



**COUNTY OF HUMBOLDT**  
**PLANNING AND BUILDING DEPARTMENT**  
**CURRENT PLANNING DIVISION**

3015 H Street • Eureka CA 95501  
Phone: (707) 445-7541 • Fax: (707) 268-3792

Hearing Date: February 21, 2019  
To: Humboldt County Planning Commission  
From: John H. Ford, Director of Planning and Building Department  
Subject: **Samoa Pacific Group Coastal Development Permit Modification and Parcel Map Subdivision**  
Application Number 15189  
Case Number: PLN-2018-15189  
Assessor Parcel Numbers 401-031-069

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Please contact Michael Wheeler at (707) 268-3730, or by email at [mwheeler@co.humboldt.ca.us](mailto:mwheeler@co.humboldt.ca.us) if you have any questions about the scheduled public hearing item.

## AGENDA ITEM TRANSMITTAL

<b>Hearing Date</b> February 21, 2019	<b>Subject</b> Consent Parcel Map Subdivision and Coastal Development Permit Modification	<b>Contact</b> Michael Wheeler
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**Project Description:** A Parcel Map Subdivision to divide an 18.88 acre parcel (Master Parcel 2 of the Samoa Town Master Plan - STMP) into two parcels: one parcel designated and zone Residential Multifamily (RM) to be used for an affordable housing project and the Vance Road right-of-way, and the other parcel designated and zoned Public Facility (PF) will be used for wastewater treatment and possible on-land disposal. Also, the project includes modification of Coastal Development Permit CDP-16-064 to split the parcel and to add an option to revise the wastewater facility to utilize the ocean outfall and run a sewer line along Vance Avenue. All other aspects of the previously approved project are unchanged. Under the original Coastal Development Permit, Conditional Use Permit, and Planned Development Permit the following were approved: 1) reconstruction and new construction for Vance Avenue from the north end of Samoa near Cookhouse Road southerly to the south end of the Samoa Pacific Group property; and a Special Permit for Design Review. The work will include sidewalk construction, shoulder widening and installation of underground utilities; 2) development of an eighty unit affordable housing project which includes ten buildings, including a community building with kitchen, office and meeting room; 3) construction of a water storage tank for domestic water and fire suppression for Samoa; and 4) construction of a new wastewater treatment and effluent disposal system for Samoa (The construction will be the first phase of a system that will be enlarged incrementally as new development progresses in Samoa).

**Project Location:** The project site is located in Humboldt County, in the Samoa area, on both sides of New Navy Base Road, approximately 500 feet southwest form the intersection of New Navy Base Road with the Samoa Bridge, on properties known as 920 and 931 Vance Road and the property known to be in Sections 16 and 17 Township 05 North, Range 01 West.

**Present Plan Land Use Designations:** Public Facility (PF), Residential Multiple Family (RM-Multi-Family)

**Present Zoning:** Public Facility [Urban] (PF1), Residential Multi-Family (RM-Multi-Family), Design Review (D), Planned Unit Development (P)

**Case Numbers:** PLN-2018-15189

**Assessor Parcel Numbers:** 401-031-069-000,

**Applicant**  
Samoa Pacific Group LLC  
Dan Johnson  
5721 Ericson Way  
Arcata, CA 95521

**Owner**  
Samoa Pacific Group  
5721 Ericson Way  
Arcata, CA 95521

**Agent**  
Kelly O'Hern Associates  
Mike O'Hern  
3240 Moore Avenue  
Eureka, CA 95501

**Environmental Review:** Yes.

**State Appeal Status:** Project is appealable to the California Coastal Commission

**Major Issues:** None

**Samoa Pacific Group Parcel Map Subdivision and Coastal Development Permit Modification  
Case Numbers PLN-2018-15189**

**Recommended Planning Commission Action**

1. Describe the application as part of the Consent Agenda.
2. Survey the audience for any person who would like to discuss the application.
3. If no one requests discussion, make the following motion to approve the application as a part of the consent agenda:

*Adopt the Addendum to the Mitigated Negative Declaration and to make all of the required findings for approval of the Parcel Map Subdivision and Coastal Development Permit Modification based on evidence in the staff report and public testimony, and adopt the Resolution approving the Samoa Pacific Group project subject to the recommended conditions.*

**EXECUTIVE SUMMARY**

On March 4, 2017 the Planning Commission approved a Coastal Development Permit, Conditional Use Permit, and Planned Development Permit the following was approved: 1) reconstruction and new construction for Vance Avenue from the north end of Samoa near Cookhouse Road southerly to the south end of the Samoa Pacific Group property; and a Special Permit for Design Review. The work will include sidewalk construction, shoulder widening and installation of underground utilities; 2) development of an eighty unit affordable housing project which includes ten buildings, including a community building with kitchen, office and meeting room; 3) construction of a water storage tank for domestic water and fire suppression for Samoa; and 4) construction of a new wastewater treatment and effluent disposal system for Samoa (The construction will be the first phase of a system that will be enlarged incrementally as new development progresses in Samoa). This development was enabled by the 2015 amendments to the Samoa Town Master Plan (STMP) that changed the development timing provisions to enable the wastewater plant and affordable housing project to precede the approval of a final map subdivision to divide the developed portions of the Town of Samoa into individual lots. The rationale for this change was two-fold: to allow use of an infrastructure grant secured by the Samoa Pacific Group (SPG) to accelerate replacement of the existing substandard sewage system and to facilitate development of affordable workforce housing.

The applicant is now requesting that Master Parcel 2 of the Samoa Town Master Plan (STMP), an 18.88 acre parcel that originally contained both the proposed affordable multifamily housing project and the wastewater treatment plant, be separated through subdivision into two parcels. This change is necessary to facilitate financing of the affordable housing project which must be on its own parcel. Parcel 1 containing the affordable housing project and the Vance Road right-of-way, and the Parcel 2 to be used exclusively for the wastewater treatment facility are 11.08 acres and 7.84 acres in size, respectively. The project also includes modification of Coastal Development Permit CDP-16-064 to allow for subdivision of the Master Parcel and to add an option to revise the wastewater facility design to utilize the ocean outfall at Redwood Marine Terminal II (the former LP Pulp Mill site) for discharge of treated effluent and run a sewer line along Vance Avenue.

The use of the ocean outfall as a substitute for on-land waste disposal for future phases of the STMP development is strongly supported by the North Coast Regional Water Quality Control Board (NCRWQCB). Use of the same outfall for disposal of treated effluent is also being considered for the Samoa Peninsula Wastewater Project (SPWP). This project would provide

sewer service to structures within the communities of Fairhaven and Finntown. These existing on-site systems in Fairhaven and surrounding areas predominantly pre-date current standards for adequate soil conditions and groundwater separation. The project would use the outfall to reduce and avoid degradation of groundwater quality. While the SPWP would not provide service to parcels within the approved Samoa Town Master Plan, the same ocean outfall infrastructure could be used by both systems.

Based on the on-site inspection, a review of Planning Division reference sources, and comments from all involved referral agencies, planning staff supports conditional approval of the amendment request.

**ALTERNATIVES:**

The Planning Commission could recommend denial of the proposed tentative parcel map subdivision and coastal development permit modification if the Commission finds that the submitted evidence does not support making all of the required findings. However, based on this staff report, planning staff believes the submitted evidence does support making all of the required findings and does not recommend further consideration of this alternative.

**RESOLUTION OF THE PLANNING COMMISSION  
OF THE COUNTY OF HUMBOLDT  
Resolution Number 19-**

**Case Number PLN-2018-15189  
Assessor Parcel Number 401-031-069**

**Makes the required findings for certifying compliance with the California Environmental Quality Act and conditionally approves the Samoa Pacific Group Parcel Map Subdivision and Coastal Development Permit**

**WHEREAS, Samoa Pacific Group** submitted an application and evidence in support of approving the subdivision of an 18.88 Acre parcel into two parcels to facilitate financing of the affordable housing project. Parcel 1 will be used for an affordable housing project and the Vance Avenue right-of-way, and Parcel 2 will be used for wastewater treatment and possible on-land disposal. The project also includes the modification of Coastal Development Permit CDP-16-064 to split the parcel and add an option to revise the wastewater facility to utilize the ocean outfall and run a sewer line along Vance Avenue; and

**WHEREAS,** the County Planning Division has reviewed the submitted application and evidence and has referred the application and evidence to involved reviewing agencies for site inspections, comments and recommendations; and

**WHEREAS,** the project is subject to environmental review pursuant to of the California Environmental Quality Act (CEQA); and

**WHEREAS,** on May 4, 2017 the Planning Commission adopted a Mitigated Negative Declaration in accordance with the requirements of Section 15164 of the California Environmental Quality Act (CEQA) Guidelines for approving the proposed Coastal Development Permit: CASE NUMBER CDP-16-064, CUP-16-209, PDP-17-001, SP-17-008; and

**WHEREAS,** for the proposed Parcel Map Subdivision and Coastal Development Permit modification, the County Planning Division caused the preparation of an Addendum to the Mitigated Negative Declaration in accordance with the requirements of Section 15164 of the California Environmental Quality Act (CEQA) Guidelines; and

**WHEREAS,** Attachment 2 in the Planning Division staff report includes evidence in support of making all of the required findings for approving the proposed Parcel Map Subdivision and Coastal Development Permit modification: CASE NUMBER PLN-2018-15189;

**NOW, THEREFORE,** be it resolved, determined, and ordered by the Planning Commission that:

1. The Planning Commission adopts the proposed Addendum to the Negative Declaration in Attachment 4, as required by Section 15074 (b) of the CEQA Guidelines, and finds that there is no substantial evidence that the proposed project will have a significant effect on the environment; and
2. The findings in Attachment 2 of the Planning Division staff report support approval of Case Number PLN-2018-15189 based on the submitted evidence; and
3. Parcel Map Subdivision and Coastal Development Permit Modification Case No PLN-2018-15189 is approved as recommended and conditioned in Attachment 1.

Adopted after review and consideration of all the evidence on February 21, 2019.

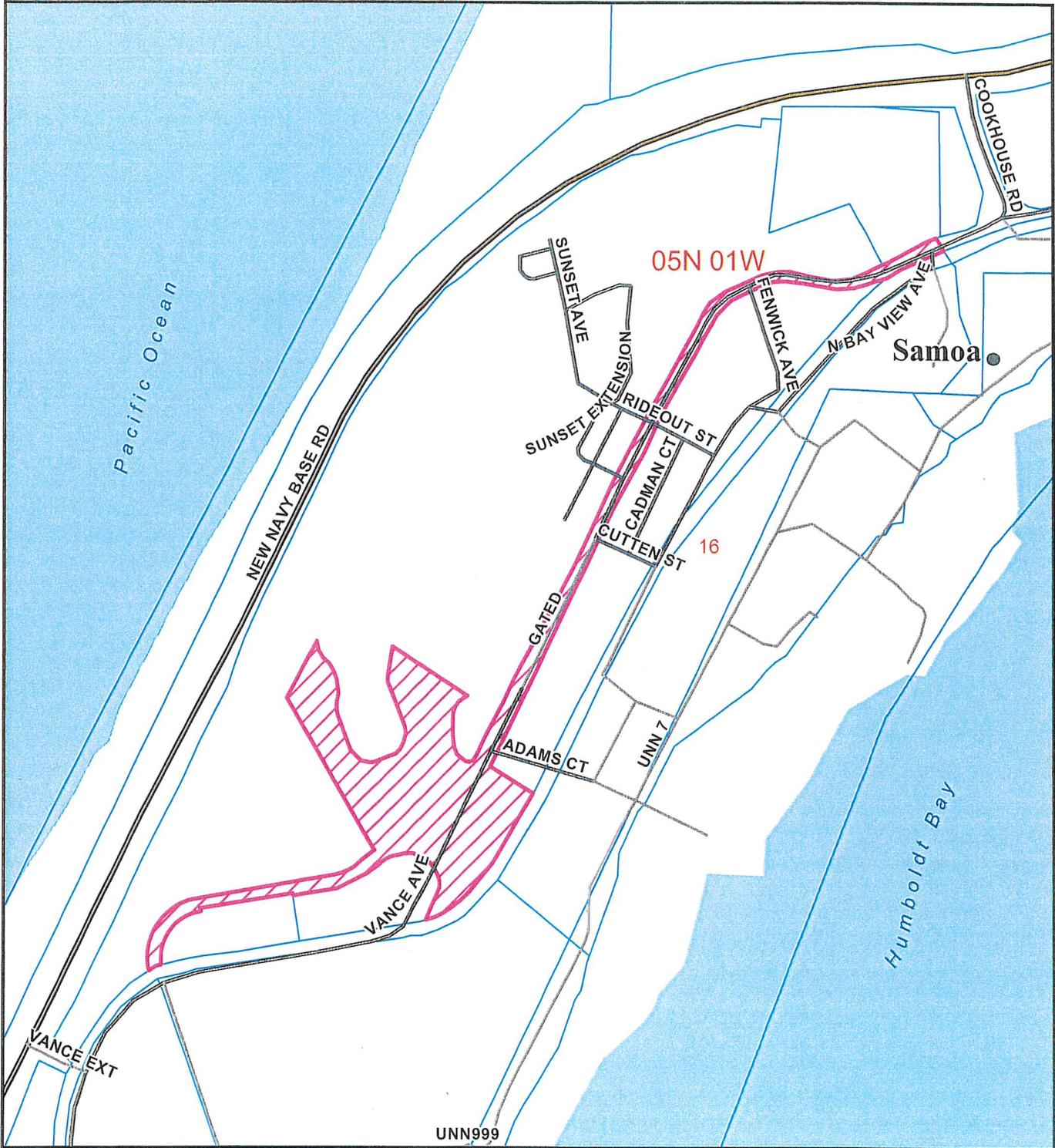
The motion was made by Commissioner \_\_\_\_ and seconded by Commissioner \_\_\_\_.

AYES: Commissioners:  
NOES: Commissioners:  
ABSTAIN: Commissioners:  
ABSENT: Commissioners:  
DECISION:

I, John Ford, Secretary to the Planning Commission of the County of Humboldt, do hereby certify the foregoing to be a true and correct record of the action taken on the above entitled matter by said Commission at a meeting held on the date noted above.

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John H. Ford  
Director, Planning and Building Department



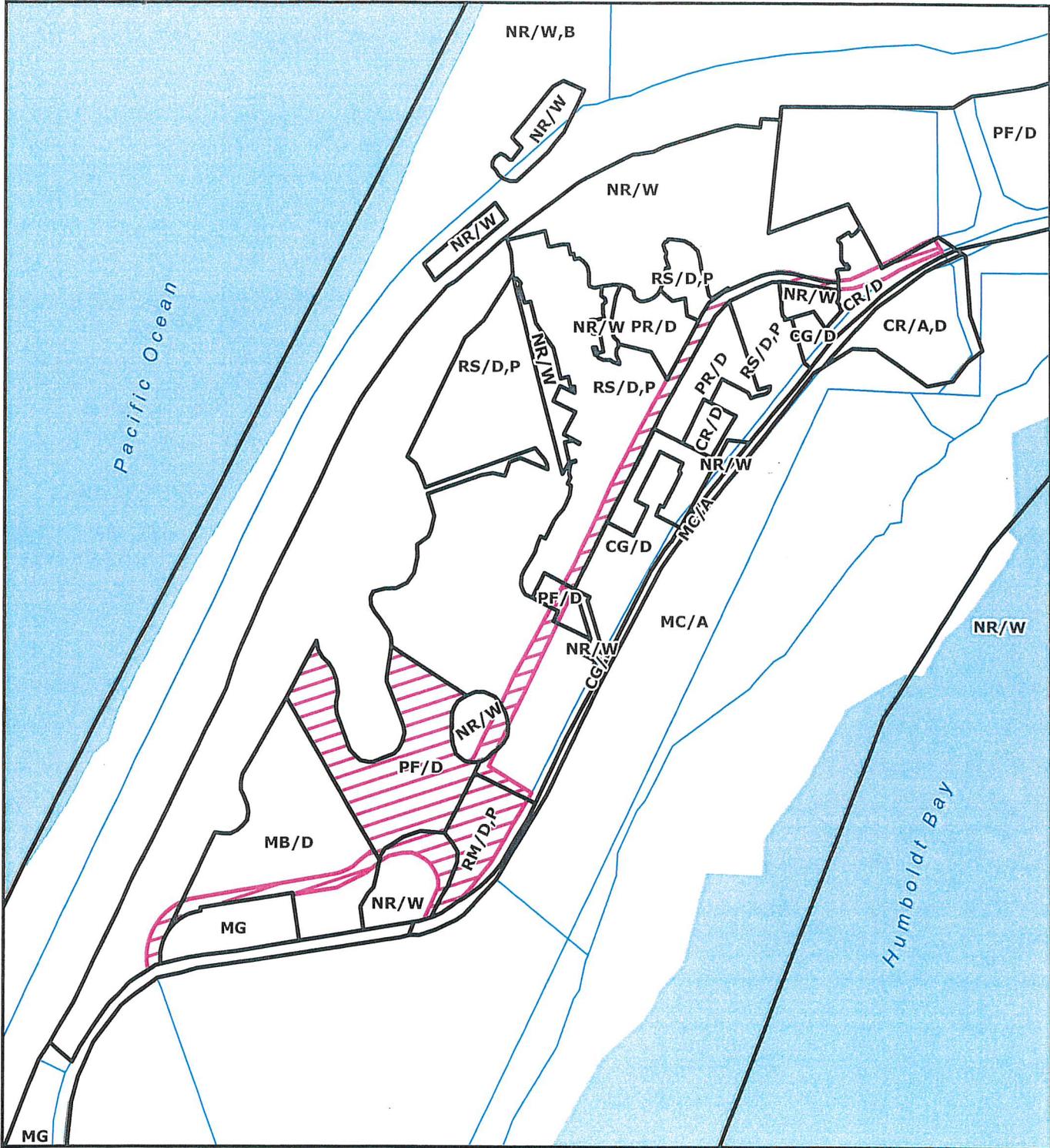
Project Area = 

**LOCATION MAP**

**PROPOSED SAMOA PACIFIC GROUP  
 PARCEL MAP SUBDIVISION &  
 COASTAL DEVELOPMENT PERMIT MODIFICATION  
 SAMOA AREA  
 PLN-2018-15189  
 APN: 401-031-069  
 T05N R01W S16 HB&M (Eureka)**



This map is intended for display purposes and should not be used for precise measurement or navigation. Data has not been completely checked for accuracy.



