is an all-weather access road at the Eel River to allow year-round access to the raw water intake vault. The proposed water system improvements will not increase the system's service area or increase its authorized water usage or diversion amount. Growth-inducing impacts are generally caused by projects that have a direct or indirect affect on economic growth, population growth, or when the project taxes community service facilities which require upgrades beyond the existing remaining capacity.

Therefore, the proposed project will not induce substantial population growth in an area either directly or indirectly.

- b) Finding: The project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. *No impact.*

Discussion: The proposed project will not displace existing people or housing.

Therefore, the proposed project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Findings:

- a) The project will not induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure): Less than significant impact.
- b) The project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere: No impact.

15. PUBLIC SERVICES.

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| v. Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting:

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. The project site has the following zoning designations:

- APN 205-351-030: Heavy Industrial-Qualified (MH-Q); Agriculture Exclusive (AE); Unclassified (U); and Timber Production Zone (TPZ)
- APN 205-421-004: Public Facility (PF)
- APN 205-421-009: Unclassified (U); and Timber Production Zone (TPZ).

These parcels are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway. Existing water infrastructure includes the raw water intake structure at the Eel River and associated pumps and piping (west of Highway 101) and the raw water storage tank, two fire water storage tanks, water treatment plant, finish water tank, and associated piping (east of Highway 101).

Humboldt County provides law enforcement and Scotia Volunteer Fire Department (SVFD) provides fire protection services and emergency medical services (basic life support). The SVFD will not be transferred to Scotia Community Services District, but potential annexation into Rio Dell Fire Department is being analyzed by the County and LAFCo. The Scotia Elementary School District and its only school, the Scotia Union Elementary School, serve the town of Scotia. The school is located approximately 0.27 miles north of the project. Scotia Community Services District (SCSD) provides parks and recreation services and is responsible for most of the streetlights in Scotia.

Analysis:

- a) i) Finding: The project will not 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 for fire protection. *Less than significant impact.*

Discussion: The project proposes improvements to the existing municipal water system of the town of Scotia, including demolition and removal of two existing 500,000-gallon fire water storage tanks. Following demolition of these tanks, fire water storage will be handled by an existing 1-million-gallon tank that is currently used as a settling tank as part of the drinking water system (see Raw Water Storage Tank on Figure 4). This tank will be converted to a dual-use tank - one use being fire water storage and the other being a settling tank for the drinking water system.

The proposed water system improvements will not increase the system's service area, increase its authorized water usage or diversion amount, or otherwise induce population growth. Growth-inducing impacts are generally caused by projects that have a direct or indirect affect on economic growth, population growth, or when the project taxes community service facilities which require upgrades beyond the existing remaining capacity. Because the project will not induce population growth, no new or physically-altered fire protection facilities are anticipated to be needed as a result of the project.

Therefore, impacts to fire protection services from the proposed project are considered less than significant.

- ii) Finding: The project will not 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 for police protection. *No impact.*

Discussion: The project proposes improvements to the existing municipal water system of the town of Scotia. The proposed water system improvements will not increase the system's service area or increase its authorized water usage or diversion amount. Growth-inducing impacts are generally caused by projects that have a direct or indirect affect on economic growth, population growth, or when the project taxes community service facilities which require upgrades beyond the existing remaining capacity. Because the project will not induce population growth, no new or physically-altered police protection facilities are anticipated to be needed as a result of the project.

Therefore, no impact to police protection services is anticipated from the proposed project.

- iii) Finding: The project will not 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 schools. *No impact.*

Discussion: The nearest school is the Scotia Union Elementary School which is located approximately 0.27 miles north of the project site. The project proposes improvements to the existing municipal water system of the town of Scotia. The proposed water system improvements will not increase the system's service area or increase its authorized water usage or diversion amount. Growth-inducing impacts are generally caused by projects that have a direct or indi-

rect affect on economic growth, population growth, or when the project taxes community service facilities which require upgrades beyond the existing remaining capacity. Because the project will not induce population growth, no new or physically-altered school facilities are anticipated to be needed as a result of the project.

Therefore, no impact to local schools is anticipated from the proposed project.

- iv) Finding: The project will not 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 for parks. *Less than significant impact.*

Discussion: SCSD provides parks and recreation services in Scotia. The project proposes to construct new water pipe through the Scotia ballpark as shown in Figure 2. Additionally, the project proposes temporary access and staging activities within the adjacent parking area and existing river bar access road. However, these impacts will be temporary and short term. Because the project does not propose residential development and will not increase the population in the Scotia area, the project would not significantly increase the demand for public parks.

Therefore, impacts to local public parks from the proposed project are considered less than significant.

- v) Finding: The project will not 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 for other public facilities. *No impact.*

Discussion: The project proposes improvements to the existing municipal water system of the town of Scotia. The proposed water system improvements will not increase the system's service area or increase its authorized water usage or diversion amount. Growth-inducing impacts are generally caused by projects that have a direct or indirect affect on economic growth, population growth, or when the project taxes community service facilities which require upgrades beyond the existing remaining capacity. Because the project will not induce population growth, no new or physically altered other governmental facilities such as public health services or library services are anticipated to be needed as a result of the project.

Therefore, no impact regarding the need for other governmental facilities is anticipated from the proposed project.

Findings:

- a) i) The project will not 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 for fire protection: *Less than significant impact.*
- ii) The project will not 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 for police protection: *No impact.*
- iii) The project will not result in substantial adverse physical impacts associated with the provision of new or physically-altered governmental facilities, need for new or physically-altered governmental fa-

cilities, 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 schools: No impact.

iv) The project will not 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 for parks: Less than significant impact.

v) The project will not 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 for other public facilities: No impact.

16. RECREATION.

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | 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"/> |

Setting:

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. The project site has the following zoning designations:

- APN 205-351-030: Heavy Industrial-Qualified (MH-Q); Agriculture Exclusive (AE); Unclassified (U); and Timber Production Zone (TPZ)
- APN 205-421-004: Public Facility (PF)
- APN 205-421-009: Unclassified (U); and Timber Production Zone (TPZ).

These parcels are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway. Existing water infrastructure includes the raw water intake structure at the Eel River and associated pumps and piping (west of Highway 101) and the raw water storage tank, two fire water storage tanks, water treatment plant, finish water tank, and associated piping (east of Highway 101). SCSD, as of May 2017, provides parks and recreation services to most of Scotia. TOS provides lawn care and landscaping on properties they still own.

Analysis:

a) Finding: The project will not 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. *Less than significant impact.*

Discussion: The project proposes to construct new water pipe directly through the Scotia ballpark as shown in Figure 2. Additionally, the project proposes temporary access and staging activities within the adjacent parking area. However, these impacts will be temporary and short

term. Public use of the ballpark will be restricted for 4 weeks during project construction, after which time full access and function will be restored. It is noted that the ballpark is not open to the general public – it must be rented and reserved, and renters must provide a certificate of insurance. Because the project does not propose residential development and will not increase the population in the Scotia area, the project would not significantly increase the demand for public parks.

Therefore, impacts to local public parks from the proposed project are considered less than significant.

- b) Finding: The project will not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. *Less than significant impact.*

Discussion: The project proposes the improvement of Scotia's water supply infrastructure. The project does not include recreational facilities and will not require the construction or expansion of recreational facilities. Because the project does not propose residential development and will not increase the population in the Scotia area, the project would not significantly increase the demand for public parks.

Findings:

- a) The project will not 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: Less than significant impact.
- b) The project will not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment: Less than significant impact.

17. TRANSPORTATION. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict or be inconsistent with CEQA Guidelines section 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"/> |

Setting:

Scotia has a network of arterial and collector streets which provide service to the various neighborhoods. In addition to the road system, there are a number of alleys that are used as common access to garages. The County of Humboldt is responsible for maintaining the following streets in the community of Scotia: B Street, Bridge Street, Church Street, Eddy Street, Mill Street, North Court, Williams Street, 1st Street, 2nd Street, 3rd Street, 4th Street, 5th Street, and 6th Street. The Scotia subdivision has been laid out in five phases. Infrastructure improvements and services in Phases 1 and 2 have been transferred to SCSD. TOS continues to operate services (linear infrastructure for water, wastewater, road maintenance, and drainage) in Phases 3, 4, and 5, as well as the main utility corridor.

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which are located on either side of Highway 101. The project area east of Highway 101 is accessed by Scotia's Main Street and an underpass beneath the highway. An unpaved access road connects from the underpass to the existing water tanks and water treatment facility. The project areas within town are accessed by various streets and alleys. The project area near the Eel River is accessed from Main Street by Bridge Street, Williams Street, and Railroad Avenue. The existing vehicle access to the raw water intake vault requires driving on the river bar of the Eel River, which is impassable during higher river flows.

A 2005 traffic study analyzed existing conditions at that time and the effect the SCSD and subdivision would have on traffic patterns and volumes (SHN, 2005b). The traffic analysis assumed that no new uses or structures would be proposed as a result of the formulation of the SCSD and subdivision. It found that the rezone and subdivision of the town of Scotia would not have an adverse affect on traffic flow. Traffic count data from that study and from Caltrans and the Humboldt County Public Works Department attested to the fact that there was no significant change in traffic flow from 1973 to 2005 (SHN, 2005b). It found that if the subdivision were to incorporate a new population of people who were employed outside the town limits of Scotia, an observable increase in traffic may occur during a.m. and p.m. peak hours at Junction 283 intersection to Highway 101; however, this slight increase would not significantly affect traffic flows in the area. The 2005 traffic study documented an average control delay of less than 10 seconds, which correlates with level of service (LOS) "A" (free flow).

Since the 2005 traffic study, new development within Scotia has been minimal and the population has remained relatively stable. The Eel River Brewing Company and Aqua Dam expanded their operations into PALCO's Mill "A" building at the north end of town and a Renner Petroleum fueling station opened at 101 Main Street. According to the "Population and Housing" section of the CSD and Subdivision EIR (SHN, 2008), the population of Scotia was approximately 849 in 2000 and approximately 800 in 2008. The 2010 U.S. Census reported that Scotia had a population of 850 in 2010 (U.S. Census, 2010).

Overall, the streets appear to be in good condition, and residential streets have sidewalks on one side only. There are approximately four marked crosswalks centered on the marketplace. Some of the crosswalks have been, or will be, modified during the subdivision process.

Analysis:

- a) Finding: The project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. *Less than significant impact.*

Discussion: Construction traffic for the project would result in a short-term increase in construction-related vehicle trips on Highway 101 as well as local roadways in Scotia, including Main Street, Bridge Street, Williams Street, Railroad Avenue, and 5th, 6th, and B Streets. Construction would result in vehicle trips by construction workers and haul-truck trips for delivery and disposal of construction materials and spoils to and from construction areas.

Project construction would use existing roadways to access the project sites, and would involve construction of a new, 15-foot wide permanent all-weather (paved) access road to access the raw water intake vault at the Eel River. Project construction activities would temporarily impact transportation systems in Scotia, including local roadways, public transit, bicycle, and pedestrian facilities. However, the project will have no long-term effect on roads, public transit, bicycle, or pedestrian facilities, except that it will construct a new all-weather (paved) access road to the raw water intake vault. The new access road will not affect public transit, bicycle, or pedestrian facilities.

