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# Executive Summary

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This document is an Environmental Impact Report (EIR) analyzing the environmental effects of implementing the proposed Humboldt Regional Climate Action Plan (RCAP) and the Humboldt California Environmental Quality Act (CEQA) Greenhouse Gas (GHG) Emissions Thresholds (collectively referred to as proposed plan). This executive summary summarizes the characteristics of the proposed plan, alternatives to the proposed plan, and the environmental impacts and mitigation measures associated with implementation of the proposed plan.

## Plan Synopsis

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### Plan Description

This EIR has been prepared to examine the potential environmental effects of the proposed plan. The following is a summary of the full plan description, which can be found in Chapter 2, *Project Description*.

As part of an overarching planning process, Humboldt County (also referred to as “the County”) proposes to adopt a regional climate action plan (RCAP) that addresses greenhouse gas (GHG) emissions generated within Humboldt, including the unincorporated County and the seven incorporated cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, and Trinidad. The RCAP establishes a goal to reduce GHG emissions 40 percent by 2030 in line with Statewide targets of Senate Bill 32 and provides measures and actions to achieve this goal. In addition, the RCAP establishes a longer-term goal of achieving carbon neutrality by 2045, consistent with the Statewide goals of Assembly Bill 1279. The County also proposes to adopt quantitative efficiency thresholds for use in evaluating whether a plan or project’s GHG emissions would result in a potentially significant environmental impact under CEQA for plans or projects with pre-2030 buildout or initial operation years.

Intended uses of this EIR by agencies with permitting and approval authority over the proposed plan, in addition to required permits and approvals, are also discussed in Chapter 2, *Project Description*.

### Plan Objectives

The overall purpose of the RCAP and CEQA GHG Emissions Thresholds is to prepare, adopt, and implement a qualified GHG reduction plan that may be utilized for mitigating and tracking Countywide GHG emissions as well as for streamlining CEQA GHG analyses for future projects within the County that are required to undergo CEQA review.

The specific RCAP and CEQA GHG Emissions Thresholds objectives are as follows:

## Regional Climate Action Plan and CEQA GHG Emissions Thresholds

- Establish a coalition between jurisdictions and key organizations to guide a regional approach to climate-related challenges;
- Identify strategies, measures, actions, and tracking mechanisms to serve as a qualified GHG reduction plan and provide a foundation for sustainable development efforts in the region;
- Reduce communitywide GHG emissions by 40 percent below 1990 levels by 2030 (a maximum total annual emissions of 1,241,589 MT of CO<sub>2</sub>e) in line with County and State targets;
- Reduce communitywide GHG emissions to net neutral by 2045, with at least 85 percent being via GHG emissions reductions, in line with County and State targets;
- Demonstrate a level of GHG emissions below which the County would have less-than-cumulatively-considerable GHG impacts for future environmental planning reviews and provide CEQA streamlining for projects via the Humboldt Regional CEQA GHG Checklist;
- Strengthen the growing regional green economy; and
- Improve Humboldt air quality and, thus, public health.

## Alternatives

As required by CEQA, this EIR examines alternatives to the proposed plan. Studied alternatives include the following three alternatives.

- Alternative 1: “No Project”
- Alternative 2: Sustainable Communities Alternative
- Alternative 3: Enhanced Carbon Sequestration Alternative

Refer to Chapter 5.0, *EIR Alternatives*, for the complete EIR alternatives analysis.

## Areas of Known Controversy

The EIR scoping process identified transportation (specifically vehicle miles traveled) and greenhouse gas (GHG) emissions (specifically whether the RCAP measures and actions would be sufficient to meet GHG reduction goals) as areas of known controversy for the proposed plan. Public comments received during the EIR scoping period as well as public comments received at the EIR scoping meeting held by the County are summarized in Chapter 1.0, *Introduction*.

## Issues to be Resolved

There are no CEQA-related issues to be resolved at this time.

## Issues Not Studied in Detail in the EIR

All environmental issue areas are analyzed in this EIR. Refer to Chapter 3.0, *Environmental Impact Analysis*, for a summary of environmental topical areas discussed in detail via individual sections as well as environmental topical areas discussed in an effects found not to be significant section.

## Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the environmental impacts, mitigation measures, and residual impacts (the impact after application of mitigation, if required) associated with implementation of the proposed plan. Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the proposed plan is approved pursuant to Section 15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed plan would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

As further discussed in the individual Draft EIR chapters, the mitigation measures listed in Table ES-1 only apply to future discretionary, non-exempt RCAP-related projects where potentially significant impacts are identified on a project-level basis through initial project screening.

**Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

Impact Statement	Mitigation Measure(s)	Residual Impact
<b>Aesthetics</b>		
<p><b>Impact AES-1.</b> The RCAP would promote the development of sustainable infrastructure within Humboldt. Future RCAP-related projects would be required to adhere to existing ordinances and General Plan policies that protect scenic resources; however large-scale renewable energy and renewable fuel production projects facilitated by the RCAP could have an adverse effect on scenic vistas within Humboldt. Mitigation Measures AES-1 and AES-2 would limit these impacts, but impacts would remain significant and unavoidable.</p>	<p><b>AES-1: Implement Alternative Design Measures</b></p> <p>Projects facilitated by the RCAP that would obstruct scenic vistas and views from publicly accessible vantage points shall identify and seek to protect public views and significant landscape features or landforms visible from such views and shall implement project-specific mitigation as applicable. If it is determined that a project would obstruct scenic views, the reviewing agency (County or relevant city) shall consider alternative designs that seek to avoid and/or minimize these visual impacts. Project-specific design measures may include reduction in height or width of improvements to reduce obstruction of views or other adverse visual effects, alteration of improvement configuration, or relocation of improvements to reduce obstruction of views. The reviewing agency shall implement the following (or equivalent) design measures as applicable:</p> <ul style="list-style-type: none"> <li>▪ require that the scale and massing of new development provide appropriate transitions in structure height and bulk that are sensitive to the physical and visual character of the affected area;</li> <li>▪ ensure structure heights are stepped back to maintain appropriate transitions in scale and to protect scenic views;</li> <li>▪ underground utilities; and</li> <li>▪ avoid siting electric towers, solar power facilities, wind power facilities, hydrogen generation facilities, biofuel production facilities, and/or above-ground lines where they could obstruct views from public vantage points, such as riding, hiking, or multiuse trails, along scenic roadways and routes, or scenic vista points.</li> </ul> <p><b>AES-2: Implement Visual Screening</b></p> <p>To screen views of projects facilitated by the RCAP in locations where they would be visible from publicly accessible vantage points (such as scenic vistas) and affect visual character or quality, the reviewing agency (County or relevant city) shall require the construction of a berm, vegetative screening, or other form of visual barrier of sufficient height to provide visual screening from the ground level. The color of proposed facades, fenestration, equipment, and roofs shall be designed to visually blend in and minimize the potential for visual contrast between the project elements and their natural landscape surroundings. Bright or very light colors (including glossy white) shall be avoided unless such colors blend in with the surrounding landscape. Re-contouring and revegetation of temporarily disturbed graded areas shall be completed to provide a natural appearing landform upon completion of construction.</p>	<p>Significant and Unavoidable</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
<p><b>Impact AES-2.</b> There are no designated State scenic highways within Humboldt; however, there are eligible State scenic highways and locally designated scenic routes. Future RCAP-related projects would be required to adhere to existing ordinances and General Plan policies that protect scenic resources; however large-scale renewable energy and renewable fuel production projects facilitated by the RCAP could have an adverse effect on scenic routes within Humboldt. Mitigation Measures AES-1 and AES-2 would limit these impacts, but impacts would remain significant and unavoidable.</p>	<p>AES-1 and AES-2</p>	<p>Significant and Unavoidable</p>
<p><b>Impact AES-3.</b> Implementation of the RCAP would promote sustainable infrastructure development within Humboldt. Future RCAP-related projects would be required to adhere to existing ordinances and General Plan policies that protect visual character; however large-scale renewable energy and renewable fuel production projects facilitated by the RCAP could have an adverse effect on public views within Humboldt. Mitigation Measures AES-1 and AES-2 would limit these impacts, but impacts would remain significant and unavoidable.</p>	<p>AES-1 and AES-2</p>	<p>Significant and Unavoidable</p>
<p><b>Impact AES-4.</b> Implementation of the RCAP would result in new sustainable infrastructure within Humboldt that could create new sources of light or glare that could adversely affect daytime or nighttime views in the plan area. Mitigation Measure AES-3 would reduce the potential for new sources of substantial light and glare, and impacts would be less than significant with mitigation.</p>	<p><b>AES-3: Implement Light and Glare Reduction Design Measures</b>                      To reduce potentially significant light and glare impacts of projects facilitated by the RCAP, the reviewing agency (County or relevant city) shall require the following light and glare measures to be incorporated into project design for projects that include exterior lighting:</p> <ul style="list-style-type: none"> <li>▪ The design of exterior light fixtures shall incorporate shielding and be directed downward onto the site to prevent offsite light spillage and sky glow;</li> <li>▪ Exterior lighting fixtures shall be kept to the minimum number and intensity needed to ensure public safety. These lights shall incorporate the use of motion activated sensors and be dimmed after 11 p.m. to the maximum extent practical without compromising public safety as determined by the reviewing agency;</li> <li>▪ Outdoor lighting shall include non-glare fixtures; and</li> <li>▪ Structure design shall include exterior finishes and materials that are minimally reflective or sited or oriented in such a way as to direct glare away from sensitive receptors.</li> </ul>	<p>Less than Significant with Mitigation</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>For projects involving solar panels, the following light and glare measures shall be incorporated into project design:</p> <ul style="list-style-type: none"> <li>▪ All solar panels shall include an anti-reflective coating; and</li> <li>▪ Solar projects one megawatt or greater in generation capacity shall conduct an analysis of solar glare and shall implement recommendations related to positioning and angling of solar panels, if warranted, to reduce offsite glare impacts.</li> </ul>	
<b>Air Quality</b>		
<p><b>Impact AQ-1.</b> The RCAP includes measures that would reduce air pollutant emissions from the energy and transportation sectors and would be consistent with the applicable air quality plans. Impacts would be less than significant.</p>	<p>None required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Impact AQ-2.</b> Implementation of the RCAP would result in the generation of air pollutants during construction of individual projects, which could affect local air quality even with mitigation. Implementation of the proposed plan would not result in a cumulatively considerable net increase of operational criteria pollutants. Impacts would be significant and unavoidable.</p>	<p><b>AQ-1: Implement Construction Fugitive Dust Measures</b></p> <p>For all project construction activities requiring daily usage of heavy duty offroad equipment, the reviewing agency (County or relevant city) shall incorporate the following construction measures that are consistent with NCUAQMD Rule 104 for fugitive dust:</p> <ul style="list-style-type: none"> <li>▪ No person shall allow handling, transporting, or open storage of materials in such a manner that allows or may allow unnecessary amounts of particulate matter to become airborne.</li> <li>▪ Reasonable precautions shall be taken to prevent particulate matter from becoming airborne, including, but not limited to, the following provisions: <ul style="list-style-type: none"> <li>▫ Covering open bodied trucks when used for transporting materials likely to give rise to airborne dust.</li> <li>▫ Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials. Containment methods can be employed during sandblasting and other similar operations.</li> <li>▫ The use of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the grading of roads or the clearing of land.</li> <li>▫ The application of asphalt, oil, water or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts.</li> <li>▫ The paving of roadways and their maintenance in a clean condition.</li> </ul> </li> </ul>	<p>Significant and Unavoidable</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
	<ul style="list-style-type: none"> <li>▫ The prompt removal of earth or other track out material from paved streets onto which earth or other material has been transported by trucking or earth moving equipment, erosion by water, or other means.</li> </ul> <p><b>AQ-2: Implement Construction Diesel Equipment Emissions Standards</b>                      The reviewing agency (County or relevant City) shall ensure that, to the extent feasible, project diesel construction equipment rated 50 horsepower and above meet CARB Tier 4 emission standards for off-road heavy-duty diesel engines. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used, and engines shall be retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if available for the equipment. These measures shall be noted on construction plans and contracts, and the reviewing agency shall perform periodic site inspections during construction phases.</p>	
<p><b>Impact AQ-3.</b> Operation of projects facilitated by the RCAP is not expected to expose sensitive receptors to significant operational sources of TACs. During construction of future RCAP projects, emissions of TACs would be reduced through Mitigation Measure AQ-3, and impacts would be less than significant with mitigation.</p>	<p><b>AQ-3: Conduct Construction Health Risk Assessment and Implement DPM Emissions Reductions</b>                      To identify and reduce potential risk exposure to nearby sensitive receivers during the construction of individual projects facilitated by the RCAP, the reviewing agency (County or relevant city) shall require that:</p> <ul style="list-style-type: none"> <li>▪ For individual projects where construction activities would occur within 1,000 feet of sensitive receptors, would last longer than two months, and would not utilize equipment rated USEPA Tier 4 for equipment of 50 horsepower or more or construction equipment fitted with Level 3 Diesel Particulate Filters for all equipment of 50 horsepower or more, and/or alternative fuel construction equipment, the project applicant shall conduct a construction health risk assessment (HRA) and implement relevant recommendations. If an HRA is to be performed, the HRA shall determine potential risk and compare the risk to the following CAPCOA thresholds:                             <ul style="list-style-type: none"> <li>▫ Increased cancer risk of &gt; 10.0 in a million; and</li> <li>▫ Increased non-cancer risk of &gt; 1.0 Hazard Index (Chronic or Acute)</li> </ul> </li> </ul> <p>Even with the application of emissions controls, the reviewing agency may recommend an individual project conduct a quantitative construction health risk assessment. If risk exceeds the thresholds, additional measures such as requiring the use of Tier 4 engines, Level 3 Diesel Particulate Filters, and/or alternative fuel construction equipment shall be incorporated to reduce the risk to below the thresholds of significance</p>	<p>Less than Significant with Mitigation</p>
<p><b>Impact AQ-4.</b> Projects under the RCAP would not create objectionable odors that could adversely affect a substantial number of people. Impacts related to odors would be less than significant.</p>	<p>No mitigation would be required.</p>	<p>Less than Significant without Mitigation</p>