Project Area = 

**ZONING MAP**

**PROPOSED SAMOA PACIFIC GROUP  
 PARCEL MAP SUBDIVISION &  
 COASTAL DEVELOPMENT PERMIT MODIFICATION  
 SAMOA AREA  
 PLN-2018-15189  
 APN: 401-031-069  
 T05N R01W S16 HB&M (Eureka)**

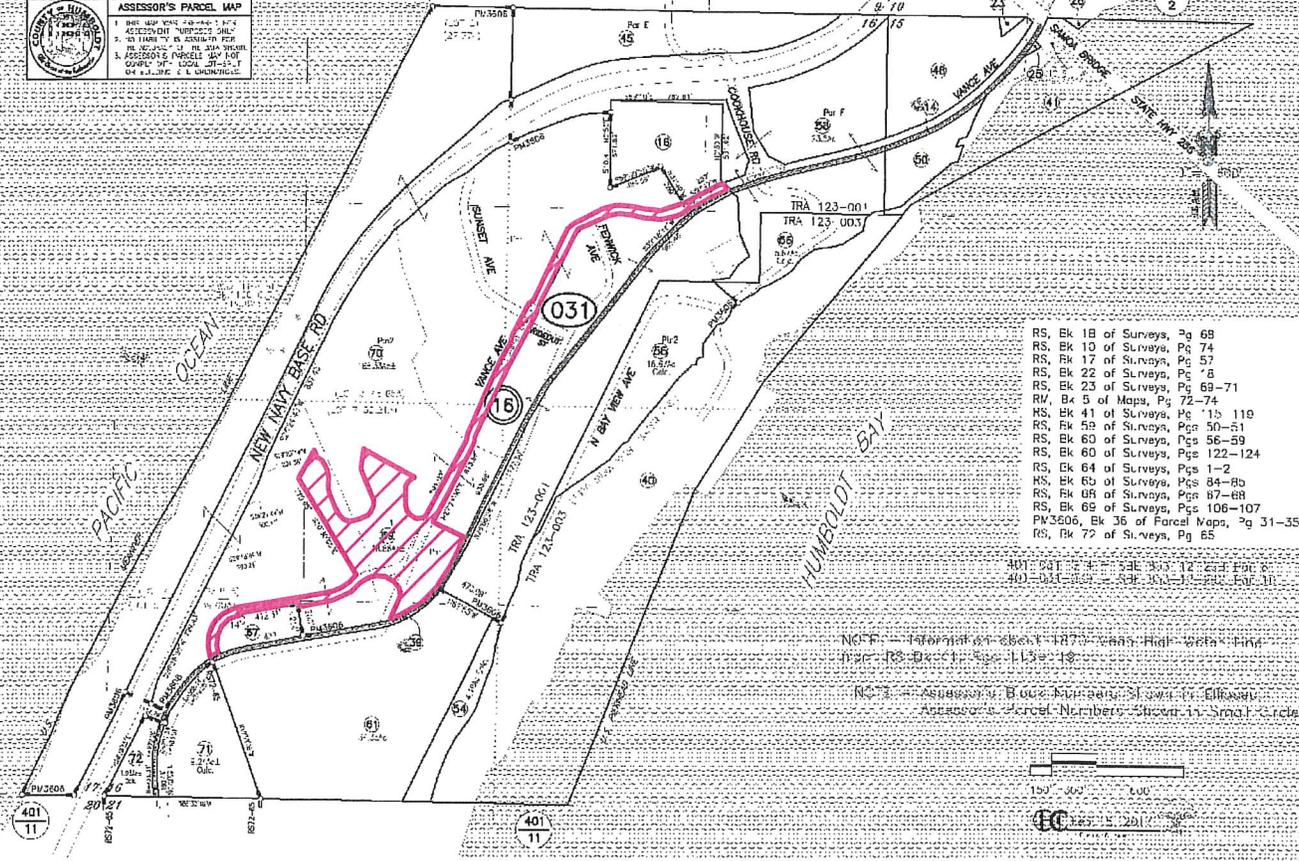
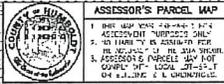


This map is intended for display purposes and should not be used for precise measurement or navigation. Data has not been completely checked for accuracy.

Assessor's Map Bk 401, Pg 3  
 County of Humboldt, CA

PTN SECS 15,16 & 17, T5N R1W, HB&M

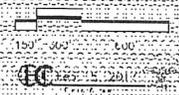
401-03



- RS, Bk 18 of Surveys, Pg 68
- RS, Bk 10 of Surveys, Pg 74
- RS, Bk 17 of Surveys, Pg 57
- RS, Bk 22 of Surveys, Pg 6
- RS, Bk 23 of Surveys, Pg 69-71
- RV, Bk 5 of Maps, Pg 72-74
- HS, Bk 41 of Surveys, Pg 15-119
- RS, Bk 59 of Surveys, Pgs 50-51
- RS, Bk 60 of Surveys, Pgs 56-59
- RS, Bk 60 of Surveys, Pgs 122-124
- RS, Bk 64 of Surveys, Pgs 1-2
- RS, Bk 65 of Surveys, Pgs 84-86
- RS, Bk 68 of Surveys, Pgs 87-88
- RS, Bk 69 of Surveys, Pgs 106-107
- PW3206, Bk 36 of Parcel Maps, Pg 31-35
- RS, Bk 79 of Surveys, Pg 65

NOTE: Information about 1873 was High Water Line from RS Bk 21, Pgs 11 & 12

NOTE: Assessor's Block Numbers Shown in Ellipse, Parcel Numbers Shown in Small Circle



Project Area =

**ASSESSOR PARCEL MAP**  
**PROPOSED SAMOA PACIFIC GROUP**  
**PARCEL MAP SUBDIVISION &**  
**COASTAL DEVELOPMENT PERMIT MODIFICATION**  
**SAMOA AREA**  
**PLN-2018-15189**  
**APN: 401-031-069**  
**T05N R01W S16 HB&M (Eureka)**



**MAP NOT TO SCALE**

This map is intended for display purposes and should not be used for precise measurement or navigation. Data has not been completely checked for accuracy.



Project Area = 

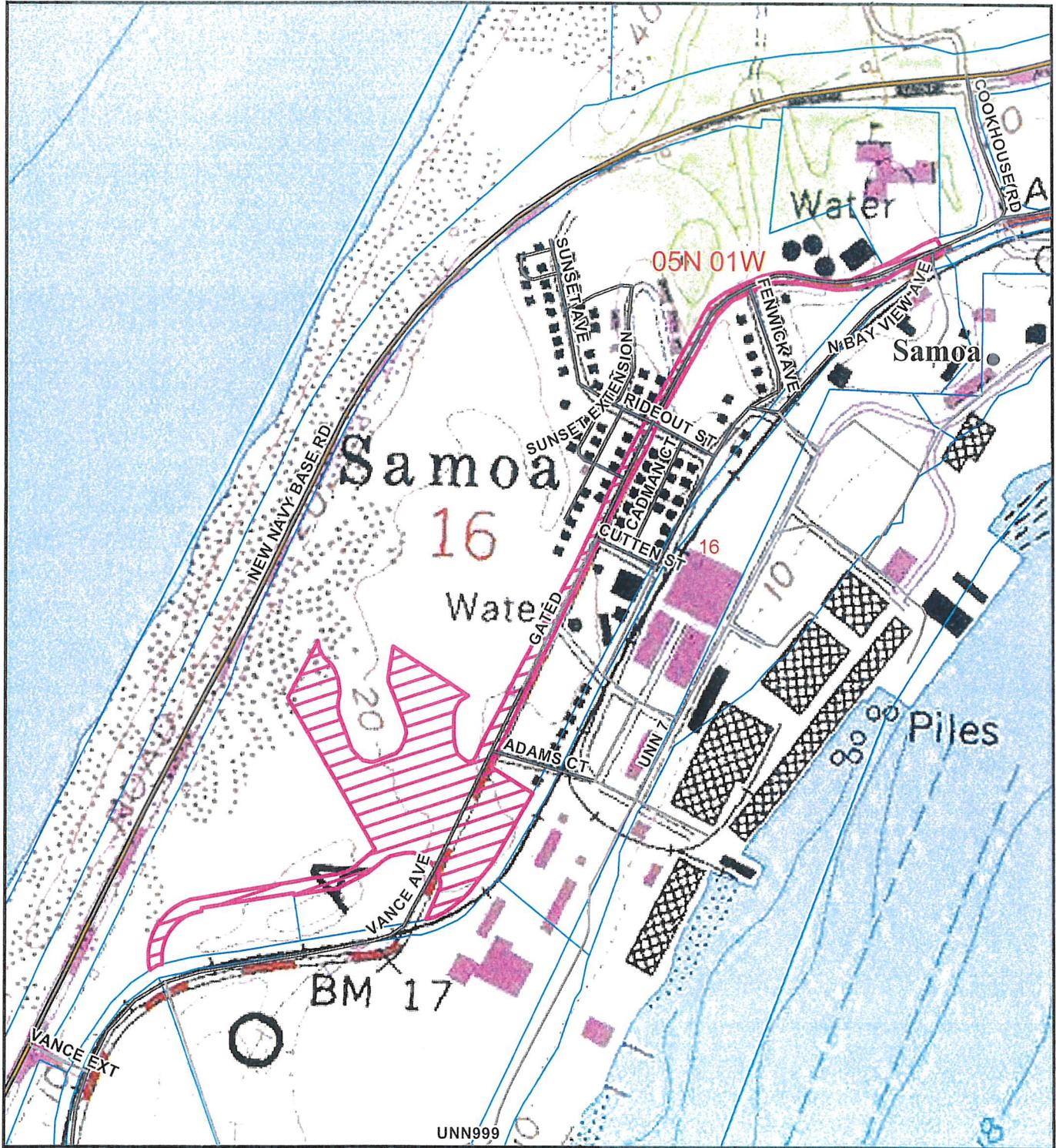
**AERIAL MAP**

**PROPOSED SAMOA PACIFIC GROUP  
 PARCEL MAP SUBDIVISION &  
 COASTAL DEVELOPMENT PERMIT MODIFICATION  
 SAMOA AREA  
 PLN-2018-15189  
 APN: 401-031-069  
 T05N R01W S16 HB&M (Eureka)**

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0 250 500 750  
 Feet

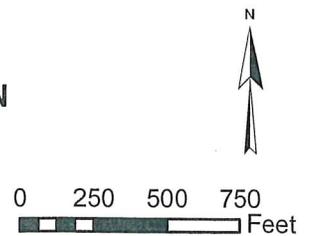


Project Area = 

**TOPO MAP**

**PROPOSED SAMOA PACIFIC GROUP  
 PARCEL MAP SUBDIVISION &  
 COASTAL DEVELOPMENT PERMIT MODIFICATION  
 SAMOA AREA  
 PLN-2018-15189  
 APN: 401-031-069  
 T05N R01W S16 HB&M (Eureka)**

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## NOTES

1. THIS TENTATIVE MAP PROPOSES THE SUBDIVISION OF AN EXISTING 18.88 ACRE PARCEL INTO TWO PARCELS. THE PARCELS ARE CURRENTLY VACANT. THIS IS THE DIVISION OF SAMOA "MASTER PARCEL 2" CREATED IN 2016 (PMS-16-004). THIS REQUIRES THE MODIFICATION OF THE APPROVED CDP (CDP-15-027). THIS DIVISION WILL CREATE ONE PARCEL FOR THE AFFORDABLE HOUSING PROJECT APPROVED FOR SAMOA AND ONE PARCEL FOR THE WASTE-WATER TREATMENT AND EFFLUENT DISPOSAL AREAS. THIS SEPARATION WILL BE MORE EFFICIENT FOR THE FINANCING OF THE AFFORDABLE HOUSING PROJECT AND WILL FACILITATE THE TRANSFER OF ASSETS TO THE COMMUNITY SERVICES DISTRICT.
2. WATER - HUMBOLDT BAY MUNICIPAL WATER DISTRICT  
SEWER - EXISTING SEWER TREATMENT FACILITY
3. CONTOURS ARE FROM AERIAL MAPPING.
4. PROPERTY LINE INFORMATION: CALCULATED PROPERTY LINES ARE SHOWN PER BOOK 36 OF PARCEL MAPS, PAGE 31 - 35.
5. FUTURE DEVELOPMENTS WILL REQUIRE UTILITY RELOCATIONS, THEREFORE, MANY EASEMENTS LISTED ON SHEET 4 WILL BE RELOCATED OR ELIMINATED. SOME EASEMENTS GRANTED TO THE COUNTY OF HUMBOLDT WILL BE ELIMINATED BY ABANDONMENT PER SECTION 66434(g) OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA.

THIS PROPERTY MAY BE ENCUMBERED BY THE FOLLOWING RECORDED INSTRUMENTS:

- 1] BOOK 93 DEEDS, PAGE 151 - EASEMENT FOR PUBLIC RIGHT OF WAY GRANTED TO COUNTY OF HUMBOLDT - AFFECTS STRIPS OF LAND IN AND ADJACENT TO THE TOWN OF SAMOA, AS SET FORTH THEREIN - NOT SHOWN HEREON, SEE SURVEY NOTE 5 HEREON.
- 2] BOOK 93 DEEDS, PAGE 151 - EASEMENT FOR CLEAR WATER-WAY GRANTED TO COUNTY OF HUMBOLDT - THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD - NOT SHOWN HEREON, SEE SURVEY NOTE 5 HEREON.
- 3] BOOK 139 DEEDS, PAGE 42 - EASEMENT FOR PUBLIC RIGHT OF WAY GRANTED TO COUNTY OF HUMBOLDT - NOT SHOWN HEREON, SEE SURVEY NOTE 5 HEREON.
- 4] BOOK 190 DEEDS, PAGE 463 - EASEMENT FOR PUBLIC HIGHWAY - NOT SHOWN HEREON, SEE SURVEY NOTE 5 HEREON.
- 5] BOOK 603 O.R., PAGE 344 - EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES GRANTED TO PACIFIC TELEPHONE AND TELEGRAPH COMPANY - NOT SHOWN HEREON, SEE SURVEY NOTE 5 HEREON.
- 6] BOOK 656 O.R., PAGE 470 - EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES GRANTED TO HUMBOLDT BAY MUNICIPAL WATER DISTRICT - SHOWN HEREON.
- 7] BOOK 1449 O.R., PAGE 537 - EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES GRANTED TO THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, A CORPORATION - NOT SHOWN HEREON, SEE SURVEY NOTE 5 HEREON.
- 8] BOOK 1611 O.R., PAGE 929 - EASEMENT FOR PUBLIC UTILITIES, INGRESS AND EGRESS GRANTED TO PACIFIC TELEPHONE AND TELEGRAPH COMPANY - NOT SHOWN HEREON, SEE SURVEY NOTE 5 HEREON.
- 9] BOOK 1722 O.R., PAGE 440 - EASEMENT FOR RIGHT OF WAY - THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- 10] INSTRUMENT NO. 2001-24227-27 - EASEMENT FOR ACCESS TO AND MAINTENANCE OF A PUMPHOUSE FACILITY AND ROADWAY GRANTED TO SIMPSON SAMOA COMPANY, A WASHINGTON CORPORATION - SHOWN HEREON.
- 11] INSTRUMENT NO. 2001-24228-39 - EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES GRANTED TO SIMPSON SAMOA COMPANY, A WASHINGTON CORPORATION - THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- 12] BOOK 60 SURVEYS, PAGE 122 - "PROPOSED...EASEMENT FOR INGRESS AND EGRESS" - SHOWN HEREON.
- 13] INSTRUMENT NO. 2006-5247-5 AND INSTRUMENT NO. 2008-16892-5 - EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES GRANTED TO ARCATA COMMUNITY RECYCLING CENTER, A CALIFORNIA NON PROFIT CORPORATION - SHOWN HEREON.
- 14] INSTRUMENT NO. 2006-5247-5 AND INSTRUMENT NO. 2008-16892-5 - EASEMENT FOR INGRESS, EGRESS AND PUBLIC UTILITIES GRANTED TO ARCATA COMMUNITY RECYCLING CENTER, A CALIFORNIA NON PROFIT CORPORATION - SHOWN HEREON.
- 15] INSTRUMENT NO. 2006-5248-11 AND INSTRUMENT NO. 2006-5249-10 - THE TERMS AND ANY FAILURE TO COMPLY THEREWITH, SET FORTH IN SAID INSTRUMENTS.
- 16] INSTRUMENT NO. 2008-16892-5 - EASEMENT FOR INGRESS AND EGRESS GRANTED TO ARCATA COMMUNITY RECYCLING CENTER, A CALIFORNIA NON-PROFIT CORPORATION - SHOWN HEREON.
- 17] INSTRUMENT NO. 2010-23038-9 - A COVENANT AND AGREEMENT EXECUTED BY SAMOA PACIFIC GROUP, LLC IN FAVOR OF CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD FOR THE NORTH COAST REGION - SHOWN HEREON.
- 18] INSTRUMENT NO. 2010-23039-9 - A COVENANT AND AGREEMENT EXECUTED BY SAMOA PACIFIC GROUP, LLC IN FAVOR OF CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD FOR THE NORTH COAST REGION - SHOWN HEREON.
- 19] INSTRUMENT NO. 2010-23043-49 - A COVENANT AND AGREEMENT EXECUTED BY SAMOA PACIFIC GROUP, LLC IN FAVOR OF CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD FOR THE NORTH COAST REGION - SHOWN HEREON.
- 20] INSTRUMENT NO. 2010-23044-48 - A COVENANT AND AGREEMENT EXECUTED BY SAMOA PACIFIC GROUP, LLC IN FAVOR OF CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD FOR THE NORTH COAST REGION - SHOWN HEREON.
- 21] BOOK 36 OF PARCEL MAPS, PAGE 31 - AN EASEMENT FOR THE PURPOSES OF INGRESS, EGRESS AND PUBLIC UTILITES - PARCEL A THEREON - SHOWN HEREON.

ALL EASEMENTS OF RECORD ARE SHOWN ON THE TENTATIVE MAP AND WILL APPEAR ON THE RECORDED SUBDIVISION MAP.

VICINITY MAP



-NOT TO SCALE-

AGENT/SURVEYOR:  
MICHAEL J. O'HERN, LS 4829  
KELLY-O'HERN ASSOCIATES  
3240 MOORE AVENUE  
EUREKA, CA 95501  
(707)442-7283

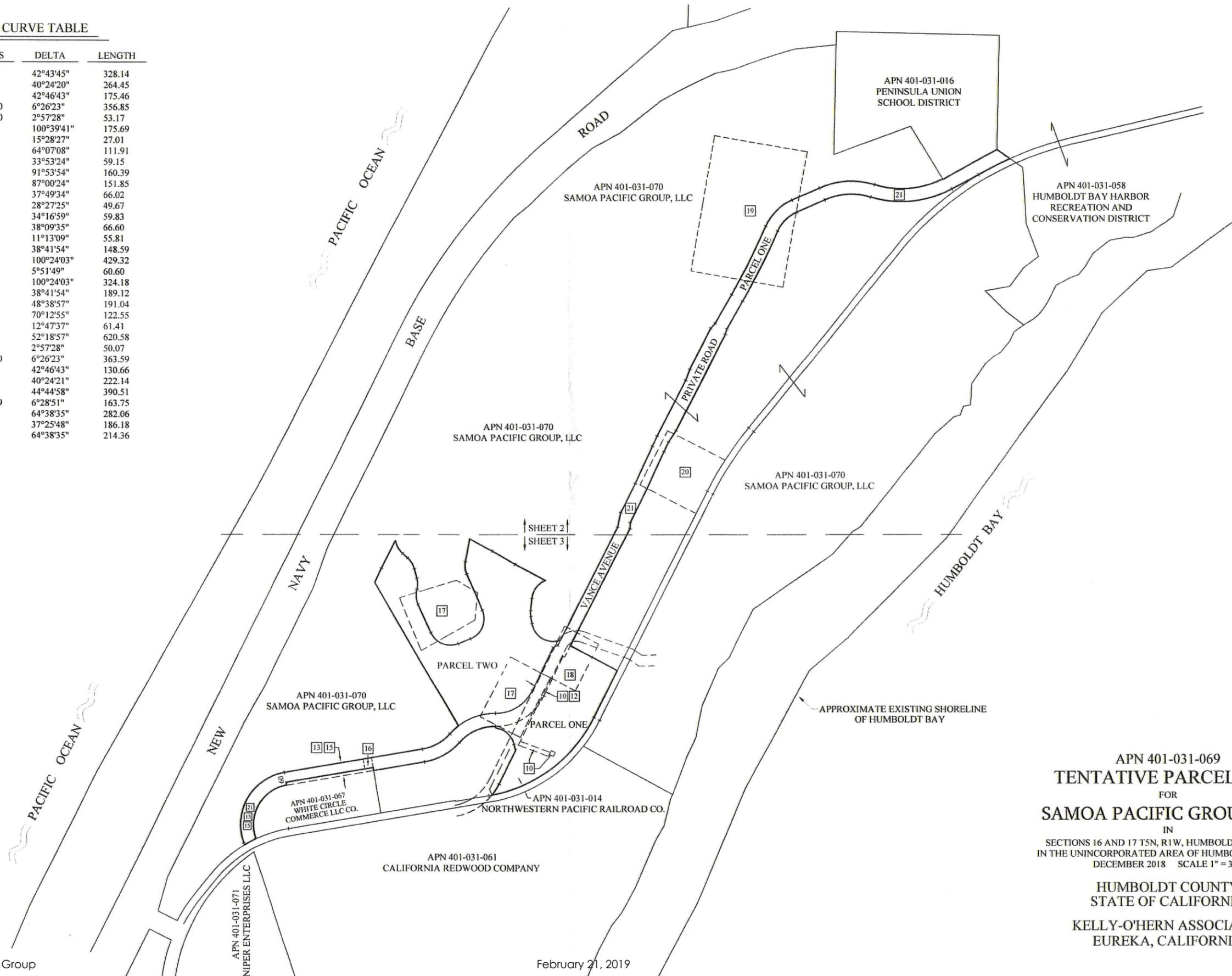
OWNER:  
SAMOA PACIFIC GROUP, LLC  
C/O DAN JOHNSON  
5251 ERICSON WAY  
ARCATA, CA 95521  
(707)822-9000