Humboldt County is considered rural and does not have a Congestion Management Agency

or an adopted Congestion Management Program. The Humboldt County Association of Governments (HCAOG) is the regional transportation planning agency for Humboldt County. Under its authority as the Regional Transportation Planning Agency (RTPA) for Humboldt County, HCAOG adopts and submits an updated Regional Transportation Plan to the California Transportation Commission and Caltrans every five years. The Regional Transportation Plan is a long-range (20-year) transportation planning document for Humboldt County. The most recent five-year update of the RTP was adopted in 2014 (HCAOG, 2013). The Regional Transportation Plan does not currently establish vehicular level of service criteria for County roadways in the Scotia area.

Therefore, the proposed project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

- b) Finding: The project will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). *Less than significant impact.*

Discussion: CEQA Guidelines section 15064.3, subdivision (b) concerns criteria for analyzing transportation impacts for land use projects and transportation projects:

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

The proposed project is located in Scotia, within ½ mile of US Highway 101 and a public transit (bus) stop (Humboldt Transit Authority [HTA], 2019).

Construction traffic for the project would result in a minor, short-term increase in construction-related vehicle trips on Highway 101 as well as local roadways in Scotia including Main Street, Bridge Street, Williams Street, Railroad Avenue, and 5th, 6th, and B Streets. Construction would result in vehicle trips by construction workers and haul-truck trips for delivery and disposal of construction materials and spoils to and from construction areas.

Following the completion of construction, long-term operation and maintenance of the improved water infrastructure will not generate any increase in vehicle trips compared to baseline conditions (future maintenance requirements are not expected to exceed current maintenance requirements).

Therefore, the proposed project will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

- c) Finding: The project will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). *Less than significant impact.*

Discussion: Project construction would use existing roadways to access the project sites, and would involve construction of a new, 15-foot wide permanent all-weather (paved) access road to access the raw water intake vault at the Eel River.

The existing roadways have been used for decades to access and maintain the existing facilities and are presumed adequate for continued use. The existing vehicle access to the raw water intake vault requires driving on the river bar of the Eel River, which is impassable during high-

er river flows. The proposed new all-weather (paved) access road to the Eel River intake vault will allow access to and maintenance of the raw water intake even during most high-water events. The proposed improvements will be reviewed by and constructed to the standards of the County Engineer and Public Works Department to ensure that no hazardous design features will be developed as part of the project. Operation and maintenance of the municipal water infrastructure will not involve the use of farm equipment or other incompatible uses.

Therefore, the proposed project will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- d) Finding: The project will not result in inadequate emergency access. *Less than significant impact.*

Discussion: Project construction would use existing roadways to access the project sites, and would involve construction of a new, 15-foot wide permanent all-weather (paved) access road to access the raw water intake vault at the Eel River.

The existing roadways have been used for decades to access and maintain the existing facilities and are presumed adequate for continued use. The existing vehicular access to the raw water intake vault requires driving on the river bar of the Eel River, which is impassable during higher river flows. The proposed new all-weather access road to the Eel River intake vault will improve emergency access to the raw water intake even during most high-water events.

Therefore, the proposed project will not result in inadequate emergency access.

Findings:

- a) The project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities: *Less than significant impact.*
- b) The project will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b): *Less than significant impact.*
- c) The project will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment): *Less than significant impact.*
- d) The project will not result in inadequate emergency access: *Less than significant impact.*

18. TRIBAL CULTURAL RESOURCES. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorpor. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|------------------------------|--------------------------|
| 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, or 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 the local register of historical resources as defined in Public Resources Code §5020.1(k)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input 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 §5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

the lead agency shall consider the significance of the resource to a California Native American tribe.

Setting: The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River.

The eastern portion of the project area (east of Highway 101) is situated on a west-facing slope ranging from 1 to 30 percent slope, where there are several municipal structures and access roads within a mixed coniferous forest. The western portion of the project area is situated on the east bank of the Eel River. This location includes the upper elevations of a gravel river bar that is inundated during high river flow events. The gravel bar transitions west toward a 100- to 200-foot wide sloped riparian transition area. The central portion of the project area is located on a broad, gently sloping topography within the developed portions of the town of Scotia, and contains an urbanized landscape lacking distinct natural vegetation communities.

The project area is within the ethnographic territory of the Bear River Band of Rohnerville Rancheria and the Wiyot Tribe.

Analysis:

- a) i) Finding: The project will not 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, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code §5020.1(k). *Less than significant impact with mitigation incorporated.*

Discussion: The project area is within the ethnographic territory of the Bear River Band of Rohnerville Rancheria and the Wiyot Tribe. The proposed project activities do have the potential to inadvertently uncover subsurface archaeological or historical material or human remains. The **Bear River Band THPO's response (Bear River Band THPO, 2017)** indicated that they understand that in the past, the town of Scotia has been surveyed for cultural resources and, while there are numerous historic era cultural resources present, no Wiyot cultural resources have been identified. Bear River Band THPO advised that the project should be conditioned with the **standard inadvertent discovery language**. **Wiyot Tribe Cultural Department's response (Wiyot Tribe Cultural Department, 2017)** indicated they are also not aware of any Wiyot cultural resources in the project area and they recommended only that the project should be conditioned with the standard inadvertent discovery language.

In the event that a tribal cultural resource is inadvertently discovered during construction, the incorporation of inadvertent discovery protocols (Mitigation Measure M-8) will ensure potential project impact on the discovered resource is eliminated or reduced to less-than-significant levels.

With the proposed mitigation, the project will not cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code §5020.1(k).

- ii) Finding: The project will not 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, or 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 a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. *Less than significant impact with mitigation incorporated.*

Discussion: As required by AB 52, the County of Humboldt sent requests for formal consultation to the Blue Lake Rancheria THPO, Bear River Band THPO, and Wiyot Tribe Cultural Department in May 2017. Blue Lake Rancheria THPO's response indicated that Scotia is outside Blue Lake Rancheria's mapped area of concern for cultural resources and thus they had no comment (Blue Lake Rancheria THPO, 2017). Bear River Band THPO's response (Bear River Band THPO, 2017) indicated that they understand that in the past the town of Scotia has been surveyed for cultural resources and, while there are numerous historic era cultural resources present, no Wiyot cultural resources have been identified. Bear River Band THPO advised that the project should be conditioned with the standard inadvertent discovery language. Wiyot Tribe Cultural Department's response (Wiyot Tribe Cultural Department, 2017) indicated they are also not aware of any Wiyot cultural resources in the project area and they recommended only that the project should be conditioned with the standard inadvertent discovery language.

In the event that a tribal cultural resource is inadvertently discovered during construction, the incorporation of inadvertent discovery protocols (Mitigation Measure M-8) will ensure potential project impacts on the discovered resource are eliminated or reduced to less-than-significant levels.

With the proposed mitigation, the project will not cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1.

Mitigation:

M-8. The following provides means of responding to the circumstances of a significant discovery during project construction. If cultural materials for example: chipped or ground stone, historic debris, building foundations, or bone are discovered during ground-disturbance activities, work shall be stopped within 20 meters (66 feet) of the discovery, per the requirements of CEQA (January 1999 Revised Guidelines, Title 14 CCR 15064.5 (f)). Work near the archaeological finds shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the materials and offered recommendation for further action.

In the event that paleontological resources are discovered, work shall be stopped within 20 meters of the discovery and a qualified paleontologist shall be notified. The paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If fossilized materials are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agency to determine procedures that would be followed before construction is allowed to resume at the location of the find.

If human remains are discovered during project construction, work will stop at the discovery location, within 20 meters (66 feet), and any nearby area reasonably suspected to overlie adjacent to human remains (Public Resources Code, Section 7050.5). The Humboldt County coroner will be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (Public Resources Code, Section 5097). The coroner will contact the NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or

the person responsible for the excavation work for means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

Findings:

- a) i) The project will not 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, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code §5020.1(k): Less than significant impact with mitigation incorporated.
- ii) The project will not 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, or 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 a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1: Less than significant impact with mitigation incorporated.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|--|--------------------------|---|-------------------------------------|--------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <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"/> |

Setting:

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. The project site has the following zoning designations:

- APN 205-351-030: Heavy Industrial-Qualified (MH-Q); Agriculture Exclusive (AE); Unclassified (U); and Timber Production Zone (TPZ)
- APN 205-421-004: Public Facility (PF)
- APN 205-421-009: Unclassified (U); and Timber Production Zone (TPZ).

These parcels are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway. Existing water infrastructure includes the raw water intake structure at the Eel River and associated pumps and piping (west of Highway 101) and the raw water storage tank, two fire water storage tanks, water treatment plant, finish water tank, and associated piping (east of Highway 101).

The Scotia subdivision has been laid out in five phases. Infrastructure improvements and services in Phases 1 and 2 have been transferred to SCSD. TOS continues to operate services (linear infrastructure for water, wastewater, road maintenance, and drainage) in Phases 3, 4, and 5, as well as the main utility corridor. TOS provides lawn care and landscaping on properties they still own. SCSD, as of May 2017, provides water, wastewater treatment, parks and recreation services, drainage, streetlights, and some road maintenance services. The County of Humboldt provides other public services, such as law enforcement, land use regulation, county-maintained roads, social services, and general government services. Pacific Gas & Electric (PG&E) provides electricity in Scotia.

The domestic water treatment facility is located east of Highway 101, uphill of Scotia. Currently, the water treatment facility (WTF) provides potable water to Scotia, HRC Scotia mill and power plant, and TOS facilities. The California Department of Health Services regulates the potable water system. The water intake is located below the Eel River and the pumping station and piping system provides water up to a 1,000,000-gallon steel tank located above the treatment plant. Treated water is stored in a 488,000-gallon steel water tank located below the water treatment plant. The WTF has a capacity of 800,000 gallons per day. The WTF operates at half of its potential capacity (400,000 gallons per day) (SHN, 2008).

The water treatment system is operated by licensed operators. The WTF has a State-regulated quantity of chlorine gas (600 pounds), which must also be managed according to the California Accidental Release Program (CalARP) risk management plan (RMP) (SHN, 2018c).

TOS has Eel River diversion entitlements for drinking water, mill processes, and fire supply (7.1 cubic feet per second [cfs] which is approximately 5 million gallons per day [MGD]) to provide adequate supply for the town of Scotia and HRC Scotia mill and power plant operations. Fire flow service is a separate system; fire protection water is provided separately from the potable water system to Scotia and the mill facilities. As the subdivision process continues, the town will have a newly constructed combination potable and fire flow system (the current project); the industrial areas will retain a separate fire flow system. TOS will transfer the water rights to the SCSD at the completion of the subdivision process.

Scotia is served by the Scotia wastewater treatment facility (WWTF), located on Williams Street. The Scotia WWTF was constructed in 1954 and consists of the treatment headworks, a primary clarifier, a redwood slat trickling filter, a secondary clarifier, a sludge digester, a chlorine contact basin, a series of 3 treatment ponds, and a 20-acre storage pond (Scotia log pond).