Impact Statement	Mitigation Measure(s)	Residual Impact
<b>Biological, Agriculture, and Forestry Resources</b>		
<p><b>Impact BIO-1.</b> Infrastructure facilitated by the RCAP could result in direct or indirect impacts to special-status species or their associated habitats including impacts to migratory bird nest sites. Direct impacts to special status species would be less than significant with implementation of Mitigation Measures BIO-1 through BIO-4. However, indirect impacts due to the loss of common habitat would be significant and unavoidable.</p>	<p><b>BIO-1: Conduct Project- Level Biological Resources Assessment</b></p> <p>The reviewing agency (County or specific city) shall require biological resources to be analyzed on a project-specific level by a qualified biological consultant. Prior to or during the preparation of project-level environmental documents, and prior to the start of construction activities, a biological resources assessment shall be conducted to characterize the project site, if initial assessment indicates that special status species or sensitive habitat may be present. Suitable buffer areas surrounding the project site shall be included where native habitat is contiguous with off-site habitat areas. The assessment and analysis shall emphasize identifying endangered, threatened, rare, and other special-status species; regionally and locally unique species; and sensitive natural communities, jurisdictional waters, and oak woodlands, as applicable. Focused surveys shall be conducted as necessary to determine the presence of special-status species (e.g., focused sensitive plant or wildlife surveys). Focused surveys shall be conducted according to established CDFW or USFWS protocols, if available for the object species. Natural communities shall be mapped and identified according to floristic alliance- and/or association-based mapping protocols consistent with CDFW natural communities. A jurisdictional delineation may be required if there are signs of potentially regulated wetlands and non-wetland waters. A biological resources assessment report shall be prepared to characterize the biological resources on-site, analyze direct and indirect impacts on biological resources, and propose mitigation measures to offset those impacts. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of biological resources on-site (e.g., observed and detected species as well as those species with potential to occur on-site).</p> <p>If there is potential for direct impacts to special-status species with implementation of construction activities, the project-specific biological resources assessment report shall include a mitigation measure requiring pre-construction surveys for special-status species and/or construction monitoring to ensure avoidance, relocation, or safe escape of special-status species from the construction activities, as appropriate. The mitigation measures shall also include consultation with and obtaining permits from USFWS, NMFS, or CDFW prior to construction, if required by FESA or CESA for listed endangered and threatened species. If special-status species are found to be nesting, brooding, denning, etc. on-site during the pre-construction survey or monitoring, construction activity shall be halted until offspring are weaned, fledged, etc. and are able to escape the site or be safely relocated to appropriate offsite habitat areas. Relocation of such species into areas of appropriate restored habitat would have the best chance of replacing/incrementing populations that are lost due to habitat converted to development. Relocation to restored habitat areas shall be the preferred goal of this measure. A qualified biologist shall be on site to conduct</p>	<p>Significant and Unavoidable</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>surveys, to perform or oversee implementation of protective measures, and to determine when construction activity may resume.</p> <p><b>BIO-2: Conduct Pre-construction Bird Surveys and Implement Avoidance and Minimization Measures</b></p> <p>For construction activities initiated during the bird nesting season (February 1–September 15) involving removal of vegetation that could potentially serve as habitat for special-status bird species or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than 14 days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a buffer around the construction site at a distance determined by a qualified biologist. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in Humboldt (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside the site. The buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the reviewing agency (County or specific city) prior to the commencement of construction activities.</p> <p>Future project site plans shall include a statement acknowledging compliance with the MBTA and California Fish and Game Code that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to September 15 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.</p> <p><b>BIO-3: Conduct Pre-construction Roosting Bats Surveys and Implement Avoidance Measures Prior to Removal</b></p> <p>Prior to the removal or alteration of trees and structures that may serve as roosting habitat for special-status bat species, a qualified biologist shall conduct a focused survey of all trees and structures to be removed or impacted by construction activities to determine whether active roosts of special-status bats are present on site. Tree or structure removal shall be</p>	