APN 401-031-069  
**TENTATIVE PARCEL MAP**  
FOR  
**SAMOA PACIFIC GROUP, LLC**  
IN  
SECTIONS 16 AND 17 T5N, R1W, HUMBOLDT MERIDIAN  
IN THE UNINCORPORATED AREA OF HUMBOLDT COUNTY  
DECEMBER 2018

HUMBOLDT COUNTY  
STATE OF CALIFORNIA  
KELLY-O'HERN ASSOCIATES  
EUREKA, CALIFORNIA

CURVE TABLE

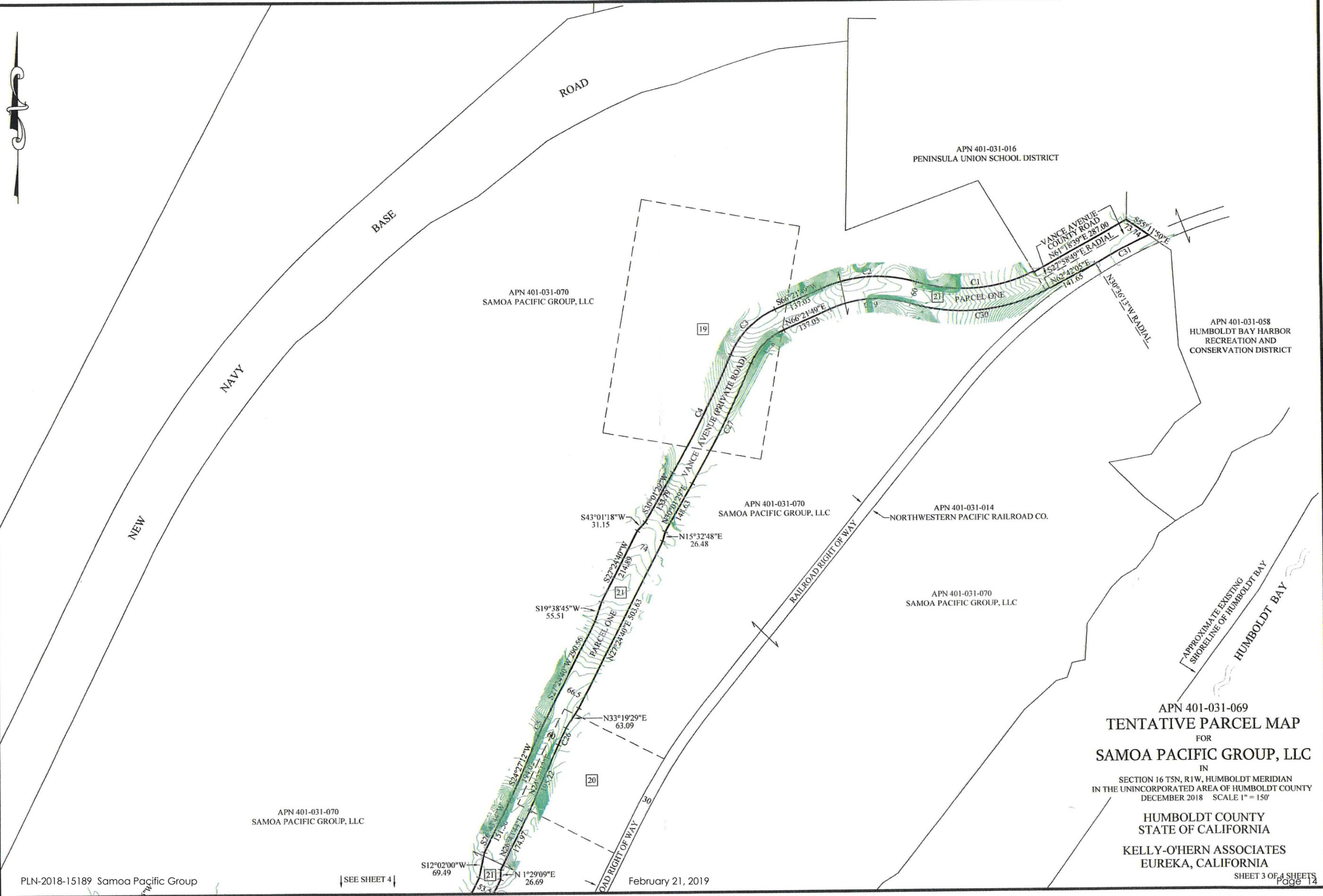
	RADIUS	DELTA	LENGTH
C1	440.00	42°43'45"	328.14
C2	375.00	40°24'20"	264.45
C3	235.00	42°46'43"	175.46
C4	3175.00	6°26'23"	356.85
C5	1030.00	2°57'28"	53.17
C6	100.00	100°39'41"	175.69
C7	100.00	15°28'27"	27.01
C8	100.00	64°07'08"	111.91
C9	100.00	33°53'24"	59.15
C10	100.00	91°53'54"	160.39
C11	100.00	87°00'24"	151.85
C12	100.00	37°49'34"	66.02
C13	100.00	28°27'25"	49.67
C14	100.00	34°16'59"	59.83
C15	100.00	38°09'35"	66.60
C16	285.00	11°13'09"	55.81
C17	220.00	38°41'54"	148.59
C18	245.00	100°24'03"	429.32
C19	592.14	5°51'49"	60.60
C20	185.00	100°24'03"	324.18
C21	280.00	38°41'54"	189.12
C22	225.00	48°38'57"	191.04
C23	100.00	70°12'55"	122.55
C24	275.00	12°47'37"	61.41
C25	679.65	52°18'57"	620.58
C26	970.00	2°57'28"	50.07
C27	3235.00	6°26'23"	363.59
C28	175.00	42°46'43"	130.66
C29	315.00	40°24'21"	222.14
C30	500.00	44°44'58"	390.51
C31	1447.69	6°28'51"	163.75
C32	250.00	64°38'35"	282.06
C33	285.00	37°25'48"	186.18
C34	190.00	64°38'35"	214.36



APN 401-031-069  
**TENTATIVE PARCEL MAP**  
 FOR  
**SAMOA PACIFIC GROUP, LLC**  
 IN  
 SECTIONS 16 AND 17 T5N, R1W, HUMBOLDT MERIDIAN  
 IN THE UNINCORPORATED AREA OF HUMBOLDT COUNTY  
 DECEMBER 2018 SCALE 1" = 300'

HUMBOLDT COUNTY  
 STATE OF CALIFORNIA

KELLY-O'HERN ASSOCIATES  
 EUREKA, CALIFORNIA



APN 401-031-070  
SAMOA PACIFIC GROUP, LLC

APN 401-031-016  
PENINSULA UNION SCHOOL DISTRICT

APN 401-031-058  
HUMBOLDT BAY HARBOR  
RECREATION AND  
CONSERVATION DISTRICT

APN 401-031-070  
SAMOA PACIFIC GROUP, LLC

APN 401-031-014  
NORTHWESTERN PACIFIC RAILROAD CO.

APN 401-031-070  
SAMOA PACIFIC GROUP, LLC

APN 401-031-070  
SAMOA PACIFIC GROUP, LLC

APN 401-031-069  
**TENTATIVE PARCEL MAP**  
FOR  
**SAMOA PACIFIC GROUP, LLC**

IN  
SECTION 16 T5N, R1W, HUMBOLDT MERIDIAN  
IN THE UNINCORPORATED AREA OF HUMBOLDT COUNTY  
DECEMBER 2018 SCALE 1" = 150'

HUMBOLDT COUNTY  
STATE OF CALIFORNIA

KELLY-O'HERN ASSOCIATES  
EUREKA, CALIFORNIA

SHEET 3 OF 4 SHEETS  
Page 14

SEE SHEET 3



APN 401-031-069  
**TENTATIVE PARCEL MAP**  
 FOR  
**SAMOA PACIFIC GROUP, LLC**  
 IN  
 SECTION 16 T5N, R1W, HUMBOLDT MERIDIAN  
 IN THE UNINCORPORATED AREA OF HUMBOLDT COUNTY  
 DECEMBER 2018 SCALE 1" = 150'

HUMBOLDT COUNTY  
 STATE OF CALIFORNIA  
 KELLY-O'HERN ASSOCIATES  
 EUREKA, CALIFORNIA

APN 401-031-061  
 CALIFORNIA REDWOOD COMPANY

**LINE TABLE**

BEARING	DISTANCE
L1 N27°24'40"E	59.40
L2 S63°30'57"E	8.18
L3 N25°44'27"E	203.32
L4 S25°44'27"W	219.21
L5 S65°20'55"W	24.59
L6 S27°24'40"W	26.99

February 21, 2019

## Attachment 1A

### Conditions of Approval for the Samoa Pacific Group Parcel Map Subdivision

APPROVAL OF THE TENTATIVE MAP IS CONDITIONED ON THE FOLLOWING TERMS AND REQUIREMENTS WHICH MUST BE SATISFIED BEFORE THE PARCEL MAP MAY BE RECORDED:

#### Conditions of Approval:

1. All taxes to which the property is subject shall be paid in full if payable, or secured if not yet payable, to the satisfaction of the County Tax Collector's Office, and all special assessments on the property must be paid or reapportioned to the satisfaction of the affected assessment district. Please contact the Tax Collector's Office approximately three to four weeks prior to filing the parcel or final map to satisfy this condition. This requirement will be administered by the Department of Public Works.
2. The conditions on the Department of Public Works referral dated February 15, 2019 included herein as Exhibit A shall be completed or secured to the satisfaction of that department. Prior to performing any work on the improvements, contact the Land Use Division of the Department of Public Works.
3. The Planning Division requires that two (2) copies of the Parcel Map be submitted for review and approval.
4. A map revision fee as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors (currently \$110.00 per parcel) as required by the County Assessor's Office shall be paid to the County Planning Division, 3015 H Street, Eureka. The check shall be made payable to the "Humboldt County Planning Division". The fee is required to cover the Assessor's cost in updating the parcel boundaries.
5. Wastewater treatment for the parcels shall be provided in accordance with the STMP-LUP. Prior to map recordation, a letter shall be secured from the Division of Environmental Health indicating their agreement with the filing of the Parcel Map.

#### Informational Notes:

1. To reduce costs the applicant is encouraged to bring in written evidence\* of compliance with all of the items listed as conditions of approval in this Exhibit that are administered by the Planning Division (Namely: Condition(s) 1-5). The applicant should submit the listed item(s) for review as a package as soon as possible before the desired date for final map checking and recordation. Post application assistance by the Planner on Duty, or by the Assigned Planner, with prior appointment, will be subject to a review fee for Conformance with Conditions billed at the County's current burdened hourly rate with an initial deposit as set forth in the Planning Division's schedule of fees and charges (currently \$95.00). Copies of all required forms and written instructions are included in the final approval packet.

\* Each item evidencing compliance should note in the upper right hand corner:

Assessor's Parcel No. \_\_\_\_\_, Exhibit "A", Condition \_\_\_\_\_.

*(Specify)*

*(Specify)*

2. The project site is not located within an area where known cultural resources have been located. However, as there exists the possibility that undiscovered cultural resources might be encountered during construction activities, the following mitigation measures are required under state and federal law:

If cultural resources are encountered, all work must cease and a qualified cultural resources specialist contacted to analyze the significance of the find and formulate further mitigation (e.g., project relocation, excavation plan, protective cover).

Pursuant to California Health and Safety Code §7050.5, if human remains are encountered, all work must cease and the County Coroner contacted."

3. The term of the approved Tentative Map shall be 24 months from the effective date of the action except where otherwise provided by law. An extension may be requested prior to the date in accordance with Section 326-21 and 326-31 of the Humboldt County Code.

EXHIBIT A

DEPARTMENT OF PUBLIC WORKS

COUNTY OF HUMBOLDT

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579  
AREA CODE 707



ARCATA-EUREKA AIRPORT TERMINAL  
McKINLEYVILLE  
FAX 839-3596

PUBLIC WORKS BUILDING  
SECOND & L ST., EUREKA  
FAX 445-7409

CLARK COMPLEX  
HARRIS & H ST., EUREKA  
FAX 445-7388

AVIATION 839-5401

ADMINISTRATION 445-7491  
BUSINESS 445-7652  
ENGINEERING 445-7377  
FACILITY MAINTENANCE 445-7493

NATURAL RESOURCES 445-7741  
NATURAL RESOURCES PLANNING 267-9540  
PARKS 445-7651  
ROADS & EQUIPMENT MAINTENANCE 445-7421

LAND USE 445-7205

LAND USE DIVISION INTEROFFICE MEMORANDUM

TO: Michael Wheeler, Senior Planner

FROM: Robert W. Bronkall, Deputy Director

RE: SUBDIVISION REQUIREMENTS - IN THE MATTER OF THE  
APPLICATION OF SAMOA PACIFIC GROUP LLC, APPLICATION #15189,  
APN 401-031-069, FOR APPROVAL OF A TENTATIVE MAP, CONSISTING  
OF 18.88 ACRES INTO 2 PARCELS

DATE: 02/15/2019

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*The following requirements and standards are applicable to this project and must be completed to the specifications and satisfaction of the Department of Public Works (Department) before the subdivision map may be filed with the County Recorder. If there has been a substantial change in the project since the last date shown above, an amended report must be obtained and used in lieu of this report. Prior to commencing the improvements indicated below, please contact the Subdivision Inspector at 445-7205 to schedule a pre-construction conference.*

**These recommendations are based on the tentative map prepared by Kelly-O'Hern dated December 2018, and dated as received by the Humboldt County Planning Division on <NOT DATE STAMPED>, and dated as received by Humboldt County Public Works on 12/19/2018.**

NOTE: All correspondence (letters, memos, faxes, construction drawings, reports, studies, etc.) with this Department must include the Assessor Parcel Number (APN) shown above.

**READ THE ENTIRE REPORT BEFORE COMMENCING WORK ON THE PROJECT**

1.0 MAPPING

1.1 EXPIRATION OF TENTATIVE MAP: Applicant is advised to contact the Planning & Building Department to determine the expiration date of the tentative map and what time extension(s), if any, are applicable to the project. Applicant is responsible for the timely filing of time extension requests to the Planning & Building Department.

Applicant is responsible for completing all of the subdivision requirements prior to expiration of the tentative map. Applicant is advised to promptly address all of the subdivision requirements in order to avoid the tentative map expiring prior to completion of the subdivision requirements. Applicants are encouraged to contact a land development professional for advice on developing a realistic schedule for the processing of the project.

- 1.2 MAP TYPE:** Applicant must cause to be filed a subdivision map showing monumentation of all property corners to the satisfaction of this Department in compliance with Humboldt County Code Section 326-15. Subdivision map checking fees shall be paid in full at the time the subdivision map is submitted for checking. County Recorder fees shall be paid prior to submittal of the map to the County Recorder for filing. The subdivision map must be prepared by a Land Surveyor licensed by the State of California -or- by a Civil Engineer registered by the State of California who is authorized to practice land surveying.

All Department charges associated with this project must be paid in full prior to the subdivision map being submitted to the County Recorder for filing.

Applicant shall submit to this Department four (4) full-size copies of the subdivision map as filed by the County Recorder.

Prior to submitting the subdivision map to the County Surveyor for map check, applicant shall submit the subdivision map to the utility providers to provide input on necessary public utility easements. Copies of the responses from the utility providers shall be included with the first submittal of the subdivision map to the County Surveyor.

- 1.3 DEPOSIT:** Applicant shall be required to place a security deposit with this Department for inspection and administration fees as per Humboldt County Code Section 326-13 prior to review of the improvement plans, review of the subdivision map, or the construction of improvements, whichever occurs first.
- 1.4 PROOF OF LEGAL ACCESS:** Applicant shall provide, to the satisfaction of this Department, proof of recorded access from a publicly maintained road to the subject property. The width of the access shall be a minimum of 50 feet and shall be shown on the subdivision map. [Reference: Roadway design standards/classification plats in Section 4.2 of Appendix A of the County Subdivision Ordinance]
- 1.5 EASEMENTS:** All easements that encumber or are appurtenant to the subdivision shall be shown graphically on the subdivision map. Those easements that do not have a metes and bounds description shall be noted on the subdivision map and shown as to their approximate location.
- 1.6 FURTHER SUBDIVISION:** At least some of the parcels may be further divided; therefore, the applicant shall conform to Humboldt County Code Section 323-6(a)(5), Statements to Accompany a Tentative Subdivision Map.
- 1.7 PRIVATE ROADS:** Pursuant to County Code Section 324-2(c)(3), the subdivision map shall show the lanes clearly labeled "Non-County Maintained Lane" or "Non-County Maintained Road". Pursuant to County Code Section 324-2(c)(5), the following note shall appear on the map or instrument of waiver, which shall read substantially as follows:

"If the private lane or lanes shown on this plan of subdivision, or any part thereof, are to be accepted by the County for the benefit of the lot owners on such lane rather than the benefits of the County generally, such private lane or lanes or parts thereof shall first be improved at the sole cost of the affected lot owner or owners, so as to comply with the specification as contained in the then applicable subdivision regulations relating to public streets."

**1.8 DEDICATIONS:** The following shall be dedicated on the subdivision map, or other document as approved by this Department:

**(a) VANCE AVENUE (NOT COUNTY MAINTAINED):**

Access: Applicant shall cause to be dedicated on the subdivision map a non-exclusive easement for ingress, egress, and public utilities for the benefit of the parcels/lots within the subdivision in a manner approved by this Department. The easement shall be 60 feet in width.

Culverts & Bridges: In addition, the public road easement shall include a 50 foot wide strip centered on the existing creek/stream/river for a length of 50 feet.

PUE: Applicant shall cause to be dedicated to the County of Humboldt on the subdivision map a 10 foot wide public utility easement (PUE) adjacent to the right of way for the road or as otherwise approved by this Department. Additional PUEs shall be dedicated in a manner, width, and location approved by this Department.

Irrevocable dedication: Applicant shall cause to be irrevocably dedicated on the subdivision map to the County of Humboldt any access, PUE, sidewalk, and/or slope easements created on the subdivision map. The dedication shall be made in a manner approved by this Department. The County will reject this offer of dedication at the time the map is filed.

**1.9 LINES OF OCCUPATION:** Applicant shall provide prospective buyers with notice of any fences that are not on the property lines.

**2.0 IMPROVEMENTS**

**2.1 CONSTRUCTION PLANS:** Construction plans shall be submitted for any required road, drainage, landscaping, and pedestrian improvements. Construction plans must be prepared by a Civil Engineer registered by the State of California. Construction plans shall be on a sheet size of 22" x 34", unless approved otherwise by this Department. Construction of the improvements shall not commence until authorized by this Department. This Department will require the submittal of 1 full size (22" x 34") set and 1 reduced (11" x 17") set of the approved construction plans prior to start of work.

The construction plans shall show the location of all proposed new utilities and any existing utilities within 10 feet of the improvements. The plans shall be signed as approved by the local fire response agency and public utility companies having any facilities within the subdivision prior to construction authorization by this Department.

Construction plans shall be tied into elevation datum approved by this Department.

Unless otherwise waived by this Department, record drawing ("As-Built") plans shall be submitted for any road, drainage, landscaping, and pedestrian improvements that are constructed as part of this project. Record drawing plans must be prepared by a Civil Engineer registered by the State of California. Once approved by this Department, one (1) set of "wet stamped" record drawings on 22" x 34" mylar sheets shall be filed with this Department.

**2.2 CONSTRUCTION PERIOD:** Construction of improvements for this project will not be allowed to occur between October 15 and April 15 without permission of this Department.

**2.3 ADA FACILITIES:** All pedestrian facilities shall be ADA compliant. This includes, but is not limited to, providing curb ramps at intersections and sidewalks behind driveway aprons (or ADA compliant driveway aprons).

Fire hydrants, neighborhood box units for mail, utility poles (including down guys), street lights, or other obstructions will not be allowed in sidewalks unless approved by this Department.