The WWTF has a facility design flow of 1.0 MGD and a facility permitted flow of 0.77 MGD. The WWTF is permitted to discharge treated effluent directly to the Eel River during the period of October 1 through May 14; however, during this period, discharges of wastewater shall not exceed one percent of the flow of the Eel River. During the period of May 15 through September 30, discharge to the Eel River is prohibited and treated effluent is stored in the Scotia log pond.

The WWTF is operated by licensed operators. The WWTF has a State-regulated quantity of chlorine gas (4,400 pounds), which must also be managed according to the CalARP RMP (SHN, 2018c).

SCSD and HRC operate jointly under Order No. R1-2012-0065 and National Pollutant Discharge Elimination System (NPDES) Permit No. CA0006017 for the community of Scotia. This permit was adopted by the North Coast Regional Water Quality Control Board (RWQCB) on April 26, 2012. This permit contains

the waste discharge requirements for both the SCSD WWTF and the HRC cogeneration power plant. The new permit went into effect on July 1, 2012 and expired on June 30, 2017. The new permit is currently on administrative hold at the request of SCSD.

SCSD currently provides maintenance for its storm drain system. Portions of the HRC Scotia mill and power plant sites drain into the SCSD stormwater system. Humboldt County and State of California highway drainage facilities also tie into the existing SCSD storm drain system at various locations. Culverts associated with County-maintained roads in Scotia are maintained by Humboldt County. SCSD manages the drainage systems that are not associated with County-maintained roads. SCSD's storm drain systems have outfalls to the Eel River and the log pond (SHN, 2008).

Solid waste collection and disposal services for Scotia are provided by Eel River Disposal and Resource Recovery (ERD). ERD also provides curbside recycling services to the town of Scotia (SHN, 2008).

Analysis:

- a) Finding: The project will not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. *Less than significant impact.*

Discussion: The project is to repair and upgrade the community's water supply infrastructure, but the project will not expand the water service area, increase the amount of water withdrawn from the Eel River, or otherwise have the potential to induce population growth. Growth-inducing impacts are generally caused by projects that have a direct or indirect affect on economic growth, population growth, or land development. The project does not propose new, expanded, or relocated wastewater treatment facilities. The project engineers have confirmed that Scotia's WWTF has sufficient capacity to accommodate the proposed water filter backwash water that the project proposes to convey to the WWTF (pers. comm. Michael Foget and Michael Veach, April 13, 2017). Energy use associated with operation of the municipal water system includes the pumps used to divert water from the Eel River surface water intake and convey it up the hill to the tanks east of Highway 101. Although these pumps may be sized somewhat larger than the existing pumps, the project proposes to cease the current practice of constantly pumping water to the existing fire water storage tanks, which currently causes the tanks to constantly overflow. Rather than the pumps running constantly, they would only be run as needed to meet the demands of the system. Therefore, operational energy usage is anticipated to decrease due to the proposed project. The project does not have any element that would require or result in new, expanded, or relocated electric power, natural gas, or telecommunications facilities.

Therefore, the proposed project will not 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 of which could cause significant environmental effects.

- b) Finding: The project will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. *Less than significant impact.*

Discussion: The project will not expand the water service area, increase the amount of water withdrawn from the Eel River, or otherwise have the potential to induce population growth. The project proposes to cease the current practice of constantly pumping water to the existing fire water storage tanks, which currently causes the tanks to constantly overflow. Rather than the pumps running constantly, they would only be run as needed to meet the demands of the system. Therefore, water usage is anticipated to decrease due to the proposed project.

Therefore, the proposed project will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

- c) Finding: The project will 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. *Less than significant impact.*

Discussion: The project proposes to convey water filter backwash water to the town's wastewater treatment system by way of an existing wastewater manhole near the existing booster pumps. The process of backwashing the water filters will occur twice per week and each occurrence will discharge approximately 120,000 gallons to the WWTF over approximately 2 ½ hours. The project engineers have confirmed that Scotia's WWTF has sufficient capacity to accommodate the proposed water filter backwash water that the project proposes to convey to the WWTF (Foget, 2017).

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

- d) Finding: The project will not 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. *Less than significant impact.*

Discussion: Solid waste generated by construction of the proposed project, including demolition of the two fire water storage tanks, will include the following: wood, metals, concrete, and solid waste. Solid waste collection and disposal services for Scotia are provided by Eel River Disposal and Resource Recovery (ERD). Some materials will likely be recycled, while the rest will be disposed of using a waste removal company such as ERD. All non-recyclable waste generated during project construction will be disposed of at a licensed facility with sufficient landfill capacity, in accordance with all federal, state, and county requirements.

Therefore, the proposed project will not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

- e) Finding: The project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste. *Less than significant impact.*

Discussion: The California Integrated Waste Management Act of 1989 (Public Resources Code Division 30), enacted through Assembly Bill (AB) 939 and modified by subsequent legislation, required all California cities and counties to implement programs to divert waste from landfills (Public Resources Code Section 41780). Compliance with AB 939 is determined by the Department of Resources, Recycling, and Recovery (Cal Recycle), formerly known as the California Integrated Waste Management Board (CIWMB). Each county is required to prepare and submit an Integrated Waste Management Plan for expected solid waste generation within the county to the CIWMB. The Act also requires each city to prepare a Source Reduction and Recycling Element for achieving a solid waste diversion goal of 25 percent by January 1, 1995, and 50 percent by January 1, 2000. In 2012, the unincorporated area of Humboldt County met or exceeded the waste diversion mandate of 50 percent set by the Integrated Waste Management Act of 1989 (Humboldt County, 2014).

The proposed project would comply with all federal, state, and local statutes related to solid waste, including AB 939. This would include compliance with the Humboldt Waste Manage

ment Authority's recycling, hazardous waste, and composting programs in the county to comply with AB 939.

Therefore, the proposed project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Findings:

- a) The project will not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects: Less than significant impact.
- b) The project will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years: Less than significant impact.
- c) The project will 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: Less than significant impact.
- d) The project will not 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: Less than significant impact.
- e) The project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste: Less than significant impact.

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|-------------------------------------|--------------------------|
| 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 resources, 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Setting:

The project is located on portions of three APNs (205-351-030, 205-421-004, and 205-421-009) which contain a range of land uses. APN 205-351-030 contains large areas of timberland and industrial areas. APN 205-421-004 is developed with Scotia Fireman's Park and Scotia ballpark. APN 205-421-009 contains undeveloped area along the Eel River. These parcels are developed with portions of the raw water and fire suppression water systems that serve the community and which are the subject of this project. Surrounding land uses include the town of Scotia and its residential, commercial, industrial, and public facilities. Highway 101 runs through Scotia and the proposed project is located on both sides of the highway. Exist-

ing water infrastructure includes the raw water intake structure at the Eel River and associated pumps and piping (west of Highway 101) and the raw water storage tank, two fire water storage tanks, water treatment plant, finish water tank, and associated piping (east of Highway 101).

Scotia is located at the edge of forestlands, and the entire project area is mapped as Moderate Fire Hazard Severity (Humboldt County, 2019). The areas east of Highway 101 and west of Eel River are located within the mapped state responsibility area (SRA) (Humboldt County, 2019), so the only project area located within the SRA is the area east of Highway 101, containing the raw water storage tank, two fire water storage tanks, water treatment plant, finish water tank, and associated piping. The SVFD provides fire protection and emergency services in the town of Scotia. SVFD has one fire station located at 145 Main Street, roughly in the center of town; provides emergency medical services and fire service calls; and operates three water pumps, two water tenders, and one medical rescue vehicle. The California Department of Forestry and Fire Protection (CAL FIRE) provides dispatch services for the SVFD through the Humboldt County Fire Dispatch Cooperative. The SVFD provides service throughout Scotia and has often responded to CAL FIRE dispatches to incidents on Highway 101 and as far south as Redcrest. The SVFD has mutual aid agreements with CAL FIRE and surrounding fire departments. The SVFD responds to about 45 calls for service per year, approximately 80 percent of which are medical related (SHN, 2008).

Analysis:

- a) Finding: The project will not substantially impair an adopted emergency response plan or emergency evacuation plan. *Less than significant impact.*

Discussion: Humboldt County provides law enforcement and Scotia Volunteer Fire Department (SVFD) provides fire protection services and emergency medical services (basic life support). The SVFD will not be transferred to Scotia Community Services District, but potential annexation into Rio Dell Fire Department is being analyzed by the County and LAFCo. Due to its small size and scope, this project will not interfere with any emergency response or evacuation plan.

Therefore, the proposed project will not substantially impair an adopted emergency response plan or emergency evacuation plan.

- b) Finding: The project will not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. *Less than significant impact.*

Discussion: The project will repair and upgrade the community's water supply infrastructure, but will not expand the water service area, increase the amount of water withdrawn from the Eel River, or otherwise have the potential to induce population growth. The project will not exacerbate wildfire risks because most project activity will occur in developed parts of town, construction will be limited to an approximately 8-10-week period, and none of the proposed water supply improvements will be vulnerable to wildfire as they will be constructed belowground or of nonflammable materials. Regardless of slope, prevailing winds, or other factors, the proposed water supply improvements will not affect the population of Scotia or expose additional occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The improvements to the town's water supply infrastructure will support the ability of the community to respond to wildfire.

Therefore, the project will not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

- c) Finding: The project will not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines, or other utilities) that may

exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. *Less than significant impact.*

Discussion: The project will repair and upgrade the community's water supply infrastructure, including installing underground water and power lines and a new all-weather (paved) access road to allow access to and maintenance of the raw water intake even during most high-water events. The project does not require the installation or maintenance of any other associated infrastructure (such as fuel breaks, emergency water resources, overhead power lines, or other utilities) that may exacerbate fire risk or result in temporary or ongoing impacts to the environment.

Therefore, the project will not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

- d) Finding: The project will 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. *Less than significant impact with mitigation.*

Discussion: The project will repair and upgrade the community's water supply infrastructure, but will not expand the water service area, increase the amount of water withdrawn from the Eel River, or otherwise have the potential to induce population growth. Therefore, the project will not expose additional people to risk as a result of runoff, post-fire slope instability, or drainage changes.

The project proposes to replace the Eel River raw water intake pumps, raise the raw water concrete intake vault by 4 feet, construct an all-weather (paved) access road to the vault, construct approximately 2,320 feet of new/rehabilitated subsurface raw water piping, and demolish two existing fire suppression water storage tanks. The project will not construct any aboveground structure(s) that would be vulnerable to significant risks from wildfire.

As discussed above in Section 7 (Geology and Soils), the region is associated with steep terrain, high winter rainfall amounts, and frequent seismicity; all of which lead to an elevated potential for mass wasting (also known as slope movement or mass movement). Slopes surrounding Scotia are subject to a wide variety of landslide types and scales; a large debris slide occurred several years ago on the steep valley wall slope on the opposite bank of the Eel River directly across from the town of Scotia. The scar associated with that landslide is still visible. Mass movement of material on hillsides often accompanies moderate and strong earthquakes. This may occur in the form of landslides, rock avalanches, mud and debris flows, or other types of slope failure. The steep natural or artificial slopes and high water content that exist on slopes surrounding Scotia may favor such failures. The majority of land within Scotia is categorized as stable, as it is built on a low gradient terrace.