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>planned for either the spring or the fall and timed to ensure both suitable conditions for the detection of bats and adequate time for tree and/or structure removal to occur during seasonal periods of bat activity exclusive of the breeding season, as described below. Trees and/or structures containing suitable potential bat roost habitat features shall be clearly marked or identified. If no bat roosts are found, the results of the survey will be documented and submitted to the reviewing agency, after which no further action will be required.</p> <p>If day roosts are present, the biologist shall prepare a site-specific roosting bat protection plan to be implemented by the contractor following the agency’s approval. The plan shall incorporate the following guidance as appropriate:</p> <ul style="list-style-type: none"> <li>▪ When possible, removal of trees/structures identified as suitable roosting habitat shall be conducted during seasonal periods of bat activity, including the following:               <ul style="list-style-type: none"> <li>a) Between September 1 and about October 15, or before evening temperatures fall below 45 degrees Fahrenheit and/or more than 0.5 inch of rainfall within 24 hours occurs</li> <li>b) Between March 1 and April 15, or after evening temperatures rise above 45 degrees Fahrenheit and/or no more than 0.5 inch of rainfall within 24 hours occurs</li> </ul> </li> <li>▪ If a tree/structure must be removed during the breeding season and is identified as potentially containing a colonial maternity roost, then a qualified biologist shall conduct acoustic emergence surveys or implement other appropriate methods to further evaluate if the roost is an active maternity roost. Under the biologist’s guidance, the contractor shall implement measures that consist of (or exceed) the following:               <ul style="list-style-type: none"> <li>a) If it is determined that the roost is not an active maternity roost, then the roost may be removed in accordance with the other requirements of this measure.</li> <li>b) If it is found that an active maternity roost of a colonial roosting species is present, the roost shall not be disturbed during the breeding season (April 15 to August 31).</li> </ul> </li> <li>▪ Tree removal procedures shall be implemented using a two-step tree removal process. This method is conducted over two consecutive days and works by creating noise and vibration by cutting non-habitat branches and limbs from habitat trees using chainsaws only (no excavators or other heavy machinery) on day one. The noise and vibration disturbance, together with the visible alteration of the tree, is very effective in causing bats that emerge nightly to feed to not return to the roost that night. The remainder of the tree is removed on day two.</li> <li>▪ Prior to the demolition of vacant structures within the project site, a qualified biologist shall conduct a focused habitat assessment of all structures to be demolished. The habitat assessment shall be conducted enough in advance to ensure the commencement of building demolition can be scheduled during seasonal periods of bat</li> </ul>	