Applicant shall replace/retrofit to meet current standards any non-ADA compliant pedestrian improvements within the public right of way (or access easements that the subject property has a legal right to use) contiguous to the project.

**2.4 ROAD NAMES:** The access road(s)/street(s) shall be named as approved by the Planning & Building Department - Planning Division.

**2.5 TRAFFIC CONTROL DEVICES & SIGNS:** Traffic control devices and signs may need to be placed as required and approved by this Department. All signs and striping on County maintained roads shall be installed by the County at the expense of the developer, unless otherwise approved by the Department.

(a) Pursuant to County Code Section 323-2(c)(4), non-county maintained roads shall be posted with a sign of at least 2 square feet in size containing substantially the following words in 2" high black letters on a yellow background: "Not a County Maintained Road" or "Not a County Maintained Street". The sign shall be approved by the Department prior to installation. (last paragraph for private roads)

(b) Street name signs shall be provided at all road intersections. In State Responsibility Areas, street name signs shall also comply with County Code Section 3113-11.

For streets that will not be named, address signs shall be posted at the intersection. In State Responsibility Areas, the address signs shall comply with County Code Section 3113-11. In the event that addresses are not available at the time that the subdivision map is filed with the County Recorder, then a note shall be added to the development plan indicating that street address signs shall be posted prior to issuance of a building permit.

(c) Additional signing and striping may be required by the Department upon review of the improvement plans. This includes, but is not limited to, centerline striping, two way left turn lane striping, bicycle lane striping, edge lines, dead end road signs, no outlet signs, speed limit signs, warning signs, etc...

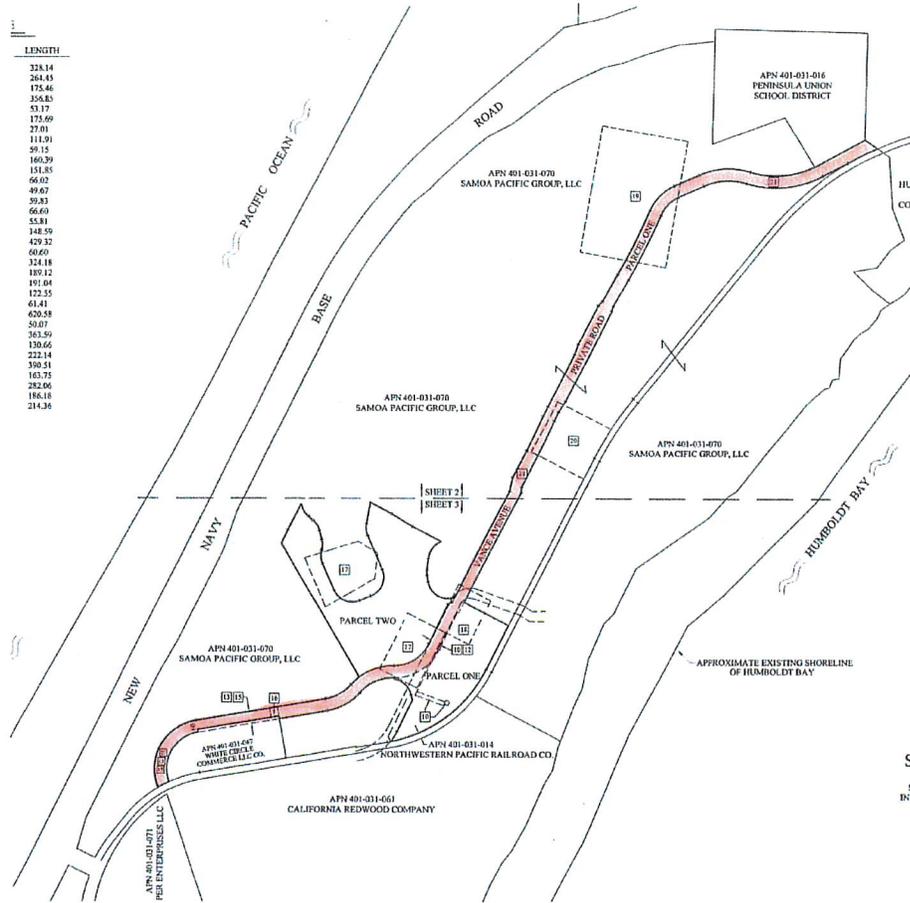
**2.6 ACCESS ROADS:** The access road(s) serving the subdivision shall be constructed to the satisfaction of this Department as follows:

(a) **VANCE AVENUE** (Not County Maintained) shall be constructed having the following typical sections:

Range	Typical Section
G-P Road (County Road No. 3K052) to Sta 27+00 <i>Industrial/Business Park Zone</i>	5' wide PCC sidewalk, 5' wide swale/landscape strip, 4' wide bike lane, 12' wide travel lane, 12' wide travel lane, 4' wide bike lane, 5' swale/landscape strip, 5' wide PCC sidewalk.  This includes a small off-site portion to connect Parcel 1 to the County maintained road.
Sta 27+00 to Sta 45+25	5' wide PCC sidewalk, 5' wide swale/landscape strip, 4' wide bike lane, 10' wide travel lane, 10' wide travel lane, 4' wide bike lane, 5' swale/landscape strip, 5' wide PCC sidewalk
Sta 45+25 to Sta 50+75	5' wide PCC sidewalk, 5' wide swale/landscape strip*, 4' wide bike lane**, 10' wide travel lane, 10' wide travel lane, 4' wide bike lane**, 5' swale/landscape strip*, 5' wide PCC sidewalk  *swale/landscape strip may be omitted when a Caltrans Type A2-6 curb and gutter is provided.  In addition, 8' wide parking lanes and center median parking lanes shall be provided. Center median parking lanes shall have APWA A3-6 curb islands.  ** Some adjustments to this typical section may be necessary to accommodate right of limitations posed by existing houses. This includes, but is not limited to, eliminating the bike lanes and installing sharrows in the travel lanes.  If bike lanes are curb adjacent, then the bike lanes shall be 5' wide.
Sta 50+75 to Sta 65+00	5' wide PCC sidewalk, 5' wide swale/landscape strip, 4' wide bike lane, 10' wide travel lane, 10' wide travel lane, 4' wide bike lane, 5' swale/landscape strip, 5' wide PCC sidewalk

Note: Stationing is from the *draft* Vance Avenue Improvement Plans prepared by CEC Engineers dated 03/26/2015, project number 12-201.

Left turn pockets shall be provided when required by the Department.



Above: The red highlighted area is the portion of Vance Avenue to be constructed as part of this subdivision.

- (b) Intersection corner radii shall be provided at the intersection of roads based upon the following, unless otherwise approved by this Department:

Intersection Corner Radii AASHTO, Chapter 9, "Corner Radii into Local Urban Streets"				
Road Classification – Road "B"	Road Classification – Road "A"			
		local roads	collector roads & arterial roads	collector roads & arterial roads
	local roads	15'	20'	N/A
	collector roads & arterial roads	20'	25'	40'
	industrial use areas & truck routes	N/A	40'	40'

- (c) Nothing is intended to prevent the applicant from constructing the improvements to a greater standard.

- (d) Nothing is intended to prevent this Department from approving alternate typical sections, structural sections, drainage systems, and road geometrics based upon sound engineering principals as contained in, but not limited to, the Humboldt County Roadway Design Manual, Caltrans Highway Design Manual, Caltrans Local Programs Manual, Caltrans

Traffic Manual, California Manual on Uniform Traffic Control Devices (MUTCD), and AASHTO's A Policy of Geometric Design of Highways and Streets (AKA "The Green Book"). Engineering must not be in conflict with Humboldt County Code or County adopted guidelines and policies.

- (e) All road intersections shall conform to Humboldt County Code Section 341 regarding visibility.
- (f) The surface of the access road(s) shall conform to the *Structural Section* requirements within this document.

**2.7 STRUCTURAL SECTION:** The access road(s) shall be constructed to a structural section recommended in the soils report and as approved by this Department.

- (a) **For paved road surfaces**, the structural section shall include a minimum of 0.2 foot of Caltrans Type B hot mix ("asphalt") over 0.67 foot of Caltrans Class 2 aggregate base. If required by this Department, the structural section of all roads shall be determined by Caltrans R-Value method using a Traffic Index (T.I.) approved by this Department. Based upon soil conditions, this Department may also require a geotextile fabric to be placed on top of the sub grade.

When widening hot mix ("asphalt") roads, the widened road shall be paved with hot mix. A sawcut is required to ensure a uniform joint between the existing and new pavements. The location of the sawcut shall be approved by this Department based upon the condition of the existing road surface.

- (b) Access roads and driveways may include decorative accent treatments such as, but not limited to, stamped concrete or decorative brick pavers. Decorative accent treatments must provide appropriate traction for pedestrians, bicycles, and vehicles. **Decorative access treatments are not permitted within the public right of way**, unless approved in writing by this Department.

**2.8 UNKNOWN IMPROVEMENTS:** Other on-site and/or off-site improvements may be required which cannot be determined from the tentative map and/or preliminary improvement plans at this time. These improvements will be determined after more complete improvement plans and profiles have been submitted to the County for review.

**2.9 UTILITIES:** The proposed improvements may require the undergrounding or relocation of existing facilities at the expense of the applicant. Undergrounding of existing facilities, relocation of existing facilities, or construction of new facilities shall be completed prior to constructing the structural section for the roadway.

If any utilities are required to be installed as a condition of tentative map, the utility work shall be completed prior to constructing the structural section for the road. All laterals shall be extended onto each lot and marked in a manner that they will be easily located at the time of individual hookups. A letter of completion of all work from each involved utility company shall be submitted prior to constructing the roadway structural section. Any utilities that need to be relocated shall be done solely at the subdivider's expense.

Applicant shall remove any abandoned utilities (natural gas, electrical, cable tv, etc.,) within the public right of way fronting the subdivision or within the subdivision as directed by this Department.

**2.10 NEIGHBORHOOD BOX UNIT (NBU) MAILBOXES.** When clustered mailboxes (neighborhood box units) are required by the Post Office, applicant shall obtain approval for the location of the mailbox unit from the Post Master. The pad for the mailbox unit shall be constructed as part of the subdivision and shall be encompassed by a sidewalk easement or other easement, as approved by this Department. If the NBUs will not be installed by the Post Office, the subdivider shall install the NBUs as part of the subdivision.

**2.11 GATES:** Gates are not permitted on County right of way for public roads without authorization of the Board of Supervisors. Gates must not create a traffic hazard and must provide an appropriate turnaround in front of the gate. Existing gates shall be evaluated for conformance.

**2.12 PARCEL MAP SUBDIVISION AGREEMENT:** When a parcel map is to be filed with the County Recorder and the construction of improvements will be deferred to a later date, the following shall apply:

(a) For parcel map subdivisions projects with a subdivision agreement, include the following note on the development plan: "This subdivision was approved with requirements to construct improvements. At the time the parcel map was filed, the improvements were not completed. The developer has entered into a subdivision agreement with the County to defer construction of these improvements. **Subdivision improvements must be completed within the timelines specified in the subdivision agreement. In general, building permits cannot be obtained until the required improvements are constructed to the satisfaction of the County.** The improvements required in the subdivision agreement are shown on the improvement plans prepared by \_\_\_\_\_, dated \_\_\_\_\_, and are signed as approved by the County on \_\_\_\_\_. Contact the Land Use Division of the Department of Public Works for details."

(b) For parcel map subdivisions without a subdivision agreement and improvements have not been constructed prior to the filing of the map, include the following note on the development plan: "This subdivision was approved with requirements to construct improvements. At the time the parcel map was filed, the improvements were not completed. The developer has elected to not enter into a subdivision agreement with the County that would specify the timing of when the deferred improvements must be constructed. **Building permits cannot be obtained until the required improvements are constructed to the satisfaction of the County.** The improvements required in the subdivision are shown on the improvement plans prepared by \_\_\_\_\_, dated \_\_\_\_\_, and are signed as approved by the County on \_\_\_\_\_. Contact the Land Use Division of the Department of Public Works for details."

(c) The Department shall cause to be recorded at the time of filing of the parcel map with the County Recorder a *Notice of Construction Requirements*.

### 3.0 DRAINAGE

**3.1 DRAINAGE ISSUES:** Applicant shall be responsible to correct any involved drainage problems associated with the subdivision to the satisfaction of this Department.

**3.2 DRAINAGE REPORT:** Applicant must submit a complete hydraulic report and drainage plan regarding the subdivision for review and approval by this Department. This may require the construction of drainage facilities on-site and/or off-site in a manner and location approved by this Department.

**4.0 GRADING**

<NONE>

**5.0 MAINTENANCE**

**5.1 MAINTENANCE OF IMPROVEMENTS:** The improvements to be constructed as part of this subdivision will not be maintained by the County. Pursuant to Humboldt County Code Section 324-2 (b) regarding Private Lanes, the Applicant must provide a permanent maintenance plan acceptable to this Department for all improvements including, but not limited to, the following: roads, drainage systems (pipes, drainage inlets, detention basins), pedestrian facilities, and landscape areas. An engineer's estimate for the cost of yearly maintenance must be approved by this Department. Maintenance shall be provided by a maintenance association, district, or other means as approved by this Department. More than one maintenance plan may be required.

Based upon the tentative map, it appears that the following will need to be maintained by a maintenance plan:

- A maintenance plan for all facilities within the proposed subdivision.
- A maintenance plan for the non-county maintained road known as Vance Avenue.

If a maintenance association currently exists for the access road, applicant shall attempt to the satisfaction of this Department to annex the subdivision into the existing road maintenance association. That portion of this condition regarding road maintenance may be waived if the applicant provides evidence satisfactory to this Department that the subject property already belongs to a maintenance association for the access road(s).

A maintenance plan is not required for driveways; as driveways serve only one parcel. A maintenance plan is *optional* for roads that serve only two parcels. A maintenance plan is required for roads serving three or more parcels.

**6.0 DEVELOPMENT PLAN**

<NONE>

**7.0 LANDSCAPING**

<NONE>

// END //



DEPARTMENT OF PUBLIC WORKS  
**C O U N T Y O F H U M B O L D T**

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579  
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL  
McKINLEYVILLE  
FAX 839-3596

PUBLIC WORKS BUILDING  
SECOND & L ST., EUREKA  
FAX 445-7409

CLARK COMPLEX  
HARRIS & H ST., EUREKA  
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AVIATION 839-5401

ADMINISTRATION 445-7491  
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NATURAL RESOURCES 445-7741  
NATURAL RESOURCES PLANNING 267-9540  
PARKS 445-7651  
ROADS & EQUIPMENT MAINTENANCE 445-7421

LAND USE 445-7205

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**LAND USE DIVISION INTEROFFICE MEMORANDUM**

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TO: Michael Wheeler, Senior Planner

FROM: Robert W. Bronkall, Deputy Director 

DATE: 02/15/2019

RE: **TOWN OF SAMOA AFFORDABLE HOUSING SUBDIVISION  
APN 401-031-069, APPS# PLN-2018-15189**

**VANCE AVENUE:** The improvements being required for Vance Avenue represent the ultimate improvements necessary for Vance Avenue when considering the master project of subdividing the Town of Samoa.

**PRELIMINARY SUBDIVISION REPORT:** A *preliminary report* was submitted in lieu of a *preliminary subdivision report* as specified in County Code Section 323-6(c).

**PARCEL 1 FUTURE DEVELOPMENT:** Parcel 1 is being proposed for development of an apartment complex. The interior access roads for this development will be developed at a later date as part of the building permit for the apartments. The subdivision will be improving Vance Avenue only.



*Above: Site plan showing the future development of Parcel 1  
 The blue roads will be constructed as part of the building permit(s) for Parcel 1  
 The red roads will be constructed as part of the subdivision.*

// END //

## Attachment 1B

### Conditions of Approval for the Coastal Development Permit, Conditional Use Permit, Planned Development Permit, and Special Permit

APPROVAL OF THE PERMITS IS CONDITIONED ON THE FOLLOWING TERMS AND REQUIREMENTS

#### **Conditions of Approval:**

1. The work shall be conducted in accordance with the Project Description and the pertinent Mitigation Measures of the Mitigated Negative Declaration for the duration of the permit.
2. Changes in the project other than Minor Deviations from the Plot Plan as provided in HCC Section 312-11.1 shall require a modification of this permit.
3. All applicable mitigation measures identified within the Mitigated Negative Declaration shall be incorporated and implemented during project construction.
4. The applicant is required to pay for permit processing on a time and material basis as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors. The Department will provide a bill to the applicant after the decision. Any and all outstanding Planning fees to cover the processing of the application to decision by the Hearing Officer shall be paid to the Humboldt County Planning Division, 3015 "H" Street, Eureka.
5. **Prior to hearing:** An environmental filing fee of \$2,216.25 plus \$50 recording fee for the California Department of Fish and Game must be submitted to Humboldt County Planning Department per Section 753.5, *Collection of Filing Fees*, California Code of Regulations.
6. The multi-family housing shall meet the definition of affordable for "Persons and families of low or moderate income" as defined in Health and Safety Code Section 50093.
7. Pedestrian and bicycle facilities along Vance Avenue shall be installed concurrently with other roadway improvements and shall be open for public use prior to occupancy of any residential development on Master Parcel 2.
8. All approved pedestrian and bicycle paths, corridors, trails and tsunami evacuation routes within the lands subject to the STMP-LUP shall be open to the public at all times. These routes shall not be blocked, gated or obscured, or otherwise barricaded at any time except as may be necessary for initial construction and for occasional short-term maintenance.
9. At least one bus stop and associated amenities to serve the Samoa area shall be installed on Master Parcel 2 concurrent with the development of Vance Avenue improvements on Master Parcel 2 and prior to occupancy of any residential development on Master Parcel 2.
10. Paved bicycle/pedestrian paths shall be located outside of NR lands except (1) within the outermost 20 feet of the buffer portion of the designated and zoned Natural Resource areas, and (2) one designated footpath through the forested area on the north end of the Samoa lands designed to connect the area between the future Vance Road/Samoa Cookhouse area and the undercrossing of New Navy Base Road and tsunami evacuation routes. Tsunami evacuation route signs and interpretive signs explaining the sensitivity of the habitat and the protective purpose of the reserved area may also be installed along the trail route. No lighting shall be installed within the bicycle/pedestrian paths or the forest trail, and no

lighting installed in adjacent developed areas shall directly illuminate the Natural Resource area.

11. Vance Avenue shall be reconstructed following the recommendations of the Department of Public Works dated January 27, 2017 or the applicant shall submit written approval from the Department of Public Works of an alternative design.
12. Wastewater treatment provided for the lands subject to the STMP-LUP shall be limited to provision of service for development authorized pursuant to the STMP-LUP only. No lands or development outside the STMP-LUP shall be served by wastewater treatment facilities provided for the lands subject to the STMP-LUP. No pipeline connections to collect or transfer waste water from off-site to or through the STMP-LUP lands shall be installed on or adjacent to the lands subject to the STMP-LUP.
13. Existing residences on Master Parcel 3 shall be connected to the new and upgraded waste water treatment facilities on Master Parcel 2 within 180 days after such facilities are constructed and placed in service. Existing septic system(s) shall be removed or remediated in accordance with RWQCB requirements, and otherwise properly abandoned, subject to any necessary Coastal Development Permit, within 180 days of connection of the subject residences to the new or upgraded waste water treatment facilities.
14. The final plans for the new wastewater treatment facility shall also address abandonment and removal of old wastewater collection and treatment facilities in association with development of the new facilities covered by this CDP (i.e., the simultaneous abandonment and/or removal of the existing leach fields, cesspools, and other facilities that currently accept sewage from the existing developments).
15. All exterior lighting, including any lights attached to the outside of buildings, shall be the minimum necessary for the safe ingress and egress from the structures, and shall be low-wattage, non-reflective, shielded, and have a directional cast downward such that no light will shine beyond the boundaries of the subject parcel.
16. All new or replacement fencing shall be in a location and of such design as to be safely permeable for wildlife.
17. The use of herbicides or rodenticides on lands designated Natural Resources or Public Facilities, or within other areas containing wetland or ESHA habitat or buffers is prohibited. Rodenticides that contain anticoagulant compounds are prohibited anywhere within the lands subject to the STMP-LUP.
18. A plan to control post-construction stormwater runoff flows, and maintain or improve water quality ("post-construction stormwater plan") shall specify site design, source control, and if necessary, treatment control BMPs that will be implemented to minimize stormwater pollution and minimize or eliminate increases in stormwater runoff volume and rate from the development after construction. The post-construction stormwater plan shall demonstrate the preferential consideration of low impact development (LID) techniques in order to minimize stormwater quality and quantity impacts from development. LID is a development site design strategy with a goal of maintaining or reproducing the site's pre-development hydrologic functions of storage, infiltration, and groundwater recharge, as well as the volume and rate of stormwater discharges. LID strategies use small-scale integrated and distributed management practices, including minimizing impervious surfaces, infiltrating stormwater close to its source, and preservation of permeable soils and native vegetation.