Although Scotia occupies a river terrace, the location is adjacent to a high hillslope east of town that suggests a potential for landslides. Landslide-related damage in Scotia, however, would require a massive slide that would overtop Highway 101 and continue onto low gradient developed areas. There is no geomorphic evidence on the hillslope adjacent to Scotia to suggest that such events have occurred in the past. Further, the regional dip of bedding (toward the north) dips into the hillslope, thus precluding the potential for large bedding plane failures. Therefore, the risk of the project exposing structures to significant risks, including downslope landslides, as a result of post-fire instability is considered less than significant.

Background regarding the project's potential to expose people or structures to risks, including downslope or downstream flooding, as a result of runoff or drainage changes is provided above in Section 10 (Hydrology and Water Quality), subsection c). Section 10 (Hydrology and Water Quality) found that the proposed project will not substantially alter the existing drainage pattern

of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or offsite, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows. Compared to the no-project status quo, there is no project element that would lead to greater post-fire instability than currently exists within the project area.

Section 9 (Hazards and Hazardous Materials) includes Mitigation Measure M-13 which requires that the current Scotia Infrastructure Improvements SWPPP (in which the current project is identified as the utility "corridor" phase) be updated and fully implemented during construction of this project. Mitigation Measure M-13 will help minimize the risk associated with potential downslope or downstream flooding, as a result of runoff or drainage changes.

Therefore, the project will 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.

Mitigation:

M-13. The Scotia Infrastructure Improvements Storm Water Pollution Prevention Plan (SWPPP; [SHN, 2013]) will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the "corridor" phase (the current project). Updates will be submitted using the State's Storm Water Multiple Application and Report Tracking System (SMARTS). The amended SWPPP will be fully implemented during construction.

Findings:

- a) The project will not substantially impair an adopted emergency response plan or emergency evacuation plan: Less than significant impact.
- b) The project will not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors: Less than significant impact.
- c) The project will not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment: Less than significant impact.
- d) The project will 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: Less than significant impact with mitigation.

21. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:

| | Potentially Significant | Potentially Significant Unless Mitigation Incorp. | Less Than Significant Impact | No Impact |
|---|--------------------------|---|------------------------------|--------------------------|
| a) 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) Have impacts that are individually limited, but cumulatively considerable when viewed in connection with the effects of | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

past projects, the effects of other current projects, and the effects of probable future projects?

- c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Setting:

The project information provided for each of the CEQA resource topics above has been reviewed for all actions associated with it; during both temporary construction and long-term operation.

Analysis:

- a) Finding: The project will not 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. *Less than significant impact with mitigation incorporated.*

Discussion: All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animal species, and historical and prehistorical resources were evaluated as part of the analysis in this document. Where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. All Mitigation Measures discussed in this document shall apply (see Section 22 [Discussion of Mitigation Measures, Monitoring, and Reporting Program]). Accordingly, with incorporation of the mitigation measures imposed throughout this document, the proposed project would not substantially degrade the quality of the environment and impacts would be less than significant.

- b) Finding: The project will not have impacts that are individually limited, but cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. *Less than significant impact with mitigation incorporated.*

Discussion: As discussed throughout this document, implementation of the proposed project has the potential to result in impacts to the environment that are individually limited, but cumulatively considerable, including impacts to Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Tribal Cultural Resources, and Wildfire.

In all instances where the project has the potential to contribute to cumulatively considerable impacts to the environment (including the resources listed above) mitigation measures have been imposed to reduce the potential effects to less-than-significant levels. All Mitigation Measures discussed in this document shall apply (see Section 22 [Discussion of Mitigation Measures, Monitoring, and Reporting Program]). As such, with incorporation of the mitigation measures imposed throughout this document, the proposed project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.

- c) Finding: The project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. *Less than significant impact with mitigation incorporated.*

Discussion: The proposed project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this document. In instances where the proposed project has the potential to result in direct or indirect adverse ef-

fects to human beings, such as impacts identified in the sections regarding Hazards and Hazardous Materials, Hydrology and Water Quality, and Noise, mitigation measures have been applied to reduce the impact to below a level of significance. Mitigation Measures M-10, M-11, M-12, M-13, and M-14 shall apply. With required implementation of mitigation measures identified in this document, construction and operation of the proposed project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings.

Findings:

- a) The project will not 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: Less than significant impact with mitigation.
- b) The project will not have impacts that are individually limited, but cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects: Less than significant impact with mitigation.
- c) The project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly: Less than significant impact with mitigation.

22. DISCUSSION OF MITIGATION MEASURES, MONITORING, AND REPORTING PROGRAM

The Scotia Community Services District found that the project could result in potentially significant adverse impacts unless mitigation measures are required. A list of mitigation that addresses and mitigates potentially significant adverse impacts to a level of non-significance follows.

Mitigation Measures:

M-1. The loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a). The MMRP includes revegetation at a 3:1 ratio and invasive species removal.

M-2. If heavy equipment operations occur on APN 205-351-030 (east of Highway 101) during northern spotted owl nesting season (between March 1 and August 31 as defined by Humboldt Redwood Company's habitat conservation plan), surveys will be conducted for northern spotted owl prior to heavy equipment operations. If northern spotted owl is detected, heavy equipment operation in this area will be postponed until September 1. Operations outside the northern spotted owl nesting season or west of Highway 101 will not require surveys.

M-3. To avoid potential impacts to nesting birds, one of the following shall be implemented.

- a. Conduct vegetation removal and other ground disturbance activities associated with any construction activities during September through mid-February, when birds are not typically nesting.
- b. If vegetation removal or ground-disturbing activity is to take place during the nesting season (February 15 to August 30), a qualified biologist shall conduct a pre-construction nesting bird survey. Pre-construction surveys for nesting pairs, nests, and eggs shall encompass the area up to 50 feet from disturbance to account for songbirds, and up to 250 feet from disturbance for raptors. If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the USFWS and CDFW to establish appropriate distance buffers.

M-4. Project activities at seasonally wet areas that provide amphibian habitat (by the fire water storage tanks) shall occur from July 15 through October 31, to minimize potential impacts to these species.

M-5. In association with demolition of the two existing fire water storage tanks, the buffer between the developed area and the seasonally-intermittent stream near the fire water storage tanks will be improved by the creation of a bioswale and removal of invasive species, as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a).

M-6. Work within or adjacent to fish-bearing streams (Eel River) shall occur between June 15 and October 15. If needed, work window extensions will not occur without CDFW and USFWS approval.

M-7. Vegetation restoration shall use weed-free native seed and straw to reduce the potential for introduction of non-native invasive weed species to the site.

M-8. The following provides means of responding to the circumstances of a significant discovery during project construction. If cultural materials for example: chipped or ground stone, historic debris, building foundations, or bone are discovered during ground-disturbance activities, work shall be stopped within 20 meters (66 feet) of the discovery, per the requirements of CEQA (January 1999 Revised Guidelines, Title 14 CCR 15064.5 (f)). Work near the archaeological finds shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the materials and offered recommendation for further action.

In the event that paleontological resources are discovered, work shall be stopped within 20 meters of the discovery and a qualified paleontologist shall be notified. The paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If fossilized materials are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agency to determine procedures that would be followed before construction is allowed to resume at the location of the find.

If human remains are discovered during project construction, work will stop at the discovery location, within 20 meters (66 feet), and any nearby area reasonably suspected to overlie adjacent to human remains (Public Resources Code, Section 7050.5). The Humboldt County coroner will be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (Public Resources Code, Section 5097). The coroner will contact the NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

M-9. Prior to the demolition of the existing fire water storage tanks, tanks shall be drained into the existing water system or slowly drained into the adjacent, unnamed tributary at a rate that mimics natural flows, does not cause erosion, and does not increase turbidity within the tributary.

M-10. Prior to the issuance of demolition permits by the County of Humboldt, an asbestos survey shall be conducted by a qualified consultant to evaluate the presence of asbestos-containing materials in the two fire water storage tanks.

If it is determined that asbestos-containing materials are present within any structures at the site proposed for demolition, the County shall condition the demolition permits for the project to comply with the asbestos regulations from the National Emissions Standards for Hazardous Air Pollutants (NESHAP), which are administered by the North Coast Unified Air Quality Management District (NCUAQMD). These regulations require the following procedures:

- Survey by a California State Certified Asbestos Consultant (CAC) of the areas proposed for disturbance for asbestos-containing material.
- Documentation of the asbestos survey results in a signed report from the CAC.
- Notification to the NCUAQMD at least 10 working days prior to any demolition.
- Employing the use of proper work practices outlined in the NESHAP asbestos regulations.
- Complying with Cal/OSHA worker safety requirements.

The construction contractor shall maintain all records of compliance with the NESHAP asbestos regulations and NCUAQMD rules including, but not limited to, the following: 1) evidence of notification to the NCUAQMD; 2) contact information for the asbestos abatement contractor and asbestos consultant; and 3) receipts (or other evidence) of offsite disposal of all asbestos-containing materials. These records shall be made available to Humboldt County and SCSD upon request.

M-11. Prior to the issuance of demolition permits by the County of Humboldt, a limited lead-based paint survey shall be conducted by a qualified consultant to evaluate the presence of lead-based paint or lead-containing surface coatings in the various structures at the project site. If it is determined that lead-based materials are present within any structures at the site proposed for demolition, the County shall condition the demolition permits for the project to comply with Title 17, California Code of Regulations Division 1, Chapter 8 (Lead Based Paint Regulations), which addresses requirements for the removal of components painted with lead-based paint during site clearing and demolition of existing structures. The construction contractor shall be required to comply with these provisions. The removal of all lead-based paint materials shall be conducted by a certified lead supervisor or certified lead worker, as defined by §35008 and §35009 of the Lead Based Paint Regulations.

M-12. A soil and groundwater management contingency plan (SGMCP) will be prepared and implemented for the proposed fire water storage tank demolitions and removal, and disposal of the oil sands bases on which the tanks are constructed. The SGMCP will provide protocols for managing, handling, characterizing, and proper disposal of potential regulated substances (petroleum hydrocarbons) that may be encountered during fire tank demolition. The SGMCP will identify the potentially impacted areas and will recommend presuming that soil and groundwater within the vicinity of the fire water tanks may contain residual levels of petroleum hydrocarbons. It will describe requirements for working in suspected contamination areas (including preparation of a site-specific health and safety plan), actions to be taken before working in suspected contamination areas, actions to be taken upon encountering contaminated material, construction practices to segregate and transport potentially-impacted material, and how to properly dispose of contaminated material.

M-13. The Scotia Infrastructure Improvements Storm Water Pollution Prevention Plan (SWPPP; [SHN, 2013]) will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the "corridor" phase (the current project). Updates will be submitted using the State's Storm Water Multiple Application and Report Tracking System (SMARTS). The amended SWPPP will be fully implemented during construction.