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>activity (see above), if required. If no signs of day roosting activity are observed, no further actions will be required. If bats or signs of day roosting by bats are observed, a qualified biologist will prepare specific recommendations such as partial dismantling to cause bats to abandon the roost, or humane eviction, both to be conducted during seasonal periods of bat activity, if required.</p> <ul style="list-style-type: none"> <li>▪ If the qualified biologist determines a roost is used by a large number of bats (large hibernaculum), bat boxes shall be installed near the project site. The number of bat boxes installed will depend on the size of the hibernaculum and shall be determined through consultation with CDFW. If a maternity colony has become established, all construction activities shall be postponed within a 500-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.</li> </ul> <p><b>BIO-4: Develop a Marine Mammal Monitoring Plan and Implement Avoidance and Minimization Measures</b></p> <p>A Marine Mammal Monitoring Plan shall be prepared to avoid and minimize potential adverse impacts to these species. The plan shall implement general guidelines set forth in the MMPA. Vessels under power shall remain at least 100 yards (300 feet) away from whales and 50 yards (150 feet) from dolphins, porpoises, seals and sea lions. When encountering marine mammals, the vessel shall slow down, operate at no-wake speed and be put in neutral to let the individual/s pass. If construction activities occur from November 1 to April 30, vessel larger than 65 feet are restricted to 10 knots or less. No survey or construction activities (such as pile-driving) will be performed at night unless an alternative monitoring plan is provided by the reviewing agency. Additionally, a qualified biologist shall be on site (either observing from a dock or aboard a vessel) to monitor the construction activities and vicinity for the presence of marine mammals during all in-water activities.</p>	
<p><b>Impact BIO-2.</b> Infrastructure facilitated by the RCAP could adversely impact riparian habitat, other sensitive natural communities, or protected wetlands in Humboldt. Implementation of Mitigation Measures BIO-5 through BIO-7 would reduce impacts to a less than significant level.</p>	<p><b>BIO-5: Prepare Aquatic Environment Documentation</b></p> <p>Prior to approval of individual projects, the reviewing agency (County or specific city) shall retain a qualified biologist to perform an assessment of the project area to identify wetlands, riparian, and other sensitive aquatic environments. If wetlands are present the qualified biologist shall perform a wetland delineation following the 1987 <i>Corps of Engineers Wetlands Delineation Manual</i> and any applicable regional supplements to the <i>Corps of Engineers Wetlands Delineation Manual</i>. The wetland delineation shall be submitted to the USACE for verification.</p>	<p>Less than Significant with Mitigation</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p><b>BIO-6: Implement Aquatic Environment Avoidance and Minimization Measures</b></p> <p>If wetlands, riparian, or other sensitive aquatic environments are found within the project limits, the reviewing agency (County or specific city) shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the reviewing agency shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.</p> <p>Prior to construction, the reviewing agency shall install orange construction barrier fencing to identify buffer areas around the seasonal wetland (50 feet from edge), riparian area (100 feet from edge), perennial wetlands (150 feet from edge) and other aquatic habitats (250 feet from edge of vernal pool), or as defined by the agency with regulatory authority over the resource(s). No buffer shall be required for man-made wetlands except wetlands created for mitigation purposes. The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications:</p> <p style="padding-left: 40px;">The Contractor’s attention is directed to the areas designated as “environmentally sensitive areas.” These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by the reviewing agency. The Contractor will take measures to ensure that Contractor’s forces do not enter or disturb these areas, including giving written notice to employees and subcontractors.</p> <p>Temporary fences around the environmentally sensitive areas will be installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer.</p> <p>Immediately upon completion of construction activities the contractor shall stabilize exposed soil/slopes impacted within the aquatic habitat. On highly erodible soils/slopes, use a nonvegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts.</p> <p><b>BIO-7: Compensate for Loss of Aquatic Environments</b></p> <p>If wetlands or riparian habitat are disturbed as part of an individual project, the reviewing agency shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with State, federal, and local agencies as part of the permitting</p>	