19. Water quality and hydrology plan for developments of water quality concern required. In addition to the information to be provided in the post-construction stormwater plan, applicants for "developments of water quality concern," shall submit a water quality and hydrology plan and be subject to the additional requirements listed in HCC Section 34.5.4.1.1.4.1.
20. A minimum of one of the bus stops required herein and associated amenities to serve the Samoa area shall be installed on Master Parcel 2 concurrent with the development of the Vance Avenue improvements on Master Parcel 2 and prior to occupancy of any residential development on Master Parcel 2.
21. All approved pedestrian and bicycle paths, corridors, trails and tsunami evacuation routes within the lands subject to the STMP-LUP shall be open to the public at all times. These routes shall not be blocked, gated, obscured, or otherwise barricaded at any time except as may be necessary for initial construction and for occasional short-term maintenance. Pedestrian and bicycle facilities along Vance Avenue shall be installed concurrently with other roadway improvements and shall be open for public use prior to occupancy of any residential development on Master Parcel 2.
22. The applicant shall submit and have approved by the Planning and Building Department a Landscaping Plan for the multi-family housing development. Landscaping with exotic plants shall be limited to outdoor landscaped areas immediately adjacent to the proposed development. All new landscaping within the lands subject to the STMP-LUP shall follow the California Native Plant Society (CNPS) "Guidelines for Landscaping to Protect Native Vegetation from Genetic Degradation" (<http://www.cnps.org/cnps/archive/landscaping.pdf>). The planting of invasive non-native plants including but not limited to pampas grass (*Cortaderia* sp.), acacia (*Acacia* sp.), broom (*Genista* sp.), English ivy (*Hedera helix*), and iceplant (*Carpobrotus* sp., *Mesembryanthemum* sp.) shall specifically be prohibited. No plant species listed as problematic and/or invasive and/or as a "noxious weed" by the California Native Plant Society, the California Invasive Plant Council, the State of California, or the U.S. federal government shall be used in any proposed landscaping within the lands subject to the STMP-LUP. To minimize the need for irrigation, all new landscaping shall consist primarily of native, regionally appropriate, drought-tolerant plants. New development projects that include landscape areas of 500 square feet or more shall include appropriate water conservation measures related to efficient irrigation systems and on-site stormwater capture. Development approvals for lands subject to the STMP-LUP shall attach conditions specifying these requirements.
23. Prior to the approval or issuance of a CDP for either (1) any residential development on Master Parcel 2 or (2) the comprehensive division of Master Parcel 3, the landowner/developer shall demonstrate compliance with a Final Tsunami Safety Plan incorporating the County's "Draft Tsunami Safety Plan for the Town of Samoa" dated April 2013 and all of the recommended tsunami hazard mitigation, design, safety, and other pertinent recommendations, including, but not limited to, recommendations for vertical or horizontal evacuation options throughout the STMP lands, as set forth in the following: a) the "Revised Tsunami Vulnerability Evaluation, Samoa Town Master Plan, Humboldt County, California" prepared by GeoEngineers, dated October 17, 2006; and b) the additional recommendations set forth in the "Third Party Review" of the GeoEngineers October 17, 2006 document prepared for Humboldt County by Jose Borrero, Fredric Raichlen, Harry Yeh, copy submitted to Coastal Commission by Humboldt County March 8, 2007; and c) the Final Plan

for the tsunami hazard map prepared for "Emergency Planning Purposes" by Humboldt State University for reference as an indicator of site areas and evacuation routes subject generally to tsunami hazard ; and d) a plan for distant-source tsunami events prepared by the landowner/developer and approved by the County for the orderly evacuation from the Samoa Peninsula of the maximum estimated number of occupants and visitors of STMP-LUP lands at full buildout of the development approved in the master subdivision of Parcel 3 in response to warnings of tsunami hazard with time to evacuate to safer mainland areas. The plans shall take into consideration total peninsula traffic evacuation capacity. Projects under consideration should include a requirement for signage and notification of future residents as outlined in the plan.

24. The applicant shall design the multi-family housing development with the following measures:
  - a. Development shall use structural orientation (heat gain from southern exposure) and vegetation patterns to reduce winter heating needs (such as planting deciduous trees near southern exposures to maximize the winter sun);
  - b. Development shall include energy meters that provide real-time information to users regarding energy consumption;
  - c. To the extent feasible, development shall use recycled building materials;
  - d. Development shall use building materials that minimize energy consumption during the manufacture and shipment of the materials;
  - e. Development shall use construction techniques that minimize energy consumption;
  - f. The housing development is prohibited from using restrictions such as covenants or development standards that prevent energy conserving measures such as the use of outdoor clotheslines.
25. Prior to any ground disturbing activities, the applicant shall cause to be prepared a Phase II archaeological survey for all lands on Master Parcel 2 that have not been previously surveyed.
26. SPG shall consult with the three Wiyot area Tribal Historic Preservation Officers (THPOs) and retain a cultural resources professional versed in regional historic and Native American archaeology to develop a formal Archaeological Monitoring Plan and Protocol for Inadvertent Archaeological Discoveries during STMP implementation. The plan and protocol will be developed prior to any ground disturbing activities related to implementation of the Samoa Town Master Plan.
27. The applicant shall implement the Invasive Plan Management Plan (addendum to the Samoa Town Master Plan Biological Resource Study, September 9, 2013) to the extent that it is applicable to the current project.
28. The applicant shall follow the recommendations of the report "R1/R2 and Geologic Hazards Analysis Report for the Samoa Town Master Plan," May 29, 2013 prepared by LACO Associated, Inc.
29. The residential structures will be designed by qualified professional engineers using the most restrictive provisions of the 2016 California Building Codes as well as the latest resources for designing to mitigate the hydrodynamic hazards including tsunami hazards, by the multi-agency National Tsunami Hazard Mitigation Program.

30. **Construction pollution control plan.** A construction-phase erosion, sedimentation, and polluted runoff control plan ("construction pollution control plan") shall specify interim best management practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, and prevent contamination of runoff by construction chemicals and materials, to the maximum extent practicable. The construction pollution control plan shall demonstrate compliance with the provisions of STMP-LUP New Development Standard 1 Section 34.5.4.1.1.1.
31. **Post-Construction Stormwater Plan.** A plan to control post-construction stormwater runoff flows, and maintain or improve water quality ("post-construction stormwater plan") shall specify site design, source control, and if necessary, treatment control BMPs that will be implemented to minimize stormwater pollution and minimize or eliminate increases in stormwater runoff volume and rate from the development after construction. The post-construction stormwater plan shall demonstrate compliance with the provisions of STMP-LUP New Development Standard 1 Section 34.5.4.1.1.2.
32. **Site design using low impact development techniques.** The post-construction stormwater plan shall demonstrate the preferential consideration of low impact development (LID) techniques in order to minimize stormwater quality and quantity impacts from development. LID is a development site design strategy with a goal of maintaining or reproducing the site's pre-development hydrologic functions of storage, infiltration, and groundwater recharge, as well as the volume and rate of stormwater discharges. LID strategies use small-scale integrated and distributed management practices, including minimizing impervious surfaces, infiltrating stormwater close to its source, and preservation of permeable soils and native vegetation. LID techniques to consider include, but are not limited to, the those listed in STMP-LUP New Development Standard 1 Section 34.5.4.1.1.3.
33. **Water quality and hydrology plan for developments of water quality concern.** In addition to the information to be provided in the post-construction stormwater plan, applicants for "developments of water quality concern," shall submit a water quality and hydrology plan and be subject to the following additional requirements:
- a. a) submit a water quality & hydrology plan (WQHP), prepared by a California licensed civil engineer or landscape architect, which supplements the post-construction stormwater plan. The WQHP shall include calculations, per County standards, that estimate increases in pollutant loads and changes in stormwater runoff hydrology (i.e., volume and flow rate) resulting from the proposed development, and shall specify the BMPs that will be implemented to minimize post-construction water quality and hydrologic impacts. The WQHP shall also include operation and maintenance plans for post-construction treatment control BMPs. In the application and initial planning process, the applicant shall be required to submit for approval a preliminary WQHP, and prior to issuance of a building permit the applicant shall submit a final WQHP for approval by the County Engineer; b) Selection of structural treatment control BMPs. If the County determines that the combination of site design and source control BMPs is not sufficient to protect water quality and coastal waters, a structural treatment control BMP (or suite of BMPs) shall also be required. developments of water quality concern are presumed to require treatment control BMPs to meet the requirements of the coastal land use plan and state and federal water quality laws, unless the water quality & hydrology plan demonstrates otherwise.
  - b. The water quality & hydrology plan for a development of water quality concern shall describe the selection of treatment controls BMPs. Applicants shall first

consider the treatment control BMP, or combination of BMPs, that is most effective at removing the pollutant(s) of concern, or provide a justification if that BMP is determined to be infeasible.

- c. 85th percentile design standard for treatment control BMPs. For post-construction treatment of stormwater runoff in developments of water quality concern, treatment control BMPs (or suites of BMPs) shall be sized and designed to treat, infiltrate, or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, one-hour storm event (with an appropriate safety factor of 2 or greater) for flow-based BMPs.
- d. Maintain pre-development hydrograph. In developments of water quality concern where changes in stormwater runoff hydrology (i.e., volume and flow rate) may result in increased potential for stream bank erosion, downstream flooding, or other adverse habitat impacts, hydrologic control measures (e.g., stormwater infiltration, detention, harvest and re-use, and landscape evapotranspiration) shall be implemented in order to ensure that the pre- and post-project runoff hydrographs match within 10% for a two-year return frequency storm.

Content. The water quality and hydrology plan shall contain the following:

34.5.4.1.1.4.3.1. Site design, source control, and treatment control BMPs that will be implemented to minimize post-construction water quality and hydrologic impacts.

34.5.4.1.1.4.3.2. All of the information required in sub-section A for the post-construction stormwater plan.

34.5.4.1.1.4.3.3. Pre-development stormwater runoff hydrology (i.e., volume and flow rate) from the site.

34.5.4.1.1.4.3.4. Expected post-development stormwater runoff hydrology (i.e., volume and flow rate) from the site, with all proposed non-structural and structural BMPs in place.

34.5.4.1.1.4.3.5. Measures to infiltrate or treat runoff from impervious surfaces (including roads, driveways, parking structures, building pads, roofs, and patios) on the site, and to discharge the runoff in a manner that avoids potential adverse impacts. Such measures may include, but are not limited to, structural treatment control BMPs including biofilters, grassy swales, on-site de-silting basins, detention ponds, or dry wells.

34.5.4.1.1.4.3.6. A description of how the BMPs (or suites of BMPs) have been designed to infiltrate and/or treat the amount of storm water runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, one-hour storm event (with an appropriate safety factor of two or greater) for flow-based BMPs.

34.5.4.1.1.4.3.7. Appropriate structural post-construction Treatment Control BMPs selected to remove the specific runoff pollutants generated by the development, using processes such as gravity settling, filtration, biological uptake, media adsorption, or any other physical, chemical, or biological process.

34.5.4.1.1.4.3.8. A long-term plan and schedule for the monitoring and maintenance of all structural Treatment Control BMPs. All structural BMPs shall be inspected, cleaned, and repaired as necessary to ensure their effective operation for the life of the development. Owners of these devices shall be responsible for ensuring that they continue to function properly, and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, shall be carried out prior to the next rainy season.

- e. Best management practices (BMPs); selection and incorporation.
- 34.5.4.1.1.5.1. All development shall incorporate effective site design and long-term post-construction source control BMPs, as necessary to minimize adverse impacts to water quality and coastal waters resulting from the development, to the maximum extent practicable. BMPs that protect post-construction water quality and minimize increases in runoff volume and rate shall be incorporated as necessary in the project design of developments in the following order of priority:
- 34.5.4.1.1.5.1.1. Site design BMPs: Project design features that reduce the creation or severity of potential pollutant sources, or reduce the alteration of the project site's natural stormwater flow regime. Examples are minimizing impervious surfaces, preserving native vegetation, and minimizing grading.
- 34.5.4.1.1.5.1.2. Source control BMPs: Methods that reduce potential pollutants at their sources and/or avoid entrainment of pollutants in runoff, including schedules of activities, prohibitions of practices, maintenance procedures, managerial practices, or operational practices. Examples are covering outdoor storage areas, use of efficient irrigation, and minimizing the use of landscaping chemicals.
- 34.5.4.1.1.5.1.3. Treatment control BMPs: Systems designed to remove pollutants from stormwater, by simple gravity settling of particulate pollutants, filtration, biological uptake, media adsorption, or any other physical, biological, or chemical process. Examples are vegetated swales, detention basins, and storm drain inlet filters.
- 34.5.4.1.1.5.2. The selection of BMPs shall be guided by the California Stormwater Quality Association (CASQA) Stormwater BMP Handbooks dated January 2003 (or the current edition), or an equivalent BMP manual that describes the type, location, size, implementation, and maintenance of BMPs suitable to address the pollutants generated by the development and specific to a climate similar to Humboldt County's. Caltrans' 2007 "Storm Water Quality Handbook: Project Planning and Design Guide" (or the current edition) may also be used to guide design of construction-phase BMPs. Additional guidance on BMPs is available from the state water resources and water quality boards, the U.S. Environmental Protection Agency, regional entities such as the Bay Area Stormwater Management Agencies Association's (BASMAA) "Start at the Source: Design Guidance Manual for Stormwater Quality Protection," and/or as may be developed from time to time with technological advances in water quality treatment.
- 34.5.4.1.1.5.3. Where BMPs, are required, BMPs shall be selected that have been shown to be effective in reducing the pollutants typically generated by the proposed land use. The strategy for selection of appropriate BMPs to protect water quality and coastal waters shall be guided by tables which list pollutants of concern and appropriate BMPs for each type of development or land use.

**Informational Notes:**

1. If buried archaeological or historical resources are encountered during construction activities, the contractor on-site shall call all work in the immediate area to halt temporarily, and a qualified archaeologist is to be contacted to evaluate the materials. Prehistoric materials may include obsidian or chert flakes, tools, locally darkened midden soils, groundstone artifacts, dietary bone, and human burials. If human burial is found during construction, state law requires that the County Coroner be contacted immediately. If the remains are found to be those of a Native American, the California Native American

Heritage Commission will then be contacted by the Coroner to determine appropriate treatment of the remains. The applicant is ultimately responsible for ensuring compliance with this condition.

2. The applicant is responsible for receiving all necessary permits and/or approvals from other federal, state and local agencies.
3. NEW DEVELOPMENT TO REQUIRE PERMIT. Any new development as defined by Section 313-139.6 of the Humboldt County Code (H.C.C.), shall require a Coastal Development Permit modification, except for Minor Deviations from the Plot Plan as provided under Section 312-11.1 of the Zoning Regulations.
4. The period within which use must be commenced shall be **June 7, 2020**, the same as for the original Coastal Development Permit, Planned Development Permit, Special Permit and Conditional Use Permit (CDP 16-064, CUP 16-209, PDP 17-001, SP 17-008). The permit may be extended as provided by Section 312-11.3 of the Humboldt County Code.

**ATTACHMENT 2**  
**Staff Analysis of the Evidence Supporting the Required Findings**

**Required Findings:** To approve this project, the Planning Commission must determine that the applicants have submitted evidence in support of making **all** of the following required findings.

A. Subdivision Required Findings:

1. That the proposed subdivision together with the provisions for its design and improvements, is consistent with the County's General Plan.
2. That the tentative subdivision map conforms with the requirements and standards of the County's subdivision regulations.
3. That the proposed subdivision conforms to all requirements of the County's zoning regulations.
4. The proposed subdivision is not likely to cause substantial environmental damage.
5. The proposed development does not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law, unless the following written findings are made supported by substantial evidence: 1) the reduction is consistent with the adopted general plan including the housing element; and 2) the remaining sites identified in the housing element are adequate to accommodate the County share of the regional housing need; and 3) the property contains insurmountable physical or environmental limitations and clustering of residential units on the developable portions of the site has been maximized.

B. The Coastal Zoning Ordinance, Section 312-17.1 of the Humboldt County Code (Required Findings for All Discretionary Permits) specifies the findings that are required to grant a Coastal Development Modification:

1. The proposed development is in conformance with the County General Plan;
2. The proposed development is consistent with the purposes of the existing zone in which the site is located;
3. The proposed development conforms with all applicable standards and requirements of these regulations; and
4. The proposed development and conditions under which it may be operated or maintained will not be detrimental to the public health, safety, or welfare; or materially injurious to property or improvements in the vicinity.
5. The proposed development does not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law (the midpoint of the density range specified in the plan designation), unless the following written findings are made supported by substantial evidence: 1) the reduction is consistent with the adopted general plan including the housing element; and 2) the remaining sites identified in the housing element are adequate to accommodate the County share of the regional housing need; and 3) the property contains insurmountable physical or environmental limitations and clustering of residential units on the developable portions of the site has been maximized.

6. Finally, the California Environmental Quality Act (CEQA) states that one of the following findings must be made prior to approval of any development which is subject to the regulations of CEQA:
  1. The project either is categorically or statutorily exempt; or
  2. There is no substantial evidence that the project will have a significant effect on the environment or any potential impacts have been mitigated to a level of insignificance and a negative declaration has been prepared pursuant to Section 15070 of the CEQA Guidelines; or
  3. An environmental impact report (EIR) has been prepared and all significant environmental effects have been eliminated or mitigated to a level of insignificance, or the required findings in Section 15091 of the CEQA Guidelines are made.

**Department's Analysis**

**A.1/B.1 Consistency with the General Plan**

The following table identifies the evidence which supports finding that the proposed project is in conformance with all applicable policies and standards in Chapters 2-4 of the Framework Plan (FP) and Humboldt Bay Area Plan (HBAP). Several policies in the HBAP are specific to the Samoa area. The Samoa town site is within the Urban Limit Line.

<b>Plan Section(s)</b>	<b>Summary of Applicable Goal, Policy or Standard</b>	<b>Evidence Which Supports Making the General Plan Conformance Finding</b>
Land Use 4.10 (HBAP)	RM – Residential Medium Density: to make effective use of limited urban land and provide areas for residential use of mobile homes in urban areas, consistent with availability of public services.  Principle Use: Duplex, multiple unit and mobile home residential development for occupancy by individuals.	The project involves development of 80 units of multi-family housing on Parcel 1 in the RM portion of the property. The units must be affordable to persons of low or moderate income as defined in Health and Safety Code Section 50093.
Land Use 4.10 (HBAP)	PF – Public Facility: to protect sites appropriate for the development of public and private sector civic service facilities.	The project involves development of a new wastewater treatment facility and domestic water supply on Parcel 2 in the areas designated PF.