M-14. The following shall apply to construction noise from tools and equipment:

- a) The operation of tools or equipment used in construction, drilling, repair, alteration or demolition shall be limited to between the hours of 8 a.m. and 6 p.m. Monday through Friday, and between 9 a.m. and 5 p.m. on Saturdays.
- b) No heavy equipment related construction activities shall be allowed on Sundays or holidays.
- c) All stationary and construction equipment shall be maintained in good working order, and fitted with factory-approved muffler systems.

A Mitigation and Monitoring Report is attached.

23. EARLIER ANALYSES.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 16063(c)(3)(D).

Earlier analyses used:

1. Humboldt County General Plan & EIR
2. Humboldt County Zoning Ordinance
3. SHN Engineers & Geologists. January 2008. Prepared for Pacific Lumber Company for Submittal to Humboldt County Department of Community Development Services. General Plan Amendment, Zone Reclassification, and Final Map Subdivision, Town of Scotia (State Clearinghouse #2007052042). Draft Environmental Impact Report.

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- North Coast Unified Air Quality Management District (NCUAQMD). 2019. *Website – Air Quality Planning & CEQA*. www.ncuaqmd.org. Accessed 1/9/19.
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- Patrick R. Cuniff. 1977. *Environmental Noise Pollution*. May 1977.
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- 2018c. *California Accidental Release Prevention Program–Risk Management Plan Revision 6.0, Scotia Community Services District Water and Wastewater Treatment Plants (May 2018)*. Eureka, CA:SHN
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- Wiyot Tribe Cultural Department. June 1, 2017. *Email regarding APPS# 13494 Town of Scotia Co. LLC SP17-007.*

HUMBOLDT COUNTY PLANNING AND BUILDING DEPARTMENT

MITIGATION MONITORING REPORT

For The Town of Scotia Water Improvement Project
 APNs 205-351-030, 205-421-004, and 205-421-009; Case No.: SP17-007

Project: The project proposes replacing the Eel River raw water intake pumps, improving the raw water intake structure, and construction of an all-weather access road near the Eel River, up to 2,320 feet of new/rehabilitated raw water piping from the river intake through the industrial corridor to the east side of Main Street within an easement corridor, and demolition of two 500,000-gallon fire water storage tanks.

Project Location: The project site is located in the town of Scotia in Humboldt County. Assessor's Parcel Numbers (APN) 205-351-030, 205-421-004, and 205-421-009. Township 1N, Range 1E in sections 7 and 8 within the 7.5-minute Scotia United States Geological Survey Quadrangle.

Application Number: 13494 Case Number: SP17-007

Assessor Parcel Numbers: 205-351-030, 205-421-004, and 205-421-009

Mitigation measures were incorporated into conditions of project approval for the above referenced project. The following is a list of these measures and a verification form that the conditions have been met. For conditions that require on-going monitoring, attach the Monitoring Form for Continuing Requirements for subsequent verifications.

Mitigation Measures:

M-1. The loss of riparian habitat due to the construction of the all-season access road will be mitigated as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a). The MMRP includes re-vegetation at a 3:1 ratio and invasive species removal.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|--|---|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| Begin MMRP implementation during wet season following riparian vegetation removal. | Annual monitoring and reporting for 5 years | | HCPBD** and CDFW* | | | |

M-2. If heavy equipment operations occur on APN 205-351-030 (east of Highway 101) during northern spotted owl nesting season (between March 1 and August 31 as defined by Humboldt Redwood Company's habitat conservation plan), surveys will be conducted for northern spotted owl prior to heavy equipment operations. If northern spotted owl is detected, heavy equipment operation in this area will be postponed until September 1. Operations outside the northern spotted owl nesting season or west of Highway 101 will not require surveys.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|---|----------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| Prior to heavy equipment operations east of Highway 101 | Once | | HCPBD** and CDFW* | | | |

M-3. To avoid potential impacts to nesting birds, one of the following shall be implemented.

- a. Conduct vegetation removal and other ground disturbance activities associated with any construction activities during September through mid-February, when birds are not typically nesting.
- b. If vegetation removal or ground-disturbing activity is to take place during the nesting season (February 15 to August 30), a qualified biologist shall conduct a pre-construction nesting bird survey. Pre-construction surveys for nesting pairs, nests, and eggs shall encompass the area up to 50 feet from disturbance to account for songbirds, and up to 250 feet from disturbance for raptors. If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the USFWS and CDFW to establish appropriate distance buffers.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|---|----------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| Prior to vegetation removal or ground-disturbing activities occurring February 15 to August 30) | Ongoing | | HCPBD** and CDFW* | | | |

M-4. Project activities at seasonally wet areas that provide amphibian habitat (by the fire water storage tanks) shall occur from July 15 through October 31, to minimize potential impacts to these species.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|-----------------------------|----------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| During project construction | Ongoing | | HCPBD** | | | |

M-5. In association with demolition of the two existing fire water storage tanks, the buffer between the developed area and the seasonally-intermittent stream near the fire water storage tanks will be improved by the creation of a bioswale and removal of invasive species, as described in the Mitigation, Monitoring, and Reporting Plan (MMRP) (SHN, 2018a).

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|--|------------------------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| During project construction following demolition of fire water tanks | Once at completion of construction | | HCPBD** and CDFW* | | | |

M-6. Work within or adjacent to fish-bearing streams (Eel River) shall occur between June 15 and October 15. If needed, work window extensions will not occur without CDFW and USFWS approval.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|-----------------------------|----------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| During project construction | Ongoing | | HCPBD** and CDFW* | | | |

M-7. Vegetation restoration shall use weed-free native seed and straw to reduce the potential for introduction of non-native invasive weed species to the site.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|--|----------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| During and at completion of project construction | Ongoing | | HCPBD** | | | |

M-8. The following provides means of responding to the circumstances of a significant discovery during project construction. If cultural materials for example: chipped or ground stone, historic debris, building foundations, or bone are discovered during ground-disturbance activities, work shall be stopped within 20 meters (66 feet) of the discovery, per the requirements of CEQA (January 1999 Revised Guidelines, Title 14 CCR 15064.5 (f)). Work near the archaeological finds shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the materials and offered recommendation for further action.

In the event that paleontological resources are discovered, work shall be stopped within 20 meters of the discovery and a qualified paleontologist shall be notified. The paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If fossilized materials are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist. The paleontologist shall notify the appropriate agency to determine procedures that would be followed before construction is allowed to resume at the location of the find.

If human remains are discovered during project construction, work will stop at the discovery location, within 20 meters (66 feet), and any nearby area reasonably suspected to overlie adjacent to human remains (Public Resources Code, Section 7050.5). The Humboldt County coroner will be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the NAHC (Public Resources Code, Section 5097). The coroner will contact the NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|-----------------------------|----------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| During project construction | Ongoing | | HCPBD** | | | |

M-9. Prior to the demolition of the existing fire water storage tanks, tanks shall be drained into the existing water system or slowly drained into the adjacent, unnamed tributary at a rate that mimics natural flows, does not cause erosion, and does not increase turbidity within the tributary.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|---|---|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| Prior to demolition of fire water tanks | Once, prior to demolition of fire water tanks | | HCPBD** | | | |

M-10. Prior to the issuance of demolition permits by the County of Humboldt, an asbestos survey shall be conducted by a qualified consultant to evaluate the presence of asbestos-containing materials in the two fire water storage tanks.

If it is determined that asbestos-containing materials are present within any structures at the site proposed for demolition, the County shall condition the demolition permits for the project to comply with the asbestos regulations from the National Emissions Standards for Hazardous Air Pollutants (NESHAP), which are administered by the North Coast Unified Air Quality Management District (NCUAQMD). These regulations require the following procedures:

- Survey by a California State Certified Asbestos Consultant (CAC) of the areas proposed for disturbance for asbestos-containing material.
- Documentation of the asbestos survey results in a signed report from the CAC.
- Notification to the NCUAQMD at least 10 working days prior to any demolition.
- Employing the use of proper work practices outlined in the NESHAP asbestos regulations.
- Complying with Cal/OSHA worker safety requirements.

The construction contractor shall maintain all records of compliance with the NESHAP asbestos regulations and NCUAQMD rules including, but not limited to, the following: 1) evidence of notification to the NCUAQMD; 2) contact information for the asbestos abatement contractor and asbestos consultant; and 3) receipts (or other evidence) of offsite disposal of all asbestos-containing materials. These records shall be made available to Humboldt County and SCSD upon request.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|---|---|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| Prior to demolition of fire water tanks | Once, prior to County issuance of demolition permit | | HCPBD** | | | |

M-11. Prior to the issuance of demolition permits by the County of Humboldt, a limited lead-based paint survey shall be conducted by a qualified consultant to evaluate the presence of lead-based paint or lead-containing surface coatings in the various structures at the project site. If it is determined that lead-based materials are present within any structures at the site proposed for demolition, the County shall condition the demolition permits for the project to comply with Title 17, California Code or Regulations Division 1, Chapter 8 (Lead Based Paint Regulations), which addresses requirements for the removal of components painted with lead-based paint during site clearing and demolition of existing structures. The construction contractor shall be required to comply with these provisions. The removal of all lead-based paint materials shall be conducted by a certified lead supervisor or certified lead worker, as defined by §35008 and §35009 of the Lead Based Paint Regulations.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|---|---|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| Prior to demolition of fire water tanks | Once, prior to County issuance of demolition permit | | HCPBD** | | | |

M-12. A soil and groundwater management contingency plan (SGMCP) will be prepared and implemented for the proposed fire water storage tank demolitions and removal, and disposal of the oil sands

bases on which the tanks are constructed. The SGMCP will provide protocols for managing, handling, characterizing, and proper disposal of potential regulated substances (petroleum hydrocarbons) that may be encountered during fire tank demolition. The SGMCP will identify the potentially impacted areas and will recommend presuming that soil and groundwater within the vicinity of the fire water tanks may contain residual levels of petroleum hydrocarbons. It will describe requirements for working in suspected contamination areas (including preparation of a site-specific health and safety plan), actions to be taken before working in suspected contamination areas, actions to be taken upon encountering contaminated material, construction practices to segregate and transport potentially-impacted material, and how to properly dispose of contaminated material.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|---|---|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| Prior to demolition of fire water tanks | Once, prior to County issuance of demolition permit | | HCPBD** | | | |

M-13. The Scotia Infrastructure Improvements Storm Water Pollution Prevention Plan (SWPPP; [SHN, 2013]) will be amended to include a revised Notice of Intent (NOI), revised site plan and erosion and sediment control plan (ESCP), and SWPPP revisions as appropriate to construction activities during the “corridor” phase (the current project). Updates will be submitted using the State’s Storm Water Multiple Application and Report Tracking System (SMARTS). The amended SWPPP will be fully implemented during construction.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|--|-----------------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| Prior to, during, and at completion of project construction. | Once, prior to construction | | HCPBD** | | | |

M-14. The following shall apply to construction noise from tools and equipment:

- a) The operation of tools or equipment used in construction, drilling, repair, alteration or demolition shall be limited to between the hours of 8 a.m. and 6 p.m. Monday through Friday, and between 9 a.m. and 5 p.m. on Saturdays.
- b) No heavy equipment related construction activities shall be allowed on Sundays or holidays.
- c) All stationary and construction equipment shall be maintained in good working order, and fitted with factory-approved muffler systems.

| Implementation Time Frame | Monitoring Frequency | Date Verified | To Be Verified By | Compliance | | Comments / Action Taken |
|-----------------------------|----------------------|---------------|-------------------|------------|----|-------------------------|
| | | | | Yes | No | |
| During project construction | Ongoing | | HCPBD** | | | |

* CDFW = California Department of Fish & Wildlife

**HCPBD = Humboldt County Planning & Building Department

Project Description

1

**Project Description for Town of Scotia Water Improvement Project
(A Portion of the Town of Scotia Corridor Project)
May 30, 2018**

Applicant

Town of Scotia Company, LLC
Attn: Frank Bacik, President
PO Box 245
Scotia, CA 95565-0245
707-764-4131
fbacik@townofscotia.com

Agent

SHN
Attn: Stein Coriell, Project Planner
1062 G Street, Suite I
Arcata, CA 95521
707-822-5785
scoriell@shn-engr.com

Background

The town of Scotia is currently undergoing a transition from a privately owned community to a subdivision in Humboldt County, represented by a formally approved Community Service District. The existing infrastructure has aged past its usable design life and needs to be replaced. The transition requires the existing infrastructure to be rehabilitated or replaced and brought up to current standards. The Town of Scotia, LLC (TOS) is currently replacing much of the water and wastewater collection and distribution systems throughout the community.