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>process for the project. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of two acres restored, created, and/or preserved for every one acre disturbed.</p> <p>Compensation may comprise on-site restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements). The reviewing agency shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created and monitored over a minimum period of time.</p>	
<p><b>Impact BIO-3.</b> Infrastructure facilitated by the RCAP would result in impacts to wildlife movement corridors and wildlife nursery sites if they narrow or remove existing corridors or degrade or remove nursery sites. Implementation of Mitigation Measure BIO-8 would reduce potential impacts to the extent feasible. However, impacts would remain significant and unavoidable.</p>	<p><b>BIO-8: Incorporate Wildlife Corridor Measures into Design Prior to Construction</b></p> <p>Prior to design approval and construction of individual projects that traverse or interface with an existing wildlife corridor, the reviewing agency (County or relevant city) shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife or fish to continue to move through an existing wildlife corridor, both during construction activities and post construction. If the project cannot be designed with these design measures (i.e., due to transportation corridor safety, etc.) the reviewing agency shall coordinate with the appropriate regulatory agencies (i.e., USFWS, NMFS, CDFW) to obtain regulatory permits and implement alternative project-specific mitigation prior to construction activities.</p>	<p>Significant and Unavoidable</p>
<p><b>Impact BIO-4.</b> Infrastructure facilitated by the RCAP would be required to conform with applicable local policies and ordinances protecting biological resources. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Impact BIO-5.</b> The RCAP would not conflict with an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. Any future RCAP-related infrastructure projects occurring within an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan would be required to comply with the applicable plan’s requirements. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
<p><b>Impact AG-1.</b> Infrastructure facilitated by the RCAP has the potential to convert Farmland to non-agricultural use and conflict with existing zoning for agricultural use or a Williamson Act contract. Mitigation Measures AG-1 through AG-4 would be implemented to avoid conversion of actively farmed lands and reduce the potential for permanent loss of Farmland to the extent feasible. However, impacts would remain significant and unavoidable.</p>	<p><b>AG-1: Avoid Actively Farmed Lands</b>            If a project facilitated by the RCAP is proposed on actively farmed land, the reviewing agency (County or individual city) shall require the project sponsor to demonstrate their consideration of alternate sites not in agricultural use, such as sites that were formerly developed or contaminated lands located within the jurisdictional limits of the reviewing agency when such development is consistent with general plan and zoning requirements of the alternate sites.</p> <p><b>AG-2: Agricultural Management Plan</b>            If a project facilitated by the RCAP is proposed on actively farmed land, prior to the issuance of a building permit, the project sponsor shall submit to the reviewing agency (County or individual city) an Agricultural Management Plan (AMP) that provides for the ongoing agricultural productivity of the project site for the life of the project. Agricultural uses may include but are not limited to sheep grazing, the keeping of honeybees, or planting of row crops, on a rotational basis. During rotational periods, the AMP shall include planting and maintenance of locally appropriate native plants, focusing on species that provide the greatest value to bees, moths, butterflies, and other native pollinators. Some potential options include yarrow (<i>Achillea millefolium</i>), farewell to spring (<i>Clarkia amoena</i>), California poppy (<i>Eschscholzia californica</i>), riverbank lupine (<i>Lupinus rivularis</i>), California bee plant (<i>Scrophularia californica</i>), and rough hedgenettle (<i>Stachys rigida</i>). To maintain habitat value, mowing shall not occur during the bloom period, though targeted removal of invasive species is encouraged. The AMP shall summarize the types and duration of agricultural uses as well as operator information for the property. The reviewing agency reserves the right to reject or require revisions to the plan to ensure the effectiveness of the planned agricultural operations.</p> <p><b>AG-3: Prepare and Implement a Decommissioning and Soil Reclamation Plan</b>            Prior to the issuance of a building permit, the applicant shall submit, for review and approval by the reviewing agency (County or individual city), a Soil Reclamation Plan (Plan) for the restoration of the site at the end of the project’s useful life. The Plan shall contain an analysis of general pre-construction conditions of the project site, and the site shall be photographically documented by the applicant prior to the start of construction. The Plan shall contain specific measures to restore the soil to approximate its pre-project condition, including (1) removal of all above-ground and below-ground project fixtures, equipment, and non-agricultural driveways, (2) tilling to restore the sub-grade material to a density and depth consistent with its pre-project condition, (3) revegetation using a seed mixture approved by the reviewing agency, consisting of native species and designed to maximize revegetation, shall be broadcast or drilled across the project site, and (4) application of weed-free mulch spread, as needed, to stabilize the soil until germination occurs and young</p>	<p>Significant and Unavoidable</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>plants are established to facilitate moisture retention in the soil. Whether the project area has been restored to pre-construction conditions shall be assessed by implementing agency staff. Additional seedlings and applications of weed-free mulch shall be applied to areas of the project site that have been determined to be unsuccessfully reclaimed (i.e., restored to pre-project conditions) until the entire project area has been restored to conditions equivalent to pre-construction conditions. All waste shall be recycled or disposed of in compliance with applicable law. The project sponsor shall submit documentation to the reviewing agency to verify the completion of reclamation within 18 months of expiration of the project use permit or vacation of the project site.</p> <p><b>AG-4: Provide Financial Assurance to Implement Soil Reclamation Plan</b>                      If a Soil Reclamation Plan is required pursuant to Mitigation Measure AG-3, prior to the issuance of a building permit, the project sponsor shall post a performance or cash bond, submit a Certificate of Deposit, submit a letter of credit, or provide such other financial assurances acceptable to the reviewing agency (County or specific city), in an amount provided in an Engineer’s Cost Estimate, approved by the reviewing agency, to ensure completion of the activities under the Soil Reclamation Plan. Every five years from the date of completion of construction of the project, the project sponsor shall submit an updated Engineer’s Cost Estimate for financial assurances for the Soil Reclamation Plan, which will be reviewed every five years by the reviewing agency to determine if the amount of the assurances is sufficient to implement the Soil Reclamation Plan. The amount of the assurances must be adjusted if, during the five-year review, the amount is determined to be insufficient to implement the Soil Reclamation Plan.</p>	
<p><b>Impact AG-2.</b> The RCAP includes measures that promote the conservation of Humboldt’s forest land and timberland. Additionally, infrastructure facilitated by the RCAP would not be anticipated to result in the conversion of forest land nor conflict with existing zoning for forestry or timberland use. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Cultural and Tribal Cultural Resources</b></p>		
<p><b>Impact CR-1.</b> Implementation of the RCAP could cause a substantial adverse change in the significance of an historical resource. Mitigation Measure CR-1 would reduce impacts to the extent feasible, but this impact would remain significant and unavoidable.</p>	<p><b>CR-1: Prepare Historical Resources Evaluation prior to Approval for Projects Involving Built Environment Resources 45 Years or Older and Implementation of Mitigation prior to and during Construction</b>                      The reviewing agency (County or respective City) shall prepare a historical resources evaluation prior to approval of a RCAP project involving the demolition or substantial</p>	<p>Significant and Unavoidable</p>



Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>alteration of a building, structure, object, or other built environment feature that is 45 years of age or older, as described below:</p> <ul style="list-style-type: none"> <li>▪ The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualifications Standards in architectural history or history (as defined in Code of Federal Regulations, Title 36, Part 61). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify potential historical resources within the proposed development site. All built environment resources 45 years of age or older shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. All evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the reviewing agency for review and concurrence. If the property is already listed in the NRHP, CRHR, or a local register, the historical resources evaluation described above shall not be required.</li> <li>▪ If historical resources are identified within the site of a proposed development, efforts shall be made to the greatest extent feasible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the Professional Qualification Standards. In conjunction with a development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features during construction activities shall be provided to the reviewing agency for review and concurrence. As applicable, the report shall demonstrate how a project complies with the Standards and be submitted to the City for review and approval prior to the issuance of permits.</li> <li>▪ If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS) report, or equivalent. The report shall comply with the Secretary of the Interior’s Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Professional Qualification Standards and submitted to the reviewing</li> </ul>	