<p>315.A (Urban) and 3.27.A.2. (Rural) Recreation Planned Uses (HBAP)</p>	<p>Commercial Recreation facilities are planned at the intersection of New Navy Base Road and the Samoa Bridge.</p> <p>Encourage private sector as provider of visitor serving facilities. Within the urban limit, development of non-coastal dependent recreational facilities are deemed to serve the overall goal of improving coastal recreational opportunities.</p> <p>Encourages provision of on-site recreational opportunities in major development.</p>	<p>The project area does not include and does not involve any development at the intersection of New Navy Base Road and the Samoa Bridge and so would not interfere with future development of that site.</p>
<p>Housing: 3.16 (Urban) and 3.28 (Rural) (HBAP) 2400 (FP)</p>	<p>Housing shall be developed in conformity with the goals, policies and standards of the Humboldt County Housing Element.</p> <p>Housing opportunities for persons of low and moderate income shall be protected, encouraged, and provided, where feasible.</p> <p>Encourage Planned Unit Developments (PUD) where extra ordinary public benefits to the community are provided such as dedication of open space and public access, protection of visual resources and habitats, and provide housing for persons of low and moderate income.</p>	<p>The proposed project will place the multifamily housing development on proposed Parcel 1 to facilitate project financing. The proposed project will serve to further the goals of the Housing Element by providing for a mix of housing suitable for a mid to low range of income levels. In addition the project supported development of a Planned Unit Development to create 80 additional residential units of affordable "workforce" housing units proposed on southeast corner of Soule Street and Vance Avenue.</p> <p>Project development will be reviewed for conformance with Government Code Section 65590 regarding low- and moderate-income housing within the Coastal Zone and the County's adopted Housing Element.</p>
<p>Hazards: 3.17 (Urban) and 3.29 (Rural) (HBAP) 3100 (FP)</p>	<p>New development shall minimize risk to life and property in areas of high geologic, flood and fire hazards.</p>	<p>Geologic, flood and fire hazards are addressed and mitigated as necessary to minimize impacts in the project Master Environmental Impact Report. (See Chapter 2, Section 2.7 and Chapter 4, Section 4.7 for specific analysis and mitigation). Specific mitigation for Tsunami hazards is included in the Master Plan EIR. (See Chapter 4.7.2 MEIR Recirculation Draft 2).</p>

<p>Cultural Resource Protection</p> <p>3.18 (Urban) and 3.29.1 (Rural)</p> <p>(HBAP)</p> <p>3500 (FP)</p>	<p>New development shall protect cultural, archeological and paleontological resources.</p>	<p>A cultural resource inventory and resource preservation recommendations have been developed for the project and incorporated into the project mitigation. Cultural resources are addressed and mitigated as necessary to minimize impacts in the project Master Environmental Impact Report. (See Chapter 2, Section 2.1 and Chapter 4, Section 4.1 for specific analysis and mitigation).</p>
<p>Biological Resource Protection</p> <p>3.30</p> <p>(HBAP)</p> <p>3400-3604 (FP)</p>	<p>To protect designated sensitive and critical resource habitats.</p> <p>The Dune area extending west of Manila and Samoa Bridge is composed of environmentally sensitive dune habitats, and therefore is designated "natural resources." This designation restricts the type of development allowed in this area.</p>	<p>The project is sited and designed to avoid sensitive habitats by selection of previously developed areas for future development and maintaining sensitive biological habitats in open space. Biological resources are addressed and mitigated as necessary to minimize impacts in the project Master Environmental Impact Report. (See Chapter 2, Section 2.4 and Chapter 4, Section 4.4 for specific analysis and mitigation).</p> <p>None of the beach and dune areas along the west side of New Navy Base Road will be disturbed.</p>
<p>Visual Resource Protection</p> <p>3.40</p> <p>(HBAP)</p> <p>3540 (FP)</p>	<p>New development shall conserve and protect scenic and visual qualities of coastal areas.</p> <p>Samoa Blvd., directly west of Arcata, also offers views of the Bay and surrounding agriculture lands that are unparalleled near most urban coastal areas.</p>	<p>Development under the Master Plan proposes to preserve the plan area's high visual qualities, and develop areas of low visual quality (e.g. vacant industrial areas). Visual screening and landscaping requirements (as specified in the project Master EIR mitigation) will also be used to protect scenic and visual qualities. Aesthetics and visual resources are addressed and mitigated as necessary to minimize impacts in the project Master Environmental Impact Report. (See Chapter 2, Section 2.9 and Chapter 4, Section 4.9 for specific analysis and mitigation).</p> <p>Significant areas of land located between New Navy Base Road and the residential areas will be maintained in open space and restored to a natural dune environment. Visual resource protection will be maintained.</p>

Plan Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Which Supports Making the General Plan Conformance Finding
STMP (Coastal Access) Policy 4.B.	A minimum of one of the bus stops required herein and associated amenities to serve the Samoa area shall be installed on Master Parcel 2 concurrent with the development of the Vance Avenue improvements on Master Parcel 2 and prior to occupancy of any residential development on Master Parcel 2. The other bus stops required herein shall be installed prior to commencement of construction of development within the new residential and business park areas.	This requirement has been made a condition of approval.
STMP (Coastal Access) Policy 2.A.	All approved pedestrian and bicycle paths, corridors, trails and tsunami evacuation routes within the lands subject to the STMP-LUP shall be open to the public at all times. These routes shall not be blocked, gated, obscured, or otherwise barricaded at any time except as may be necessary for initial construction and for occasional short-term maintenance. Pedestrian and bicycle facilities along Vance Avenue shall be installed concurrently with other roadway improvements and shall be open for public use prior to occupancy of any residential development on Master Parcel 2.	This requirement has been made a condition of approval.

<p>STMP (ESHA) Policy 14</p>	<p>Landscaping with exotic plants shall be limited to outdoor landscaped areas immediately adjacent to the proposed development. All new landscaping within the lands subject to the STMP-LUP shall follow the California Native Plant Society (CNPS) "Guidelines for Landscaping to Protect Native Vegetation from Genetic Degradation" (<a href="http://www.cnps.org/cnps/archive/landscaping.pdf">http://www.cnps.org/cnps/archive/landscaping.pdf</a>). The planting of invasive non-native plants including but not limited to pampas grass (<i>Cortaderia</i> sp.), acacia (<i>Acacia</i> sp.), broom (<i>Genista</i> sp.), English ivy (<i>Hedera helix</i>), and iceplant (<i>Carpobrotus</i> sp., <i>Mesembryanthemum</i> sp.) shall specifically be prohibited. No plant species listed as problematic and/or invasive and/or as a "noxious weed" by the California Native Plant Society, the California Invasive Plant Council, the State of California, or the U.S. federal government shall be used in any proposed landscaping within the lands subject to the STMP-LUP. To minimize the need for irrigation, all new landscaping shall consist primarily of native, regionally appropriate, drought-tolerant plants. New development projects that include landscape areas of 500 square feet or more shall include appropriate water conservation measures related to efficient irrigation systems and on-site stormwater capture. Development approvals for lands subject to the STMP-LUP shall attach conditions specifying these requirements.</p>	<p>This requirement has been made a condition of approval.</p>
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<p>STMP (Hazards) Policy 4</p>	<p>Prior to the approval or issuance of a CDP for either (1) any residential development on Master Parcel 2 or (2) the comprehensive division of Master Parcel 3, the landowner/developer shall demonstrate compliance with a Final Tsunami Safety Plan incorporating the County's "Draft Tsunami Safety Plan for the Town of Samoa" dated April 2013 and all of the recommended tsunami hazard mitigation, design, safety, and other pertinent recommendations, including, but not limited to, recommendations for vertical or horizontal evacuation options throughout the STMP lands, as set forth in the following: a) the "Revised Tsunami Vulnerability Evaluation, Samoa Town Master Plan, Humboldt County, California" prepared by GeoEngineers, dated October 17, 2006 ; and</p>	<p>This requirement has been made a condition of approval.</p>
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	<p>b) the additional recommendations set forth in the "Third Party Review" of the GeoEngineers October 17, 2006 document prepared for Humboldt County by Jose Borrero, Fredric Raichlen, Harry Yeh, copy submitted to Coastal Commission by Humboldt County March 8, 2007; and</p> <p>c) the Final Plan for the tsunami hazard map prepared for "Emergency Planning Purposes" by Humboldt State University for reference as an indicator of site areas and evacuation routes subject generally to tsunami hazard ; and</p> <p>d) a plan for distant-source tsunami events prepared by the landowner/developer and approved by the County for the orderly evacuation from the Samoa Peninsula of the maximum estimated number of occupants and visitors of STMP-LUP lands at full buildout of the development approved in the master subdivision of Parcel 2 3 in response to warnings of tsunami hazard with time to evacuate to safer mainland areas. The plans shall take into consideration total peninsula traffic evacuation capacity.</p>	
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<p>STMP (Archaeological Resources) Policy 1</p>	<p>Prior to the filing as complete a CDP application for any development of the lands subject to the STMP-LUP, a Phase II archaeological resources assessment of all known archaeological sites shall be submitted that defines the resultant boundaries of such sites if not formerly known, or if the boundaries of the sites are fully recognized, shall ensure that the former Wiyot village sites and all five of the sites noted previously by County studies or referenced in the County's environmental impact reports for the "Samoa Town Master Plan" are protected from further development and disturbance. Prior to approval of a CDP for any development of the lands subject to the STMP-LUP, the landowner and County shall confer with designated Wiyot representatives to ensure that the cultural resources identified herein are protected in accordance with the Wiyot representative's recommendations. The Coastal Development Permit for any land division or other development that is undertaken on lands subject to the resultant restrictions shall be conditioned to ensure the continuing protection of the archaeological resources identified in accordance with these requirements.</p>	<p>The waste water treatment facility site has had prepared a Phase II study and no archaeological sites were found.</p> <p>The multi-family housing site was reviewed in March 2017 by James Roscoe and it was noted that there are no known archaeological sites in the vicinity of that project.</p> <p>The project will include a protocol for monitoring and handling of inadvertent discoveries per required mitigation.</p> <p>Phase II archaeological survey is required prior to any ground disturbing activities in areas which have not been previously surveyed.</p>
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<p>STMP (New Development) Policy 7</p>	<p>A. To minimize energy demands, which are associated with structural and transportation energy use, development of lands subject to the STMP-LUP shall minimize vehicle miles traveled, and conserve energy by means such as, but not limited to, the following:</p> <ol style="list-style-type: none"> <li>1. Siting development in a manner that will minimize traffic trips;</li> <li>2. Prohibiting retail sales establishments designed to attract more than an incidental percentage of customers from offsite areas;</li> <li>3. Incorporating the "smart growth" development concepts that combine interdependent uses that potentially reduce offsite traffic trips, including adequate grocery and convenience stores in the revitalized downtown area to supply resident and visitor needs with fewer offsite trips;</li> <li>4. Providing well designed and appropriately located bus stops along Vance Avenue;</li> <li>5. Providing amenities for the convenience and safety of pedestrians and bicyclists to encourage the use of non-motorized and/or public transportation, including a well-designed network of bicycle paths, safe sidewalks, and separate footpaths that link various areas within Samoa and to the nearby beach and natural resource area interpretive trails;</li> <li>6. Incorporating energy efficient building technologies;</li> <li>7. Requiring development to meet high standards regarding the energy efficiency of proposed structures; heating, ventilation, and air conditioning systems (HVAC); hot water heaters, appliances; insulation; windows; doors; and lighting such as the standards of established voluntary programs such as Energy Star, LEED, or Build It Green;</li> </ol>	<p>The project has been designed to the extent feasible to address the applicable measures of this policy. Several of the items are only applicable to overall and final town development and master plan implementation and will be addressed during later phases of the master plan (e.g.1, 2, 3, 14 and 15 ), 4 is a condition of approval, others are incorporated into the project design (5,6,7, and 8), and some items are included as conditions of approval (9, 10, 11, 12, 13 and 16).</p>
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<p>STMP (New Development) Policy 7</p>	<p>8. Requiring development to incorporate alternative sources of energy such as photovoltaics, solar water heaters, passive solar design, wind generators, heat pumps, geothermal, or biomass;</p> <p>9. Requiring development to use structural orientation (heat gain from southern exposure) and vegetation patterns to reduce winter heating needs (such as planting deciduous trees near southern exposures to maximize the winter sun);</p> <p>10. Requiring development to include energy meters that provide real-time information to users regarding energy consumption;</p> <p>11. Requiring development to use recycled building materials;</p> <p>12. Requiring development to use building materials that minimize energy consumption during the manufacture and shipment of the materials;</p> <p>13. Requiring development to use construction techniques that minimize energy consumption;</p> <p>14. Incorporating structural amenities within non-residential development to encourage the use of non-motorized or public transportation by employees (such as sheltered bicycle storage, bicycle lockers, restrooms with showers/personal lockers, etc.);</p> <p>15. Encouraging employer incentives such as paid bus passes, etc., to encourage employee use of public transportation;</p> <p>16. Prohibiting restrictions such as covenants or development standards that prevent energy conserving measures such as the use of outdoor clotheslines.</p>	<p>The project has been designed to the extent feasible to address the applicable measures of this policy. Several of the items are only applicable to overall and final town development and master plan implementation and will be addressed during later phases of the master plan (e.g. 1, 2, 3, 14 and 15 ), 4 is a condition of approval, others are incorporated into the project design (5,6,7, and 8), and some items are included as conditions of approval (9, 10, 11, 12, 13 and 16).</p>
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<p>STMP (New Development) Policy 7</p>	<p>B. Coastal Development Permits authorized for development of lands subject to the STMP-LUP shall include specific findings concerning the extent of the subject project's incorporation of measures to reduce vehicle miles traveled and to minimize the use of energy.</p>	<p>The project has been designed to the extent feasible to address the applicable measures of this policy. Several of the items are only applicable to overall and final town development and master plan implementation and will be addressed during later phases of the master plan (e.g.1, 2, 3, 14 and 15 ), 4 is a condition of approval, others are incorporated into the project design (5,6,7, and 8), and some items are included as conditions of approval (9, 10, 11, 12, 13 and 16). Given the design to address energy usage and other aspects of New Development Policy 7A, the finding for NEW Development Policy 7B can be made.</p>
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<p>STMP (New Development) Policy 4 and 5</p>	<p>Demonstrate the existence of a mechanism, organized under public ownership or management, for the on-going funding and maintenance of the STMP's potable water delivery system, waste water processing system, storm water facilities, fire and life safety facilities and services, open spaces, common areas, etc.</p> <p>Administrative rules, regulations, bylaws and/or operating requirements adopted by the service providers for funding, monitoring, and managing services.</p>	<p>The applicant has filed with the County letters from the Samoa Peninsula Fire District and from the Humboldt Local Agency Formation Commission detailing on-going efforts for reorganization and formation of a Community Service District.</p>
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<p>STMP (New Development) Policy 8</p>	<p>Requires that development authorized within the STMP-LUP overlay area incorporate best available practices for the protection of coastal waters.</p>	<p>These practices are described on the grading notes of the draft improvement plans for Vance Avenue and erosion control measures required during construction. The Plans indicate that runoff from the roads will flow into swales along the road, rather than being collected in curb and gutter sections. Since more than one acre will be disturbed by construction, a Storm Water Pollution Prevention Plan (SWPPP) and Erosion Control Plan will be prepared consistent with Cal EPA, State Water Resources Control Board, Construction General Permit Order No. 2009-0009-DWQ effective July 17, 2012.</p>
<p>STMP (New Development) Policy 9</p>	<p>Requires that waste water treatment provided for lands subject to the STMP-LUP shall be limited to provision of service for development authorized pursuant to the STMP-LUP only.</p>	<p>This requirement is included as a condition of approval.</p>
<p>STMP (New Development) Policy 10</p>	<p>Requires that existing residences on Master Parcel 3 shall be connected to the new or upgraded waste water treatment facilities on Master Parcel 2 within 180 days after such facilities are constructed and placed in service and that existing septic system(s) shall be removed or remediated in accordance with RWQCB requirements, and otherwise properly abandoned, subject to any necessary Coastal Development Permit, within 180 days of connection of the subject residences to the new or upgraded waste water treatment facilities.</p>	<p>This requirement is included as a condition of approval.</p>

<p>STMP (Community Character/Visual) Policy 1</p> <p>STMP (Community Character/Visual) Policy 2</p>	<p>Requires that new construction within the greater Samoa town area shall extend and enhance the historic community character. New development, including signage and lighting, shall not interfere with the special character of the existing historic neighborhoods and public views available from the public vantage points and from special community gathering places such as the Women's Club.</p>	<p>The applicant has submitted an analysis showing how the proposed affordable housing development and street improvements enhance the historic character. Additionally, the applicant has submitted a completed worksheet from the New Town Design Guidelines appendices which documents how the existing architectural features and character have been used to guide the overall design of the proposed development. While the proposed schematic design for the affordable housing development strives for a simple coastal town feel, it does not attempt to replicate the historic architectural features, thereby consistent with the Secretary of Interior's guidelines that "new design should always be clearly differentiated so that the addition does not appear to be part of the historic resource."</p>
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<p>STMP (Community Character/Visual) Policy 5</p>	<p>Requires that development, including lighting and signage, shall be designed and constructed in a manner that: (a) protects distant night skyline views from distant vantage points towards the Pacific Ocean and Humboldt Bay; (b) protect public views of the existing town site from public vantage points such as New Navy Base Road, and (c) protects coastal views from the town site, such as the panoramic views of Humboldt Bay and the Pacific Ocean available from the Women's Club and other higher elevation locations.</p>	<p>Signage is limited to the minimum required roadway signage in accordance with Public Works standards. All proposed pedestrian and street lighting is provided by wood poles with dark sky-friendly LED light fixtures per PG&amp;E standards and in accordance with County of Humboldt regulations. The lighting is directed downwards with minimal back lighting, uplighting, and glare. This will minimize the impact to night skyline views from the various vantage points listed. The current project, with the exception of the new roadway, is distinct and remotely located from the historic Old Town and does not affect the existing historic neighborhoods, public vantage points, or special places such as the Women's Club.</p>
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STMP (Community Character/Visual) Policy 8	Requires that all exterior lights, including any lights attached to the outside of buildings, shall be the minimum necessary for the safe ingress and egress of the structures, and shall be low-wattage, non-reflective, shielded, and have a directional downcast such that no light will shine beyond the boundaries of the subject parcel.	This requirement is included as a condition of approval.
STMP (Wetlands/ESHA) Policy 1 and Policy 4	Requires that development maintain a minimum buffer of at least 100 feet from identified ESHA.	The project has been designed to maintain 100 foot ESHA buffer.
STMP (Wetlands/ESHA) Policy 2	Prohibits non-resource dependent development within NR area, except for five specified exception	The project does not include development in NR areas.
STMP (Wetlands/ESHA) Policy 3	Requires that full development under the Samoa Town Master Plan provide neighborhood parks that include active recreation and play areas and picnic facilities.	Such facilities are included in the Master Plan full build out, and in some cases are already in existence (tennis courts, basketball court, soccer field, etc.). Additionally, the multi-family project design includes: two children's playscapes, a commons meeting room with patio, and fitness facilities,
STMP (Wetlands/ESHA) Policy 7	Requires that all new and replacement fencing shall require a coastal development permit based on findings that the location and design of such fencing is safely permeable for wildlife.	This requirement is included as a condition of approval.