As part of the required improvements, the raw water and fire suppression water systems require updating and separation from some of the privately-owned portions (industrial/commercial properties of the subdivision) of the distribution system. The proposed fire suppression water/raw water collection, distribution, and storage project, currently under design, consists of the following (see Figures 1-4):

- replacing the Eel River raw water intake pumps (contained in an existing cylindrical concrete wet well structure), improving the raw water intake structure, and construction of an all-weather access road;
- up to approximately 2,320 feet of new/rehabilitated raw water piping from the river intake through the industrial corridor to the east side of Main Street within an easement corridor; and
- demolition of two existing fire suppression water storage tanks.

These water improvements are part of the overall TOS Corridor Project, which also includes improvements to wastewater collection, stormwater collection, and water distribution systems located within the industrial corridor. The raw water line and other utilities will be constructed through the corridor by open cut trenching located within existing easements.

Replacing the Eel River Raw Water Intake Pumps, Improving the Raw Water Intake Structure, and All-Weather Access Road

The existing river intake is located in a cylindrical concrete vault (constructed in 1965) located on the edge of the river bar. The top of vault elevation is currently set at elevation 67.5 feet (approximately 10 feet above the existing gravel bar). SHN has completed a review of historical river elevations taken at the gauging station located at the Scotia/Rio Dell Eel River Bridge just downstream of the intake. The review determined that the typical high water elevations exceed the

current elevation of the intake vault structure several times per year. Access to the existing river intake has been from a seasonal road across the gravel bar. During wet weather rain events the gravel bar is not accessible due to high water in the river channel (see Figure 3).

The proposed project will extend the height of the river intake structure by approximately 4 feet, using cast-in-place concrete.

To protect from high flows, proposed improvements to the raw water intake structure also include new rock slope protection and fill. The portion of the proposed improvements at the intake vault that lies below the ordinary high water mark of the Eel River involves the following materials and quantities:

- Place 30 cubic yards (cy) of engineered fill over a 100-square foot (sf) area.
- Place 85 cy of rock slope protection (½-ton size class Caltrans specification) over an 280-sf area.

The proposed project will construct a new 15-foot wide permanent all-weather (rock) access road with a flat work area along the river bank above the structure. It will extend from an existing hardened landing, south along the river bank, through approximately 150 feet of riparian vegetation. These improvements will allow access to and maintenance of the raw water intake even during most high-water events.

The proposed project will replace the existing river intake pumps and related piping with two new 1,200-gallon per minute (gpm) vertical turbine well pumps capable of delivering water directly to the raw water storage tank. This work will occur within the concrete vault. Construction access will be by way of the existing seasonal road across the gravel river bar and from the new access road after the construction of the new access road. Staging for this portion of the work will occur on the river bar and on the existing hardened landing (see Figures 2 and 3).

Up to 2,320 Feet of Raw Water Transmission Piping

Depending upon the condition of existing piping and the results of pressure testing, up to approximately 320 feet of new 16-inch diameter high density polyethylene pipe and approximately 2,000 feet of new 12-inch diameter polyvinyl chloride pipe will be installed alongside the existing pipe by trenching from the river intake structure along the existing pipe route, through the delineated industrial property utility corridor, to tie into the existing 12-inch raw water piping at 6th and Main Streets. The 16-inch fire suppression pipe will be disconnected from the existing fire suppression water tanks and reconnected to the raw water tank discharge piping (see Figures 2 and 4).

Demolition of Two Existing Fire Water Storage Tanks

The two existing fire water storage tanks are located in timberland east of the existing water treatment plant adjacent to a seasonally spring-fed drainage channel. The tanks are welded steel, open-top tanks on an oil sand base. The tanks have been leaking more than 15 years and have created wet ground conditions around the base of the tanks. The leaked water then drains into the adjacent seasonal drainage channel. The existing fire water storage tanks will not be repaired because they are beyond their useful life span. Under the proposed project, the fire suppression water will be stored in the existing raw water storage tank (see Figures 2 and 4). Following the

demolition of the tanks, the oil sand base will be removed and disposed of in accordance with applicable regulations. The area will be resurfaced with rock to preserve its potential for future use (although none is proposed at this time).

Filter Backwash Piping

As part of the improvements to the water treatment plant, the existing water filter backwash will be rerouted from its current disposal location into the existing drainage south of the water treatment plant to a new disposal point leading into the wastewater treatment plant. This will be accomplished by re-plumbing the filter backwash line into an existing former 8-inch water line passing beneath Highway 101 and located within the corridor right-of-way. Approximately 1,100 feet of new 6-inch diameter backwash line will be installed between the existing finish water tank and B Street, where it will connect to existing sewer piping at B Street and the 4th Street Alley (see Figures 2 and 4). The existing water filter backwash drain line will be capped.

Best Management Practices

The following best management practices will be implemented at the Eel River work area and in the vicinity of the seasonal stream by the fire water tanks, as appropriate:

- All construction work below the ordinary high water mark of the Eel River will be performed during the low flow period when the work site is dry.
- All water intake structures and water diversion will be screened according to National Marine Fisheries Service criteria.
- For all work proposed, equipment and machinery must be in good operating condition; clean (power-washed offsite); and free of leaks, excess oil, and grease.
- No equipment refueling or servicing will be undertaken within 100 feet of any watercourse or surface water drainage.
- A spill containment kit will be kept readily accessible on site in the event of a release of a deleterious substance.
- Following construction, all work areas below the high water mark/top of bank will be left in a smooth condition free of any depression that would result in fry entrapment.
- Any temporary fill will be removed in its entirety following construction, and the affected area(s) will be returned to pre-construction elevations.
- Disturbance to existing vegetation on and adjacent to stream banks and within riparian zones will be minimized.
- Sediment control measures (biodegradable straw waddles, bales, silt cloth, etc.) will be installed before starting any work that may result in sediment mobilization.
- When material is moved off site, it will be disposed of in such a manner as to prevent its entry into any watercourse, floodplain, ravine, or storm sewer system.
- Disturbed areas above the high water mark/top of bank will be graded to a stable angle of repose after work is completed. These areas will be revegetated to prevent surface erosion and subsequent siltation of the watercourse.

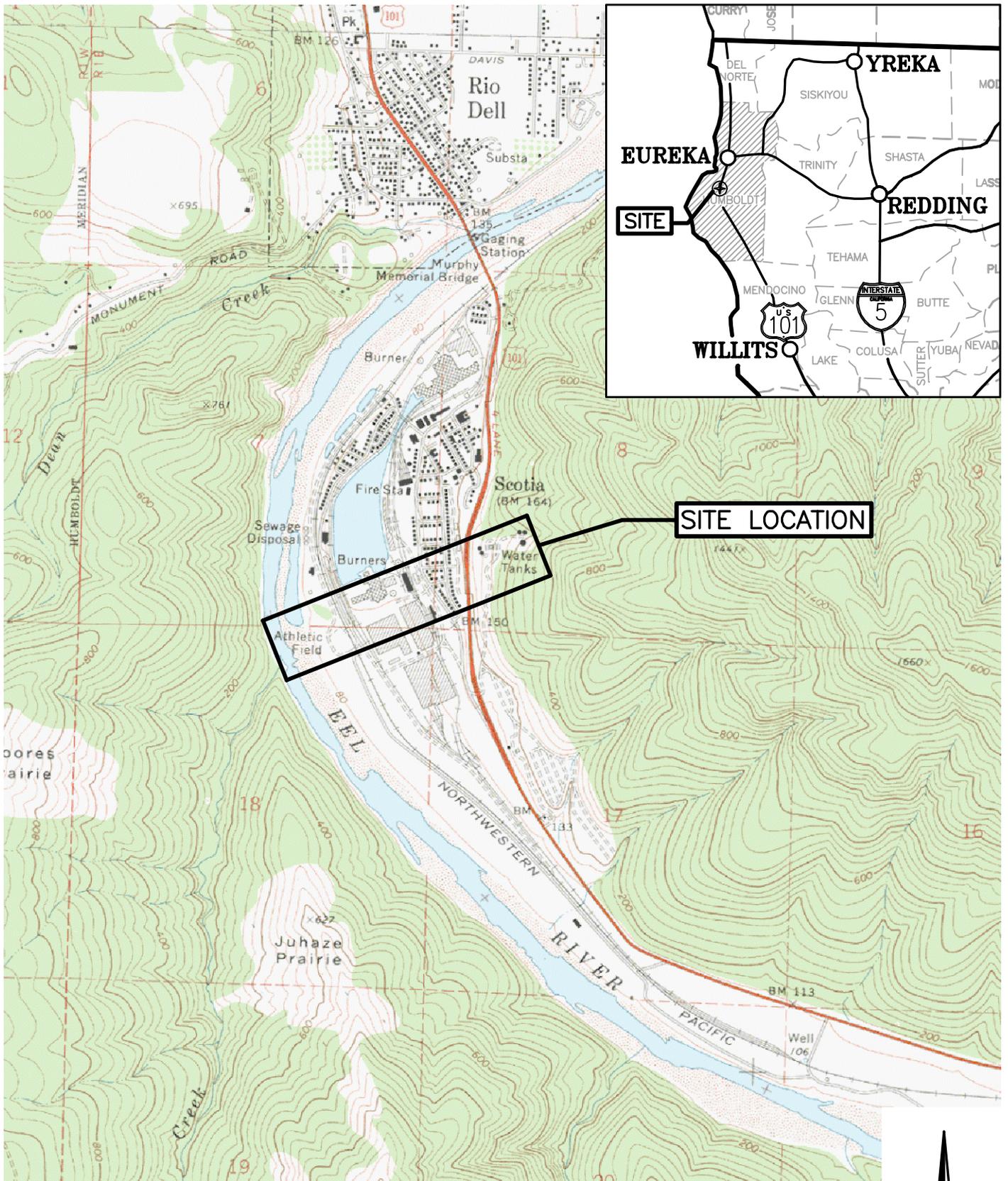
- Disturbed soil areas on and adjacent to the banks of streams may be protected from surface erosion by hydroseeding with a heavy mulch, tackifier, and seed mix by installing erosion blankets; and/or by heavily seeding/planting with native vegetation.
- Any remaining sediment and erosion control measures (such as, silt fences) will be removed post-construction.
- All equipment, supplies, and non-biodegradable materials will be removed from the site post-construction.