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>agency prior to issuance of any permits for demolition or alteration of the historical resource.</p>	
<p><b>Impact CR-2.</b> The RCAP has the potential to result in significant impacts if projects carried out under the plan would cause a substantial adverse change in the significance of an archaeological resource, including those that qualify as historical resources. Mitigation Measure CR-2 would require archaeological resources assessments for future projects and measures to protect any resources identified. This impact would be less than significant with mitigation.</p>	<p><b>CR-2: Preparation of Archaeological Resources Assessment prior to Project Approval and Implementation of Mitigation prior to and during Construction</b></p> <p>Prior to approval of a project that involves ground disturbance activities, the reviewing agency (County or respective City) shall prepare an archaeological resources assessment under the supervision of an archaeologist that meets the Secretary of the Interior’s Professional Qualification Standards in either prehistoric or historic archaeology.</p> <ul style="list-style-type: none"> <li>▪ Assessments shall include a California Historical Resources Information System records search at the Northwest Information Center (NWIC) and a Sacred Lands File search maintained by the Native American Heritage Commission (NAHC). The records searches will characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around a project site. A Phase I pedestrian survey shall be undertaken at a project site that is on previously undeveloped land in order to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist shall be able to classify a project site as having high, medium, or low sensitivity for archaeological resources.</li> <li>▪ If the Phase I archaeological survey identifies resources that may be affected by a project, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. These measures shall include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist in consultation with the reviewing agency and any interested Tribes. If significant archaeological resources cannot be avoided, impacts may be reduced to less-than-significant levels by filling on top of the sites rather than cutting into a cultural deposit. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples shall occur as specified by the archaeologist in consultation with the reviewing agency and any interested Tribes. The final disposition of artifacts not directly associated with Native American graves shall be negotiated during consultation with interested tribes. If Native American tribes do not accept the artifact, it shall be offered to an institution staffed by qualified professionals, as determined by the reviewing agency. Artifacts include material recovered from all phases of work, including the initial survey, testing, indexing, data recovery, and monitoring.</li> </ul>	<p>Less than Significant with Mitigation</p>

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Impact Statement	Mitigation Measure(s)	Residual Impact
<p><b>Impact CR-3.</b> The discovery of human remains is always a possibility during ground-disturbing activities. Ground disturbance associated with development carried out under the RCAP may disturb or damage known or unknown human remains. This impact would be less than significant with adherence to existing regulations.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Impact CR-4.</b> Implementation of the RCAP has the potential to impact unidentified Tribal cultural resources. Mitigation Measure CR-3 would require that construction is halted in the event that Tribal cultural resources are encountered and that an archaeologist and local Native American representative are consulted to assess the find and prepare a mitigation plan, if warranted. With implementation of Mitigation Measure CR-3, impacts would be less than significant.</p>	<p><b>CR-3: Suspend Work around Tribal Cultural Resources Identified during Construction</b>            In the event that cultural resources of Native American origin are identified during construction of a project implemented under the RCAP, the reviewing agency (County or respective city) shall temporarily suspend or redirect all earth-disturbing work within 100 feet of the find until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the reviewing agency, in consultation with local Native Americans, determines that the resource is a Tribal cultural resource and, thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with State guidelines and in consultation with local Native American group(s). The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American Tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for Tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.</p>	<p>Less than Significant with Mitigation</p>
<p><b>Greenhouse Gas Emissions and Energy</b></p>		
<p><b>Impact GHG-1.</b> Implementation of the RCAP would not generate GHG emissions in a manner that would have a significant impact on the environment. The RCAP would support applicable plans, policies, and regulations intended to reduce emissions of GHGs. this impact would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Impact GHG-2.</b> The RCAP would implement GHG reduction strategies that would also promote greater overall energy efficiency. Wasteful, inefficient, or unnecessary consumption of energy would not occur. impacts would be less than significant</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
<p><b>Impact GHG-3.</b> The RCAP would be consistent with applicable energy efficiency and renewable energy goals and regulations, including relevant provisions of California Energy Code Title 24 and CALGreen. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Land Use/Planning and Population/Housing</b></p>		
<p><b>Impact LU-1.</b> Implementation of the RCAP would not physically divide an established community. No impacts would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p><b>Impact LU-2.</b> The RCAP would be consistent with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Impact LU-3.</b> Implementation of the RCAP would not result in substantial unplanned population growth in Humboldt or the displacement of people or housing. There would be no impact.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Noise</b></p>		
<p><b>Impact NOI-1.</b> Construction and operational activities associated with projects and infrastructure under the RCAP would generate a substantial temporary and permanent increase in ambient noise levels in excess of standards. Mitigation Measures NOI-1 and NOI-2 would reduce construction and operational noise impacts to the extent feasible, but impacts would remain significant and unavoidable.</p>	<p><b>NOI-1: Implement Construction Noise Reduction Measures</b></p> <p>The reviewing agency (County or specific City) shall implement the following noise reduction measures, where applicable, for projects that result in construction noise impacts, and where feasible and necessary based on project and site-specific considerations. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p> <p>To reduce construction noise levels to achieve applicable standards, the reviewing agency for a project under the RCAP shall implement the measures identified below, where feasible and necessary.</p> <ul style="list-style-type: none"> <li>▪ The reviewing agency shall ensure that, where residences or other noise sensitive uses are located within 100 feet of construction sites that would use heavy-duty construction equipment, appropriate measures shall be implemented to ensure compliance with the FTA’s daytime construction noise threshold for residential uses of 80 dBA <math>L_{eq(8hr)}</math>. Specific techniques may include but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.</li> </ul>	<p>Significant and Unavoidable</p>

Impact Statement	Mitigation Measure(s)	Residual Impact
	<ul style="list-style-type: none"> <li>▪ Designate an on-site construction complaint and enforcement manager for projects within 300 feet of sensitive receptors.</li> <li>▪ The reviewing agency shall post phone numbers for the on-site enforcement manager at construction sites along with complaint procedures and who to notify in the event of a problem.</li> <li>▪ For projects that require pile driving within 600 feet of sensitive receptors, the implementing agencies shall implement caisson drilling or similar techniques as opposed to impact pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.</li> <li>▪ The reviewing agency shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds.</li> <li>▪ The reviewing agency shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools.</li> <li>▪ The following timing restrictions shall apply to RCAP project construction activities located within 1,000 feet of a dwelling unit, except where timing restrictions are already established in local codes or policies, or avoidance of these workhours is infeasible.               <ul style="list-style-type: none"> <li>▫ Monday through Friday: 7 a.m. to 6 p.m.</li> <li>▫ Saturday: 9 a.m. to 5 p.m.</li> </ul> </li> <li>▪ The reviewing agency shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled.</li> </ul>	
	<p><b>NOI-2: Prepare Operational Noise Study and Implement Identified Measures</b></p> <p>For projects under the RCAP that install mechanical equipment and/or wind turbines, or that add new or increased transit service within the bus transit project screening distances listed in the FTA's <i>Transit Noise and Vibration Impact Assessment</i>, the reviewing agency (County or specific City) shall implement measures identified in a noise study, where applicable, for projects that result in operational noise impacts, and where feasible and necessary based on project and site-specific considerations. Project specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p> <p>The reviewing agency of a RCAP project that would install mechanical equipment, wind turbines, and/or new or increased transit service shall complete a detailed noise study based on project-specific details and location. Such a noise study shall identify the ambient</p>	