<p>STMP (Wetlands/ESHA) Policy 9</p>	<p>Requires a plan for removal of invasive, non-native plant species.</p>	<p>The applicant has submitted an Invasive Plant Management Plan as an addendum to the STMP Biological Resource Study – September 2013, and it is on file with the Planning Department. A condition of approval is included that the applicant shall implement that plan as it is applicable to the current project.</p>
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<p>STMP (Wetlands/ESHA) Policy 13</p>	<p>Prohibits the use of rodenticides or herbicides on lands designated NR or PF or within other areas containing wetland or ESHA habitat or the buffers thereof. Prohibits the use of rodenticides that contain anticoagulant compounds..</p>	<p>This requirement is included as a condition of approval.</p>
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<p>STMP (Wetlands/ESHA) Policy 14</p>	<p>Specifies various landscaping restrictions for the STMP-LUP lands: (1) landscaping with exotic plants shall be limited to outdoor landscape areas immediately adjacent to the proposed development; (2) all new landscaping shall follow the California Native Plant Society (CNPS) "Guidelines for Landscaping to Protect Native Vegetation from Genetic Degradation; (3) planting of invasive non-native plants shall be prohibited; (4) no plant species listed as problematic and/or invasive and/or as a noxious weed by the CNPS, the California Invasive Plant Council, the State of California, or the U.S. federal government shall be used in any proposed landscaping; (5) to minimize the need for irrigation, all new landscaping shall consist primarily of native, regionally appropriate, drought-tolerant plants; and (6) new development projects that include landscape areas of 500 square feet or more shall include appropriate water conservation measures related to effluent irrigation systems and on-site stormwater capture.</p>	<p>Submitted Schematic Design – Sheet A2.2. Site Plan &amp; Landscape Plan demonstrates compliance with the listed requirements for the affordable housing development.</p>
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<p>STMP (<i>Hazards</i>) Policy 1</p>	<p>Requires a site-specific geologic study and review prepared by and accompanied by the written determination of a California licensed professional civil engineer or California licensed professional engineering geologist stating specifically that the proposed development, if constructed in accordance with the expert's recommendations, will be safe from hazards posed by landslide, slope failure, or liquefaction, and safe from catastrophic failure in the event of the maximum credible earthquake or tsunami.</p>	<p>The applicant has had prepared and submitted the "R1/R2 and Geologic Hazards Analysis Report for the Samoa Town Master Plan," May 29, 2013 prepared by LACO Associated, Inc.</p> <p>A condition of approval is included stating that the applicant shall follow the recommendations of that report.</p>
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STMP (Hazards) Policy 2	Requires that all proposed critical facilities such as waste water treatment and disposal facilities and the proposed water storage tank include a potential coastal hazards analysis that addresses the potential for erosion, flooding, wave attack, scour and other conditions.	The applicant has submitted a Technical Memorandum prepared by California Engineering Company, Inc.(July 23, 2009) which addresses potential impacts on Infrastructure Due to Sea Level Rise. The Memorandum includes mitigation measures to address these potential hazards.
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STMP (Hazards) Policy 3	Requires that new development associated with the provision of critical or significant community support functions shall be designed and located in a manner that will be free of the risk of catastrophic failure associated with earthquake or tsunami hazards, taking into account a minimum of 5.3 feet of sea level rise by 2100.	<p>The applicant has had prepared and submitted the "R1/R2 and Geologic Hazards Analysis Report for the Samoa Town Master Plan," May 29, 2013 prepared by LACO Associated, Inc.</p> <p>A condition of approval is included stating that the applicant shall follow the recommendations of that report.</p> <p>The applicant has submitted a Technical Memorandum prepared by California Engineering Company, Inc.(July 23, 2009) which addresses potential impacts on Infrastructure Due to Sea Level Rise. The Memorandum includes mitigation measures to address these potential hazards.</p>
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STMP (Hazards) Policy 4	Requires compliance with a Final Tsunami Safety Plan incorporating the County's "Draft Tsunami Safety Plan for the Town of Samoa" dated April 2013.	The Tsunami Safety Plan for the Town of Samoa (draft updated April 2013) provides the recommendations listed for this item. A copy of the plan is on file with the Humboldt County Planning Division. A condition of approval is included that projects under consideration should include a requirement for signage and notification of future residents as outlined in the plan.
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<p>STMP (Hazards) Policy 5</p>	<p>Requires the new development be sited and designed in a manner that places the lowest habitable floor at an elevation not lower than 32 feet above mean sea level. Requires that all residential structures shall be designed to withstand the hydrostatic and hydrodynamic loads and effects of buoyance associated with inundation by storm surge and tsunami wave up to and including maximum credible tsunami run-up without experiencing a catastrophic structural failure. For tsunami-resilient design purposes, a minimum sea level rise rate of 3.2 feet by 2100 shall be used when combined with a maximum credible tsunami condition.</p>	<p>As shown in the Schematic Design set, dated February 6, 2017, the proposed affordable housing development consists of two and three story townhome style buildings. The Site Plan on sheet A2.1 shows that the existing grade is approximately 22 feet above mean sea level on the lands to be developed. The ground floor includes only non-habitable spaces, including garages, utility spaces and bicycle storage areas. The Cross Section Diagram on sheet A4.1 shows that the ground floor wall height is 9'1" tall. When accounting for building pad grading and the height of the floor framing assembly, which will add no less than 2 feet to the ground floor height, it is demonstrated that a finished floor of 32 feet above sea level for the lowest habitable space will be achieved. The residential structures will be designed by qualified professional engineers using the most restrictive provisions of the 2016 California Building Codes as well as the latest resources for designing to mitigate the hydrodynamic hazards including tsunami hazards, by the multi-agency National Tsunami Hazard Mitigation Program. This has been made a condition of approval.</p>
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<p>STMP (Archaeological Resources) Policy 1</p>	<p>Requires a Phase II archaeological resources assessment of all known archaeological sites which defines the boundaries of such sites if not formerly known, or if all five sites noted previously in the Master EIR are protected from further development and disturbance.</p>	<p>A Phase II archaeological evaluation of a surface marine shell scatter at the site of the proposed WWTF was conducted by James Roscoe and William Rich in January 2015. A copy of this report is on file with the Humboldt County Planning Division. No archaeological resources were identified.</p> <p>On March 9, 2017, James Roscoe submitted a cultural resource assessment for the proposed multi-family housing project which include a field visit. The observation was made that the entire project site had been heavily impacted by historic-era development and use associated with the redwood lumber milling at Samoa. The entire area had been graded and covered with imported fill and/or pavement. This survey concurred with earlier findings that the proposed area of the affordable housing project did not contain evidence of significant prehistoric or historic-era cultural resources.</p> <p>Nonetheless, in keeping with the Memorandum of Agreement with the three local Wiyot tribes, the project is conditioned with requirements for conducting Phase II archaeological surveys prior to any ground disturbing activities for areas that had not already been so surveyed. Additionally, the Samoa Pacific Group is required to consult with the three Wiyot area Tribal Historic Preservation Officers (THPOs) and retain a cultural resources professional versed in regional historic and Native American archaeology to develop a formal Archaeological Monitoring Plan and Protocol for Inadvertent Archaeological Discoveries during STMP implementation. The plan and protocol will be developed prior to any ground disturbing activities related to implementation of the Samoa Town Master Plan. These requirements have been added as conditions of approval.</p>
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**A.2. Subdivision Regulations:** The following table identifies the evidence which supports finding that the proposed subdivision is in conformance with all applicable policies and standards in Section 66474 of the State Subdivision Map Act and Title III Division 2 of the Humboldt County Code (H.C.C.).

Section(s)	Applicable Subdivision Requirements	Evidence Supporting Subdivision Requirement Finding
Lot Suitability 322-3	All lots shall be suitable for their intended uses.	The subdivision will create two parcels, both suitable for intended uses. Evidence submitted by the applicant, staff site inspections and referral agency comments indicate that the proposed multifamily lot will be suitable residential development and the proposed public facilities lot will be suitable for development of wastewater treatment facilities.
Access and Drainage 324-1	Improvements shall be required for the safe and orderly movement of people and vehicles.	The parcels will be accessed via Vance Avenue.
Sewer & Water 324-1 (d)	Sewer and water systems shall be constructed to appropriate standards.	Sewer and water services will be provided in accordance with the previously approved Coastal Development Permit and Conditional Use Permit and consistent with water and wastewater provisions of the STMP-LUP.
Access Road Appendix 4-1	Roadway design must incorporate a 40-foot right of way unless an exception is granted.	Vance Avenue will be a 40-foot right of way.
<p>314-17.1.5 and 322-3.1 Housing Element Densities</p> <p>The proposed development does not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law, except where:</p> <p>1) the reduction is consistent with the adopted general plan including the housing element; and 2) the remaining sites identified in the housing element are adequate to accommodate the County share of the regional housing need; and 3) the property contains insurmountable physical or environmental limitations and clustering of residential units on the developable portions of the site has been maximized.</p>		<p>The proposed project will provide for an additional 80 low to moderate income housing units and will thus serve to increase residential density of the project area as well as support development of additional infrastructure that will be able to be expanded to serve additional residential units.</p>

**A/B 2 & 3. Consistency with Humboldt County Zoning Regulations and Development Standards**

Code Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Which Supports Making the Consistency Finding
<p>313-4.1. Public Facility (Urban) PF1</p> <p>Development Standards</p>	<p>To protect sites appropriate for the development of public and private sector civic service facilities. Principal uses include essential services and minor utilities. Conditional uses include extensive impact civic uses and uses not enumerated.</p> <p>Setbacks: Front – none Rear – 15' Side - none</p> <p>Min. Lot size: 5,000 sf. Min. Lot width: 50' Max Lot Depth: 3X lot width</p> <p>Max Ground Coverage: none specified</p> <p>Max Structure Height: 45'</p>	<p>The proposed development of a new waste water treatment facility and domestic water supply facility is considered as essential services. The project includes a conditional use permit to allow for development of these facilities as a possible extensive impact civic use.</p> <p>Complies with all setbacks.</p> <p>PF parcel (Parcel 2) will be 7.84 acres after subdivision. Complies</p> <p>Not applicable</p>
<p>313-6.2 Residential Multi-Family RM</p> <p>Development Standards</p>	<p>Multi-Family Residential, Group Residential and Minor Utilities to serve these uses.</p> <p><b>Setbacks:</b> Front – 20' Rear – 10' Side – 5'</p> <p>Min. Lot size: 5,000 sf. Min. Lot width: 50' Max Lot Depth: 3X lot width Max Ground Coverage: 60%</p> <p><b>Setbacks between multiple units:</b> Max Structure Height: 45' Min. distance between buildings: 10' Min. distance between the front of any d.u. and any other building on site: 20' Min. distance between the front of any d.u. and any side lot line: 12'</p>	<p>The project is for 80 units of multi-family type housing to be developed in ten buildings and to include common facilities, including a community building with kitchen, office and meeting room.</p> <p>The multi-family project is designed as a Planned Unit Development, however, overall it meets the standards for setbacks of the RM zoning on that portion of the parcel that is zoned RM. RM parcel (Parcel 1) will be 3.86 acres (net) after subdivision. Complies</p> <p>The project meets the requirements for setbacks between multiple units.</p>

Code Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Which Supports Making the Consistency Finding
Parking §313-109.1.4.1.2	2 parking spaces for each 2 or 3 bedroom dwelling unit.	80 dwelling units are proposed and each unit will have 2 tandem parking spaces (one in a garage and one in the driveway) as part of the planned development permit design and in addition there will be an additional 31 parking spaces for guest for the entire multi-family development.
<b>Section 313-19 Design Review Combining Zone</b>	Review projects for development of new structures for consistency with Samoa Design Guidelines and for compatibility with existing contributing historic structures.	<p>The proposed new multi-family housing was reviewed and found to be in conformance with the "New Town Samoa Design Guidelines."</p> <p>Roofing shall be composition shingles.</p> <p>Driveways located away from street intersections.</p> <p>No parking permitted in the front setback unless within the front-loading access to the garage.</p> <p>No fencing or retaining walls are proposed.</p> <p>No signage is proposed on the site plan.</p> <p>Exterior lighting shall be directed downward and not cause excessive glare to neighboring properties.</p> <p>Utilities shall be underground.</p> <p>Use of common area for trash and recycling is proposed.</p> <p>Natural drainage routes are maintained wherever possible.</p> <p>Landscaping plans shall utilize plant materials that are compatible with the local climate and setting.</p> <p>Building permit applications for new construction shall be reviewed for use of appropriate architectural features, siding, paint color, etc. for consistency with the New Town design guidelines.</p>

Code Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Which Supports Making the Consistency Finding
<p><b>Section 313-15 et seq. Combining Zones</b></p>	<p>34.5.4.1 <u>STMP (New Development) Standard 1:</u></p> <p>34.5.4.1.1. New development authorized within the STMP-LUP including restoration of existing structures shall incorporate the best available practices for the protection of coastal waters. To achieve these standards, the applicant shall provide supplemental information as a filing requirement of any coastal development permit application for development within the area subject to the STMP, and the pertinent decision-makers shall adopt specific findings and attach conditions requiring the incorporation of, and compliance with, these water quality protection measures in approving coastal development permits for subdivision or further development of the lands subject to the standards of the STMP.</p>	<p>Submitted Schematic Design – Sheet A2.2. Site Plan &amp; Landscape Plan demonstrates compliance with some of the listed requirements for the affordable housing development (swales and drainage plan). Additional compliance details are required as conditions of approval.</p> <p><u>Construction pollution control plan.</u> Applicant has submitted a construction-phase erosion, sedimentation, and polluted runoff control plan ("construction pollution control plan") that specifies interim best management practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, and prevent contamination of runoff by construction chemicals and materials, to the maximum extent practicable. This requirement is included as a condition of approval.</p> <p><u>Post-Construction Stormwater Plan Required.</u> A plan to control post-construction stormwater runoff flows, and maintain or improve water quality ("post-construction stormwater plan") shall specify site design, source control, and if necessary, treatment control BMPs that will be implemented to minimize stormwater pollution and minimize or eliminate increases in stormwater runoff volume and rate from the development after construction. This requirement is included as a condition of approval.</p> <p><u>Site design using low impact development techniques Required.</u> The post-construction stormwater plan shall demonstrate the preferential consideration of low impact development (LID) techniques in order to minimize stormwater quality and quantity impacts from development. LID is a development site design strategy with a goal of maintaining or reproducing the site's pre-development hydrologic functions of storage, infiltration, and groundwater recharge, as well as the volume and rate of stormwater discharges. LID strategies use small-scale integrated and distributed management practices,</p>

Code Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Which Supports Making the Consistency Finding
		<p>Water quality and hydrology plan for developments of water quality concern required. In addition to the information to be provided in the post-construction stormwater plan, applicants for "developments of water quality concern," shall submit a water quality and hydrology plan and be subject to the additional requirements listed in HCC Section 34.5.4.1.1.4.1. This requirement is included as a condition of approval.</p>
	<p><u>STMP (New Development) Standard 2:</u>  34.5.4.2.1. Remediation of contamination, including contaminated soils or residual lead paint on structural surfaces, and/or reinforcement/replacement of the foundations of aging structures associated with the "company town" of Samoa shall be undertaken with special care to preserve the structural integrity and authentic period details (such as original woodwork, windows, and millwork) of the structures</p>	<p>The current project does not involve any remediation of contamination.</p>

Code Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Which Supports Making the Consistency Finding
	<p><u>STMP (New Development) Standard 3:</u></p> <p>34.5.4.1. Existing structures associated with the historic town shall be restored and maintained in a manner that protects the historic character, period details, and authentic original materials of the original structures. Replacement of period details and features with new materials or methods designed to achieve energy conservation shall not be undertaken in a manner that would replace or distract from the existing period details such as original wood-framed windows and hand-turned wooden decorative details evident in many of the existing Samoa "company town" structures.</p>	<p>The proposed project does not involve any development that would impact existing structures.</p>

Code Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Which Supports Making the Consistency Finding
	<p><u>STMP (Wetlands/ESHA) Standard 1:</u>  4.4.1. The biological report required by STMP (Wetlands/ESHA) Policy 11 shall include, but is not limited to, the following:</p> <p>4.4.1.1. A study identifying biological resources existing on the site, and the historical extent of the resources as identified in previous reports, surveys, delineations, maps, or publications, disclosing the history, ecology and habitat requirements of the relevant resources, such as plants and wildlife, in sufficient detail to permit a review of functional relationships, their potential for restoration, the potential location of dormant seedbanks of rare (particularly annual) plants, habitat (including non-native species such as individual trees or groves that provide habitat architecture and other resources for birds or other species, or wetlands that may be used by amphibians during specific lifecycle stages) that may be used during specific lifecycle stages or seasonally by migratory species for roosting, breeding or feeding during specific seasonal windows, and present and potential adverse physical and biological impacts on the identified biological resources or on the associated ecosystem, either individually or cumulatively, et seq.</p>	<p>An updated biological report was prepared in accordance with this standard.</p>

Code Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Which Supports Making the Consistency Finding
	<p><u>STMP (Hazards) Standard 1:</u></p> <p>5.1. <u>Sea Level Rise Analysis.</u> Applications for development adjacent to the shore or that may be subject to the influence of sea level over the life of the project shall include an analysis of possible impacts from sea level rise. The analysis shall take into account the best available scientific information with respect to the effects of long-range sea level rise for all requisite geologic, geotechnical, hydrologic, and engineering investigations consistent with the best available science on sea-level rise for the Humboldt Bay region and the Coastal Commission's adopted Sea Level Rise Policy Guidance document. Major community-wide significance shall assume a minimum 5.3 feet per century.</p>	<p>The project location and design takes into consideration sea level rise. The residential units place all habitable floor elevation above that elevation of a catastrophic tsunami plus sea level rise.</p>

**Design Guidelines for Planned Unit Developments**

Zoning Section	Summary of Applicable Requirement	Evidence That Supports the Zoning Finding
<p>Design Guidelines for PUDs §313-31</p>	<p>(1) <u>Maintain prominent natural features by:</u></p> <ul style="list-style-type: none"> <li>• retaining major trees and shrubs</li> <li>• concentrate development on level areas</li> <li>• retaining ridgeline silhouettes, and leaving slopes greater than 25% undisturbed</li> <li>• revegetating disturbed areas</li> </ul> <p>(2) <u>Circulation Considerations:</u></p> <ul style="list-style-type: none"> <li>• residences to take access from local roads, limiting frontage on collector streets</li> <li>• divide road where possible to preserve natural features</li> <li>• limit width of roadways, including paved shoulders</li> <li>• utilize alley development for</li> </ul>	<p>(1) There are no natural features that justify special protection on this site. The site is generally flat and does not contain any major vegetation, ridgelines or similar physical features.</p> <p>(2) The development is adjacent to an existing developed community with an existing road network that has served the community for many years. New residences with take access from local roads.</p> <p>(3) 80 dwelling units are proposed and each unit will have 2 tandem parking spaces (one in a garage and one in the driveway) as part of</p>

Zoning Section	Summary of Applicable Requirement	Evidence That Supports the Zoning Finding
	<p>secondary vehicle access</p> <p>(3) <u>Parking Considerations:</u></p> <ul style="list-style-type: none"> <li>• develop shared parking areas and limit visual impact of rows of cars</li> <li>• place parking along side and rear of buildings</li> <li>• for parking areas of 5 or more vehicles, use landscaping, berms and screening to minimize visual impacts, unwanted light/glare and noise</li> </ul> <p>(4) <u>Architectural Considerations:</u></p> <ul style="list-style-type: none"> <li>• buildings to be of compatible design and style with nearby development</li> <li>• living areas should face toward gardens and open areas</li> </ul> <p>(5) <u>Other Considerations:</u></p> <ul style="list-style-type: none"> <li>• landscaping should be used to enhance privacy and give visual order to the development</li> <li>• multifamily developments of 4 or more units should have laundry facilities</li> <li>• areas should be set aside within the development for trash collection and recycling</li> <li>• utilities should be underground; retention swales should be used to collect runoff</li> </ul>	<p>the planned development permit design and in addition there will be an additional 31 parking spaces for guest for the entire multi-family development.</p> <p>(4) The architectural elevations for the structures are included in the application for review and approval. The project is to be conditioned such that prior to issuance of Building Permits, the design of the future buildings must be reviewed Samoa Design Review Committee and approved by the Planning Director for conformance with the design guidelines specified in the Planned Unit Development Regulations (Section 313-31.1 et seq.) and the Design Review combining zone (for historic preservation) adopted with approval of the STMP.</p> <p>(5) Landscaping and lighting are provided as reflected on the proposed site plans. Areas are set aside for trash collection and recycling. All new utilities will be underground. Runoff will be addressed in accordance with a drainage plan approved by the Department of Public Works.</p>
Roads and Driveways for PUDs	<p>(1) <u>Access</u></p> <ul style="list-style-type: none"> <li>• Locate appropriate to streets and transportation facilities; exits/entrances should encourage smooth traffic flow; merging and turnout lanes shall be provided where necessary</li> </ul>	<p>(1) The multi-family residential development is accessed from Vance Avenue. The Department of Public Works LUD has provided conditions of approval that include dedications, access requirements, and improvements.</p>

Zoning Section	Summary of Applicable Requirement	Evidence That Supports the Zoning Finding
	<p>(2) <u>Internal Circulation</u></p> <ul style="list-style-type: none"> <li>• Integrated system of roads, pedestrian and bike paths</li> <li>• Developments designed to limit length of roads, control turning movements and minimize hazards</li> </ul> <p>(3) <u>Siting of Roads and Driveways</u></p> <ul style="list-style-type: none"> <li>• Roads and driveways shall be consistent with terrain, minimizing excessive cuts and fills</li> </ul> <p>(4) <u>Parking Standards</u></p> <ul style="list-style-type: none"> <li>• Number of spaces shall conform to off-street parking regulations</li> <li>• Parking to be designed and located as per regulations, except that spaces may be clustered in parking pods in proximity to dwelling units they serve, and parking for guests may be required up to a maximum of 1 space per 2 dwelling units</li> </ul> <p>(5) <u>Recreational Vehicle Parking</u></p> <ul style="list-style-type: none"> <li>• Parking for recreational vehicles may be required based on anticipated needs of the particular development; if developed, RV parking shall be on the fringe of the development and appropriately screened from adjacent properties</li> </ul>	<p>(2) The internal road network consists of two-way access of 20' width. Sidewalks/walkways are proposed throughout the residential areas.</p> <p>(3) Proposed new roads and the existing road network and driveways are consistent with the terrain and do not involve excessive cuts and fills.</p> <p>(4) (3) 80 dwelling units are proposed and each unit will have 2 tandem parking spaces (one in a garage and one in the driveway) as part of the planned development permit design and in addition there will be an additional 31 parking spaces for guest for the entire multi-family development.</p> <p>(5) Given that the housing is aimed at low and moderate income households, there will be no RV parking dedicated.</p>
Owner's Association for PUDs	A nonprofit incorporated owners association or alternative acceptable to County Counsel shall be required for improving, operating and maintaining common facilities, including open space, streets, drives, service and parking areas, and recreation areas.	Common open space is proposed as shown on the development plan. There is no proposal at this time to have individual ownership of the residential units.