Project Timing

Seasonal work windows are anticipated to be as follows:

- Work within the Eel River bar and associated riparian will be limited to between August 1 and October 15. Additionally, work may be allowed between June 15 and July 31 if nesting bird surveys allow. Or, if permits are obtained in time, vegetation clearing would occur prior to the end of February (before the start of the nesting season), which would allow work to occur as soon as vegetation has been cleared.
- Work in wet areas near the fire water tanks or on the stream side of the tanks will be limited to between July 15 and October 31.
- For other project areas in between, no seasonal work limitation is expected because there would be no impacts to wetlands, riparian areas, or other sensitive habitat.

The work within the Eel River bar and associated riparian area is expected to take approximately 8-10 weeks. The work in wet areas near the fire water tanks or on the stream side of the tanks is expected to take approximately 4-6 weeks.



SOURCE: SCOTIA
USGS 7.5 MINUTE QUADRANGLE



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SHN
Consulting Engineers
& Geologists, Inc.

Town of Scotia, LLC
Water Improvement Project
Scotia, California

May 2018

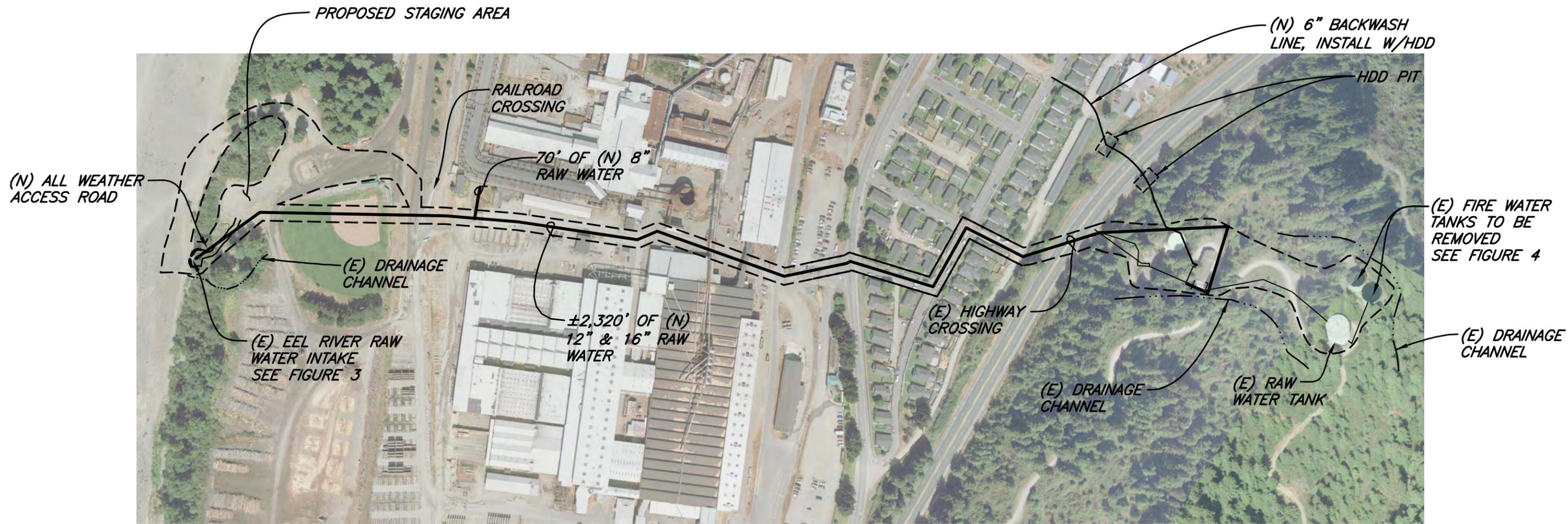
Site Location Map

SHN 005161.414

Figure 1

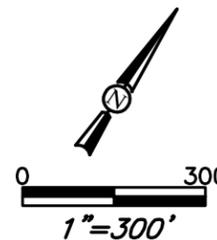
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EXPLANATION

--- AREA OF POTENTIAL DISTURBANCE



SHN
Consulting Engineers
& Geologists, Inc.

Town of Scotia, LLC
Water Improvement Project
Scotia, California

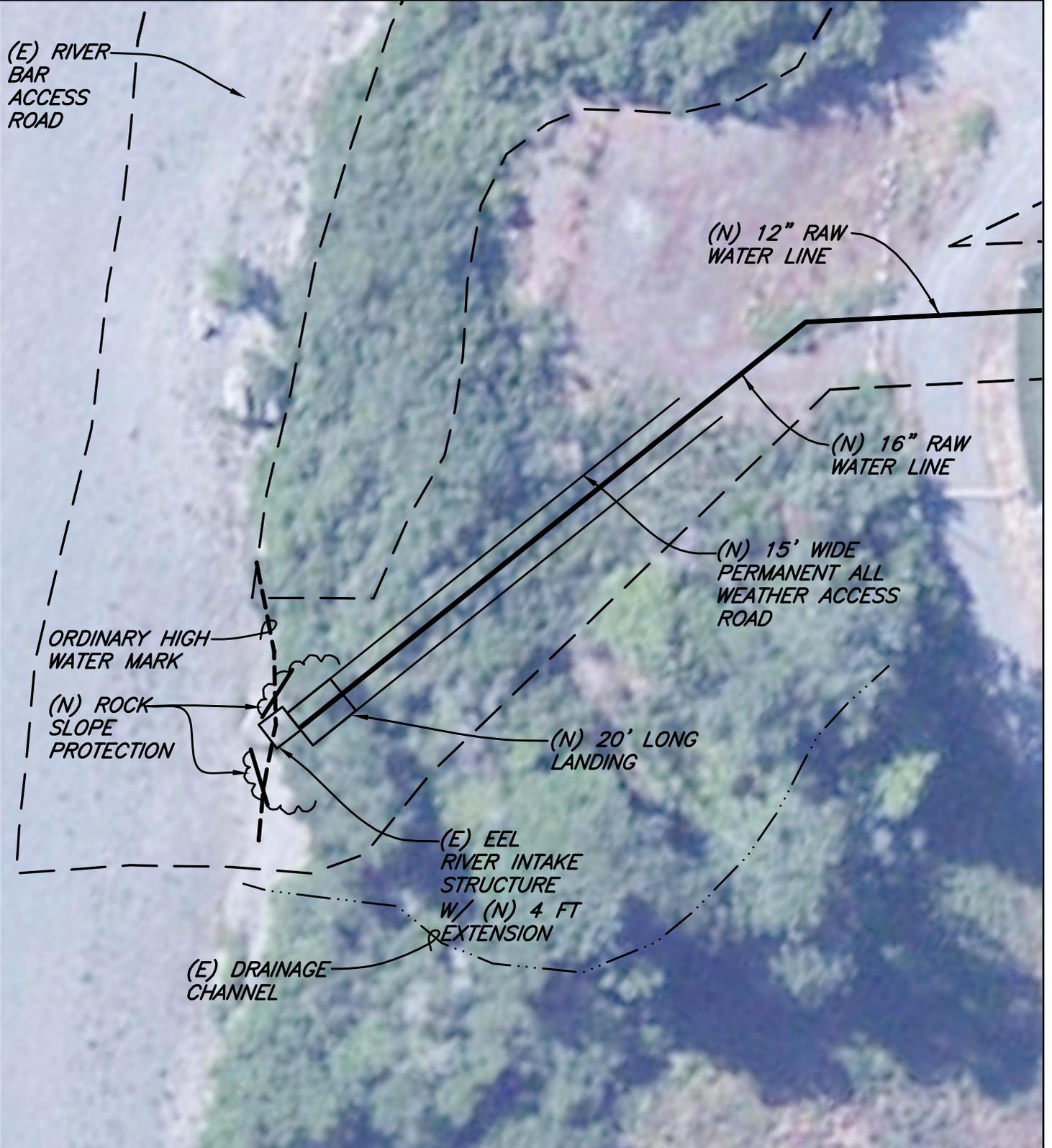
Water Improvement Project
Full Corridor
SHN 005161.414

May 2018

005161-414-PERMIT

Figure 2

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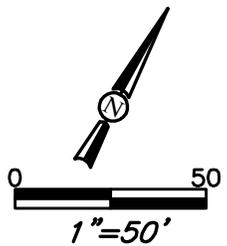


EXPLANATION

- AREA OF POTENTIAL DISTURBANCE
- ORDINARY HIGH WATER MARK (OHWM)

NOTE:

ORDINARY HIGH WATER MARK (OHWM) WAS IDENTIFIED IN THE FIELD BASED ON INDICATORS SUCH AS BREAK IN SLOPE, CHANGE IN SEDIMENT CHARACTERISTICS, AND CHANGE IN VEGETATION CHARACTERISTICS



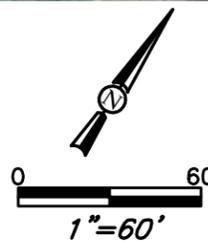
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|  Consulting Engineers & Geologists, Inc. | Town of Scotia, LLC Water Improvement Project Scotia, California | Water Improvement Project Eel River Intake Area SHN 005161.414 |
| | May 2018 | 005161-414-INTAKE |

\\Eureka\Projects\2005\005161-ScotiaMasterPlan\414-Inds-Fire-sys\Drawings\Drawings\5/16/2018 8:54 AM CNEWELL.PLOTTED:5/16/2018 8:54 AM, CHRIS D. NEWELL



EXPLANATION

--- AREA OF POTENTIAL DISTURBANCE



SHW
 Consulting Engineers
 & Geologists, Inc.

Town of Scotia, LLC
 Water Improvement Project
 Scotia, California

Water Improvement Project
 Storage and Treatment Area
 SHN 005161.414

May 2018

005161-414-PERMIT

Figure 4

MMRP Figures

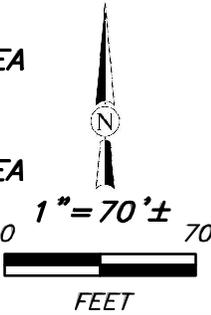
2

Path: \\eureka\projects\2005\005161 - ScotiaMasterPlan\414 - Inds - Fire - sys\GIS\2015\PROJ_MXD\Biol\Figure5_MitigationPlanting.mxd



EXPLANATION

-  *WILLOW PLANTING AREA*
-  *SHRUB PLANTING AREA*
-  *COTTONWOOD/WILLOW PLANTING AREA*
-  *CONIFER PLANTING AREA*
-  *INVASIVE SPECIES MANAGEMENT AREA*
-  *AREA OF POTENTIAL DISTURBANCE*
-  *PROPOSED ACCESS ROAD*




SHN
Consulting Engineers
& Geologists, Inc.