Impact Statement	Mitigation Measure(s)	Residual Impact
	<p>noise levels in the project area, characterize the nearest sensitive receptors, estimate the noise levels proximate receptors will experience during operation of the individual project, compare estimated noise levels to the County or specific city noise level standards, outline any measures that are necessary to reduce operational noise levels, and determine the amount of noise reduction that would occur with implementation of these measures. Noise reduction measures may include, but would not be limited to, alternative site design, alternative orientation of noise sources, and construction of permanent berms and/or barriers. Noise reduction measures shall be implemented to reduce noise levels to the noise level standards or below, as feasible.</p>	
<p><b>Impact NOI-2.</b> Projects and infrastructure facilitated by the RCAP could generate groundborne vibration during construction, potentially affecting nearby land uses. Operation of future development would not result in substantial vibration. Impacts for construction vibration would be less than significant with mitigation.</p>	<p><b>NOI-3: Prepare and Implement Construction Vibration Control Plan</b>                      Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure, the reviewing agency (County or specific city) for projects under the RCAP shall prepare a groundborne vibration analysis to assess and mitigate potential vibration impacts related to these construction activities. This vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving or static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.</p>	<p>Less than Significant with Mitigation</p>
<p><b>Impact NOI-3.</b> Project and infrastructure facilitated by the RCAP may experience increased noise levels from nearby airports. Airports in the plan area have generally minor noise contours; in addition, construction contractors and maintenance employers would be required to comply with Cal OSHA noise regulations. Construction workers and maintenance employees would not be exposed to excessive noise levels from aircraft noise, and impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>

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Impact Statement	Mitigation Measure(s)	Residual Impact
<b>Transportation and Traffic</b>		
<b>Impact TRA-1.</b> Implementation of the RCAP would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities. No impact would occur.	No mitigation is required.	No Impact
<b>Impact TRA-2.</b> Implementation of the RCAP would result in reduced VMT and, therefore, would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). There would be no impact.	No mitigation is required.	No Impact
<b>Impact TRA-3.</b> Implementation of the RCAP would not substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would be less than significant.	No mitigation is required.	Less than Significant Without Mitigation
<b>Impact TRA-4.</b> Implementation of the RCAP would not result in inadequate emergency access. This impact would be less than significant.	No mitigation is required.	Less than Significant Without Mitigation
<b>Utilities and Service Systems</b>		
<b>Impact UTL-1.</b> Implementation of the plan is not anticipated to require the relocation or construction of new or expanded stormwater, natural gas, or telecommunication facilities, but may require the relocation or construction of new or expanded water supply, wastewater, and/or electric power infrastructure and facilities within Humboldt, which would involve ground disturbing activities that could result in significant environmental effects. mitigation Measures would limit these impacts, but electric power impacts would remain significant and unavoidable.	Implement Mitigation Measures AES-1 through AES-3, AQ-1 through AQ-3, BIO-1 to BIO-7, CR-1 to CR-3, and NOI-1 through NOI-3.	Significant and Unavoidable

Impact Statement	Mitigation Measure(s)	Residual Impact
<p><b>Impact UTL-2.</b> Implementation of the plan would not be anticipated to substantially increase population in Humboldt or the demand for water services during normal, dry, and multiple dry years. The RCAP would result in an overall reduction in water demand, and as such, there would be no impact.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p><b>Impact UTL-3.</b> Implementation of the plan would not be anticipated to substantially increase wastewater treatment demand within Humboldt such that the respective wastewater treatment providers would not have sufficient capacity to serve the plan’s projected demand in addition to the providers’ existing commitments. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p><b>Impact UTL-4.</b> Implementation of the plan would not be anticipated to substantially increase solid waste generation such that state or local standards or capacity of local infrastructure would be exceeded, or otherwise impact the attainment of solid waste reduction goals. additionally, there is no element of the plan that would result in noncompliance with federal, State, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant</p>	<p>No mitigation is required.</p>	<p>Less than Significant without Mitigation</p>
<p>CAPCOA = California Air Pollution Control Officers Association; USEPA = U.S. Environmental Protection Agency; NCUAQMD = North Coast Unified Air Quality Management District; CARB = California Air Resources Board; DPM = diesel particulate matter; USFWS = U.S. Fish and Wildlife Service; NMFS = National Marine Fisheries Service; CDFW = California Department of Fish and Wildlife; HCP = habitat conservation plan; NCCP = natural community conservation plan; FESA = Federal Endangered Species Act; CESA = California Endangered Species Act; MBTA = Migratory Bird Treaty Act; MMPA = Marino Mammal Protection Act; USACE = U.S. Army Corps of Engineers; NRHP = National Register of Historic Places; CRHR = California Register of Historical Resources; FTA = Federal Transit Administration; dBA = A-weighted decibels; in/sec = inches per second; PPV = peak particle velocity</p>		



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