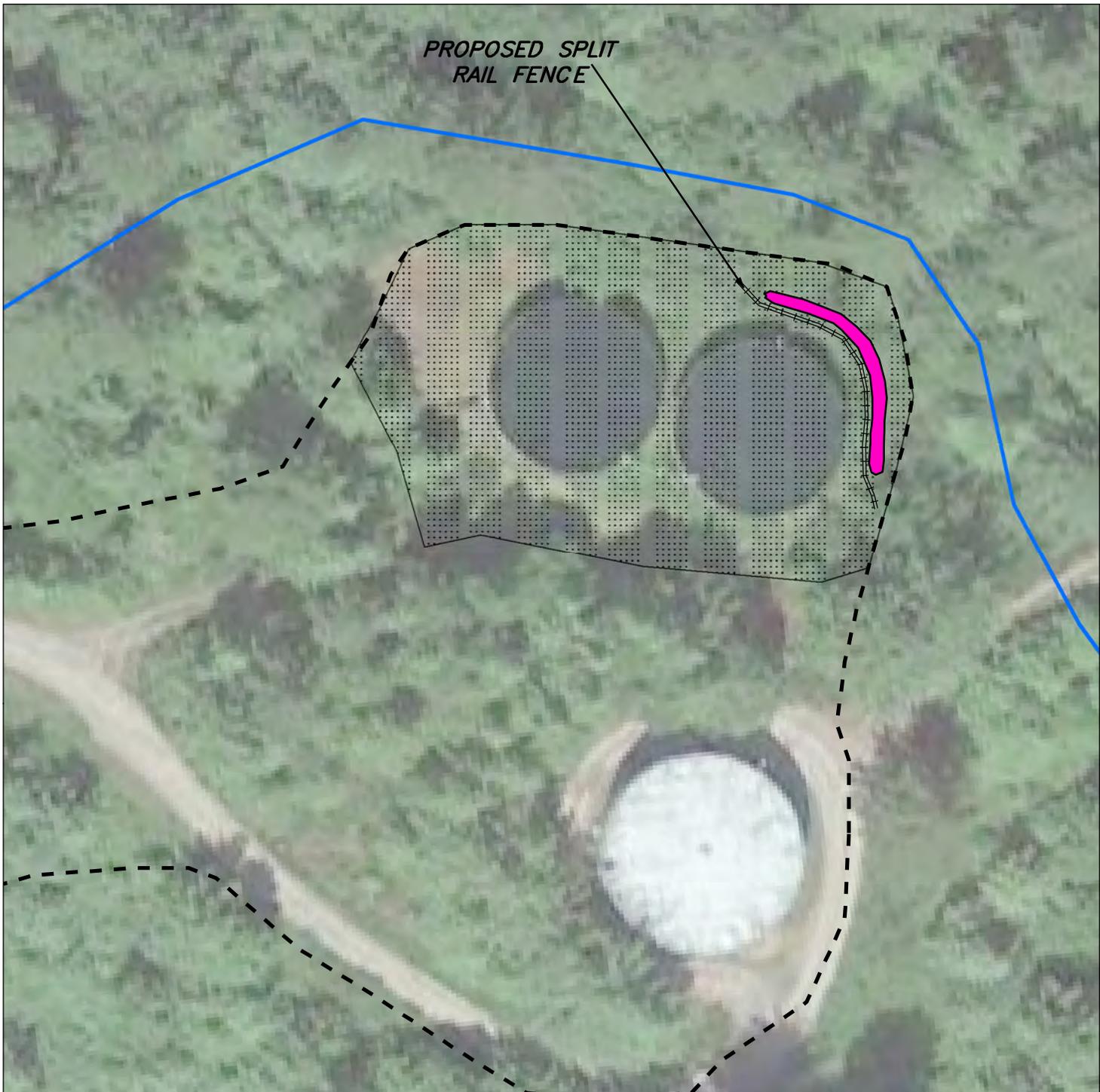
Town of Scotia, LLC
Water Improvement Project
Scotia, California

November 2016

Mitigation Planting at
Intake Area
SHN 005161.414

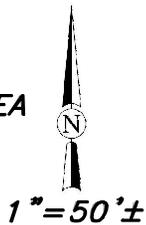
Figure 5

PROPOSED SPLIT
RAIL FENCE



EXPLANATION

-  *INTERMITTENT STREAM*
-  *AREA OF POTENTIAL DISTURBANCE*
-  *PROPOSED BIOSWALE*
-  *INVASIVE SPECIES MANAGEMENT AREA*



Path: \\eureka\projects\2005\005161 - ScotiaMasterPlan\414 - Inds - Fire - sys\GIS\2015\PROJ_MXD\Biol\Figure6_MitigationBioswale.mxd

| | | |
|---|--|--|
|  | Town of Scotia, LLC Water Improvement Project Scotia, California | Mitigation Bioswale at Storage and Treatment Area SHN 005161.414 |
| | November 2016 | Figure6_MitigationBioswale |

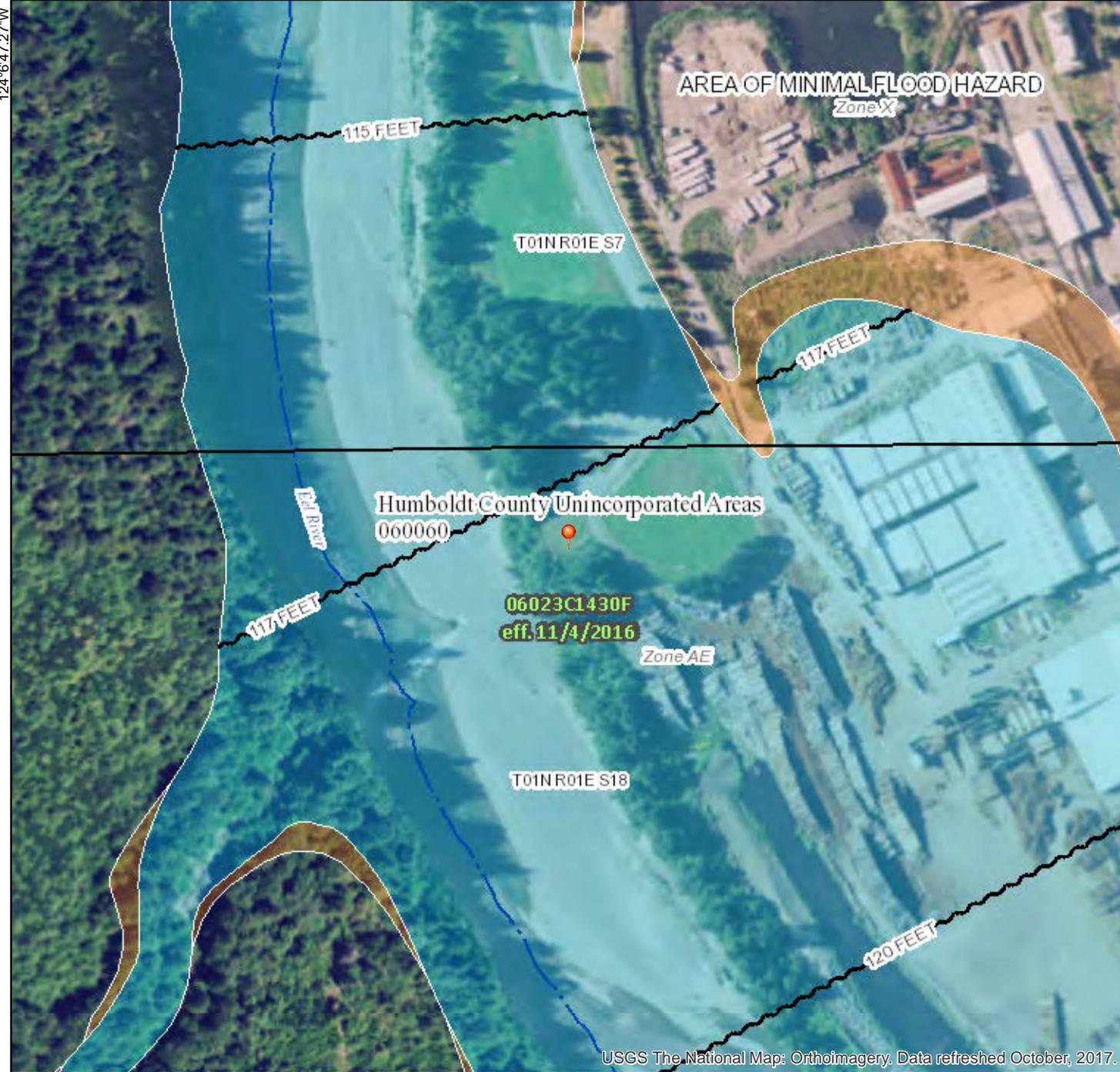
Flood Map

3

National Flood Hazard Layer FIRMette



40°28'44.27"N



USGS The National Map: Orthoimagery. Data refreshed October, 2017. 1:6,000 40°28'16.90"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

| | | |
|----------------------------|--|--|
| SPECIAL FLOOD HAZARD AREAS | | Without Base Flood Elevation (BFE) Zone A, V, A99 |
| | | With BFE or Depth Zone AE, AO, AH, VE, AR |
| | | Regulatory Floodway |

| | | |
|-----------------------------|--|---|
| OTHER AREAS OF FLOOD HAZARD | | 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X |
| | | Future Conditions 1% Annual Chance Flood Hazard Zone X |
| | | Area with Reduced Flood Risk due to Levee. See Notes. Zone X |
| | | Area with Flood Risk due to Levee Zone D |

| | | |
|--------------------|--|---|
| OTHER AREAS | | NO SCREEN Area of Minimal Flood Hazard Zone X |
| | | Effective LOMRs |
| | | Area of Undetermined Flood Hazard Zone D |
| GENERAL STRUCTURES | | Channel, Culvert, or Storm Sewer |
| | | Levee, Dike, or Floodwall |

| | | |
|----------------|--|---|
| OTHER FEATURES | | 20.2 Cross Sections with 1% Annual Chance Water Surface Elevation |
| | | 17.5 Coastal Transect |
| | | Base Flood Elevation Line (BFE) |
| | | Limit of Study |
| | | Jurisdiction Boundary |
| | | Coastal Transect Baseline |
| OTHER FEATURES | | Profile Baseline |
| | | Hydrographic Feature |

| | | |
|------------|--|---------------------------|
| MAP PANELS | | Digital Data Available |
| | | No Digital Data Available |
| | | Unmapped |

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/4/2019 at 2:27:17 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

124°6'47.27"W

124°6'9.81"W



0 250 500 1,000 1,500 2,000 Feet