**A/B.5. Impact on Residential Density Target:** The following table identifies the evidence which supports finding that the proposed project will not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law.

Code Section	Summary of Applicable Requirement	Evidence that Supports the Required Finding
312-17.1.5 Housing Element Densities	The proposed development does not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law.	The proposed project will provide for an additional 80 low to moderate income housing units and will thus serve to increase residential density of the project area as well as support development of additional infrastructure that will be able to be expanded to serve additional residential units.

**A.4/B6 Environmental Impact:**

The Planning and Building Department has prepared an Addendum to the Mitigated Negative Declaration adopted by the Planning Commission on May 4, 2017 for the Coastal Development Permit, Conditional Use Permit, Planned Development Permit and Special Permit for the original project. That Mitigated Negative Declaration (Attachment 5) updated the Final Master Environmental Impact Report and evaluated the project for any adverse effects on the environment. The Addendum addresses the minor change to the approved project that will place the multifamily housing and the wastewater treatment facilities onto separate parcels (necessary to facilitate financing of the MF housing component), and including the option to revise the wastewater facility to utilize the ocean outfall in lieu of on-land disposal for treated effluent from the STMP and run a sewer line along Vance Avenue. Construction of any off-site sewer extension and the use of the outfall facility would require separate coastal permitting and environmental review. Based on a site inspection, information in the application, and a review of relevant references in the Department, staff has determined that potential adverse effects, either individually or cumulatively, on the environment are addressed through adoption of the mitigation in the Environmental Impact Report. The environmental document on file in the Department includes a detailed discussion of all relevant environmental issues.

**ATTACHMENT 3**  
**Applicants' Evidence In Support of the Required Findings**

Document	Location
Application Form	On File
Tentative Map	Included

**ATTACHMENT 4**  
**Referral Agency Comments and Recommendation**

All referral agencies that the proposed project was sent to for review and comment are listed below. Those agencies that provided written comments are checked off.

Referral Agency	Response	Recommendation	Attached	On File
County Building Inspection	✓	Recommend conditional approval		✓
Public Works, the Land Use Division	✓	CUP does not affect any DPW facilities; recommendations for Vance Avenue	✓	
County Division of Environmental Health	✓	New parcels to be connected to approved wastewater system		✓
Regional Water Quality Control Board				
Ca. Dept. Fish and Game				
California Coastal Commission				

**ATTACHMENT 5**

**Addendum to the Adopted Mitigated Negative Declaration**

## **Background**

### **Modified Project Description and Project History Background**

In 2001, the historic lumber town of Samoa was purchased by the Samoa Pacific Group, LLC as the result of an international auction. The land purchased at auction comprised 65 acres, and included the town of 98 houses, a restored hostelry, a post office, gymnasium, the Samoa Cookhouse, gift shop, fire house, wood shop, former gas station, the Women's Club, and the existing sewage treatment system. Samoa Pacific Group also purchased industrial and dune lands totaling approximately 150 acres which were formerly part of the lumbering operation but are mostly vacant and undeveloped land at this time.

In August 2002, the applicants submitted a Master Plan for the Samoa town site prepared by RNL Design in collaboration with The Planning Studio of Kevin Young. The Master Plan covers 171.7 acres of land in and adjacent to the existing town. The Master Plan provides for the future development of a wide range of uses within the town, including tourist-oriented accommodation and retail uses, new and renovated housing, business and industrial uses, historic/ cultural/ recreational uses, community uses and parks and open spaces. The Master Plan was revised in July 2004 following completion of technical background studies. Further refinements of the Master Plan were presented in the Final Master Environmental Impact Report (FMEIR) and updated Master Plan.

The Town of Samoa Master Plan site covers approximately 171.7 acres, which does not include 2.4 acres of railway right-of-way that lie within the site but are not owned by the applicant. The Master Plan included the following proposed zoning and land uses: 1) One area of RM containing multi-family "workforce housing" units to be sited on the east side of Vance Avenue, south of Soule Street, 2) an area changed to PF for a new primary wastewater treatment plant and water storage tank, and 3) an upgraded road and infrastructure network.

### **Current Project**

The current project is the first step of development under the Samoa Town Master Plan. On February 10, 2015 the Board of Supervisors approved modifying the text of the Humboldt Bay Area Plan and zoning text related to the timing of certain aspects of the Samoa Town Master Plan. The Town of Samoa property owner, Samoa Pacific Group, proposed that the County of Humboldt submit a Humboldt Bay Area Plan (HBAP) Local Coastal Plan (LCP) Amendment to the California Coastal Commission to allow for timely development of low-income multi-family housing. This amendment involved changing the phasing provisions of the Samoa Town Master Plan (STMP) adopted into the HBAP in order to meet grant funding time requirements for the proposed upgrades to the wastewater treatment facility (WWTF) to serve low-income multi-family housing. This amendment was subsequently approved by the California Coastal Commission. Under the terms of grant funding, a separate parcel must be created for the low-income multi-family housing by March 2015 and construction of the WWTF must commence by 2017, unless extensions to these milestones are secured by the applicant.

On March 4, 2017 the Planning Commission approved a Coastal Development Permit, Conditional Use Permit, and Planned Development Permit the following was approved: 1) reconstruction and new construction for Vance Avenue from the north end of Samoa near Cookhouse Road southerly to the south end of the Samoa Pacific Group property; and a Special Permit for Design Review. The work will include sidewalk construction, shoulder widening and installation of underground utilities; 2) development of an eighty unit affordable

housing project which includes ten buildings, including a community building with kitchen, office and meeting room; 3) construction of a water storage tank for domestic water and fire suppression for Samoa; and 4) construction of a new wastewater treatment and effluent disposal system for Samoa (The construction will be the first phase of a system that will be enlarged incrementally as new development progresses in Samoa).

The applicant is now requesting a subdivision of an 18.88 Acre parcel into two parcels to facilitate financing of the affordable housing project. One parcel will be used for an affordable housing project and the Vance Road right-of-way, and the other parcel will be used for wastewater treatment and possible disposal. The project also includes modification of Coastal Development Permit CDP-16-064 to split the parcel and add an option to revise the wastewater facility to utilize the ocean outfall and run a sewer line along Vance Avenue.

**Purpose** - Section 15164 of the California Environmental Quality Act (CEQA) provides that the lead agency shall prepare an addendum to a previously certified Environmental Impact Report (EIR) if some changes or additions are necessary but none of the conditions described in Section 15162 calling for a subsequent EIR have occurred. Section 15162 states that when an EIR has been adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. *Substantial changes are proposed in the project which require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
3. *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following: A) the project will have one or more significant effects not discussed in the previous EIR; B) significant effect previously examined will be substantially more severe than shown in the previous EIR; C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or D) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

The incorporation of the requested modifications do not result in any additional mitigation measures or impacts that can be considered significant. The modified project will not result in any new changes that may have a significant impact on the environment. The purpose of this Addendum is to provide for analysis of the modified project as it was not discussed as an alternative to the approved project in the adopted Mitigated Negative Declaration.

### **Summary of Significant Project Effects and Mitigation Recommended**

No changes for the original project's recommended mitigations.

New CEQA checklist categories of Energy Conservation and Wildfire Hazards have been added since original adoption of the Mitigated Negative Declaration. Discussion of these categories is appended (Appendix A -Energy Conservation and Appendix B – Wildfire). As a result of analysis of these categories, there are no new significant effects from the project and there is no new recommended mitigation.

### **Other CEQA Considerations**

Staff suggests no changes for the revised project.

## **EXPLANATION OF DECISION NOT TO PREPARE A SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION**

See **Purpose** statement above.

In every impact category analyzed in this review, the projected consequences of the current project proposal are either the same or less than significantly increased than the initial project for which the Environmental Impact Report was adopted. Based upon this review, the following findings are supported:

### **FINDINGS**

1. For the modified project there are no substantial changes proposed in the project which require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. For the modified project no substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. For the modified project there has been no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted as complete. Furthermore, it is concluded that: the current project will not have one or more significant effects not discussed in the previous EIR. Also, significant effects previously examined will not be substantially more severe than shown in the previous EIR. There are no mitigation measures or alternatives previously found not to be feasible that would in fact be feasible and would substantially reduce one or more significant effects of the project. Finally, there are no mitigation measures or alternatives identified in this analysis which are considerably different from those analyzed in the previous EIR, and which would substantially reduce one or more significant effects on the environment.

### **CONCLUSION**

Based on these findings it is concluded that an Addendum to the adopted Mitigated Negative Declaration is appropriate to address the requirements under CEQA for the current project proposal. All of the findings, mitigation requirements, and mitigation and monitoring program of the certified EIR and adopted Mitigated Negative Declaration are applicable to the current project proposal.

## Appendix A Energy Conservation

## 3.5 ENERGY CONSUMPTION AND CONSERVATION

### Background & Introduction

This Section of the SMEIR analyzes the potential energy impacts generated by construction and operation of the Samoa Town Master Plan. Appendix F (Energy Conservation) of the CEQA Guidelines provides that potentially significant energy implications of a project must be considered in an EIR, with particular emphasis on avoiding or reducing the inefficient, wasteful and unnecessary consumption of energy. As such, this discussion considers the proposed project's consumption of energy resources, particularly electricity, natural gas and transportation fuels, during both the project's construction and operational phases.

Since MEIR certification, additional guidance for analyzing energy use and addressing potential reduction strategies have become available. Because the 2009 MEIR did not address energy impact and conservation to the standards of the new guidance, these potential impacts are being evaluated in greater detail in the SMEIR.

The County of Humboldt General Plan Update (GPU) adopted October 23, 2017 included a tiered programmatic EIR with a standalone "Energy Consumption and Conservation" section in which allowed land uses and densities have already been analyzed and approved at a programmatic level. The analysis in this section tiers off of existing programmatic level findings included in the GPU EIR's Energy Section.

### Environmental & Regulatory Setting

#### Environmental Setting

In 2012, California's per-capita energy consumption rate was one of the lowest in the country and ranked 49th compared to other states (US Energy Information Administration (EIA) 2014). This is largely because of California's proactive energy efficiency programs and mild weather, which reduce energy demands for heating and cooling. The transportation sector makes up the single largest consumer of energy in California, accounting for 38 percent of the state's total energy demand, and nearly all of this energy is provided by petroleum (EIA 2014). In 2012, total gasoline consumed in the state was 14.6 billion gallons (BOE 2014a). Diesel fuel is the second largest transportation fuel in California behind gasoline. In 2012, more than 2.6 billion gallons of diesel were sold in California (BOE 2014b).

The industrial sector accounts for approximately 23 percent of the total energy consumption in California. The residential and commercial sectors both account for approximately 19 percent of the energy consumption in the state. In 2013, electric energy consumption for all land uses in California totaled 278,680 gigawatt-hours (GWh) (CEC 2013a). In 2013, according to statistics tracked by the California Energy Commission (CEC), installed in-state power facilities in California generated 199,783 GWh of electricity (CEC 2014a), which represents a significant decline from the state's peak electric generation of 230,102 GWh in 2006 (CEC 2006). While in-state electricity production has declined primarily with the decommissioning of the San Onofre Nuclear Power Plant in 2013 and the decommissioning of older obsolete fossil fuel plants, new

solar photovoltaic, solar thermal, and combined cycle natural gas power plants have been brought on-line or are under construction to both replace the older decommissioned plants and to reduce California's carbon footprint with renewable and cleaner natural gas power facilities.

Additionally, eleven new photovoltaic power facilities constituting almost 4,250 megawatts (MW) of power are approved in California (CEC 2012). Natural gas is the second most widely used energy source in California. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is used for space and water heating, process heating (e.g., smelting, metal melting, creating polymers), and electricity generation, and as transportation fuel. Depending on yearly conditions, 40 to 45 percent of natural gas is consumed for electricity generation; 10 percent is consumed in facilitating the extraction of oil and gas, while the rest is used for everything from space heating to fuel for bus fleets (CEC 2014a).

#### Humboldt County Climate and Energy Demand.

Humboldt County has moderate temperatures and considerable precipitation. Average temperatures along the coast vary only about 10 degrees from summer (58°F) to winter (48°F), although a greater range is found over inland areas. Maximum temperatures on the coast typically do not exceed 80°F, while inland areas may reach 100°F or greater. Temperatures of 32 degrees or lower are experienced nearly every winter throughout the area, and colder temperatures are common in the interior. Because of its moderate summer temperatures, Humboldt County's electricity demand peaks in the winter rather than the summer when the peak is reached in most of California.

#### Humboldt County Energy Production and Use.

Humboldt County is geographically isolated and is almost an energy island. The majority of petroleum-based transportation fuels are imported to the county by barge. There is only one pipeline connecting the county to the larger natural gas grid, and only two major connections to the larger electric grid. The electric transmission capacity (approximately 60-70 MW) that connects Humboldt County to the regional grid is less than half of the County's 170 MW peak electrical demand. For this reason Humboldt County generates much of its own electricity, mostly using natural gas and biomass fuels. (Redwood Coast Energy Authority)

According to the Humboldt County Energy Element Background Technical Report, the residential, commercial, industrial and agricultural sectors consumed 940 Gigawatt-hours (GWh) in 2003, and total peak electrical demand was 158 Megawatts (MW). This comprised approximately 0.3% of the State total (note that Humboldt County's population accounted for 0.4% of the State total). Electricity use was divided almost evenly between the residential, commercial and industrial sectors, with a remaining 2% consumed in the agricultural sector. Electricity use per capita for Humboldt County and the State of California as a whole were both in the range of 7000 to 7500 kWh per year.

The Humboldt County General Plan 2025 Energy Element prepared by the Redwood Coast Energy Authority in 2005 for consideration in the update of the Humboldt County General Plan presents the following energy consumption data for Humboldt County<sup>1</sup>:

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<sup>1</sup> Humboldt County General Plan 2025 Energy Element Technical Report, 2005

**Table 3.5.1 Consumption of Local Versus Imported Energy Sources**

Energy Resource	% imported	% local
Gasoline	100%	0%
Diesel	100%	0%
Natural Gas	89%	11%
Electricity	27%	73%
Biomass	0%	100%
Propane	100%	0%

### Humboldt County Electricity

The Humboldt area electrical grid covers about 3,000 square miles and is connected to the bulk PG&E transmission system by four transmission circuits, each ranging from 31 to 115 miles in length. Electricity imports are primarily transmitted through two 115kV circuits originate near the community of Cottonwood in the Central Valley and follow a route roughly parallel to Highway 36 and Highway 299 to the Humboldt County coast. Lower capacity circuits include a 60 kV circuit coming from the south between the Bridgeville and Garberville areas (roughly parallel to Highway 101) and a second 60 kV line coming from Trinity County to the east that connects to the 115 kV lines. The total electrical transmission capacity into Humboldt County through the existing lines is 60 to 70 MW, less than half of the county's current peak demand. Therefore, local electrical generators are critical to meeting local electricity needs (Schatz Energy Research Center 2012).

According to the Community Infrastructure and Services Technical Report, electric service for most of the unincorporated area is provided by PG&E. PG&E is an investor owned utility regulated by the California Public Utilities Commission (CPUC). The CPUC establishes rules for operation, customer rates, and PG&E's rate of return. The PG&E electric distribution system serving the County is largely in place, and PG&E is obligated to provide service to users within its service area. New service requests, or requests for additional service, are generally governed by CPUC approved Rule 15 (Distribution Line Extensions) and Rule 16 (Service Extensions). Among other things, the line extension rules specify the allocation of construction cost between PG&E and the customer.

## **Regulatory Setting**

### **Energy Reduction Regulation on a National Level**

On the federal level, the U.S. Department of Transportation, the U.S. Department of Energy, and the U.S. Environmental Protection Agency are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements.

## **Energy Independence and Security Act of 2007**

The Energy Independence and Security Act of 2007 included an increase in auto mileage standards and addressed conservation measures and building efficiency. The 2007 Act also included a new energy grant program for use by local governments in implementing energy efficiency initiatives, as well as a variety of green building incentives and programs.

**Federal Energy Regulatory Commission.** The Federal Energy Regulatory Commission (FERC) is an independent agency that regulates the transmission and sales of electricity, natural gas, and oil in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters. The setting and enforcing of interstate transmission sales is also regulated by FERC.

**Fuel Economy Standards.** The national program for greenhouse gas emissions (GHG) and fuel economy standards for light-duty vehicles (passenger cars and trucks) was developed jointly by U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA). The standards were established in two phases: Phase 1 - Model years 2012 - 2016; and Phase 2 - Model years 2017 - 2025. Together the final standards are projected to: result in reductions of 6 billion metric tons of GHG over the lifetimes of the vehicles sold in model years 2012-2025; achieve an average industry fleetwide fuel consumption of 54.5 miles per gallon (mpg) by model year 2025, save families more than \$1.7 trillion in fuel costs; and reduce America's dependence on oil by more than 2 million barrels per day in 2025.

## **Energy Reduction Regulation on a State Level**

On the state level, the California Energy Commission (CEC) and California Public Utilities Commission (CPUC) are two agencies with authority over different aspects of energy. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. The CPUC regulates utilities in the energy, rail, telecommunications and water fields.

In 1974, the Legislature adopted the Warren-Alquist State Energy Resources Conservation and Development Act. (Pub. Resources Code, § 25000 et seq.) That act created what is now known as the California Energy Commission, and enabled it to adopt building energy standards. (See, e.g., *id.* at § 25402.) At that time, the Legislature found the “rapid rate of growth in demand for electric energy is in part due to wasteful, uneconomic, inefficient, and unnecessary uses of power and a continuation of this trend will result in serious depletion or irreversible commitment of energy, land and water resources, and potential threats to the state’s environmental quality.” (*Id.* at § 25002; see also § 25007 (“It is further the policy of the state and the intent of the Legislature to employ a range of measures to reduce wasteful, uneconomical, and unnecessary uses of energy, thereby reducing the rate of growth of energy consumption, prudently conserve energy resources, and assure statewide environmental, public safety, and land use goals”).)

The same year that the Legislature adopted Warren-Alquist, it also added section 21100(b)(3) to CEQA, requiring environmental impact reports to include “measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” As explained by a court shortly after it was

enacted, the “energy mitigation amendment is substantive and not procedural in nature and was enacted for the purpose of requiring the lead agencies to focus upon the energy problem in the preparation of the final EIR.” (People v. County of Kern (1976) 62 Cal.App.3d 761, 774 (emphasis added).) It compels an affirmative investigation of the project’s potential energy use and feasible ways to reduce that use.

**Building Energy Efficiency Standards.** Title 24, Part 6, of the California Code of Regulations (CCR), was established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Also known as the Title 24 of the Building Code, these regulations apply to energy consumed for heating, cooling, ventilation, water heating and lighting in new residential and non-residential buildings. The CEC updates these standards periodically.

The California Power Authority, which is now defunct, approved the State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure adequate, reliable, and reasonably priced electrical power and natural gas supplies (CEC 2014b). The CEC’s Energy Action Plan II, adopted in 2005, identified a number of initiatives for increasing supply and reducing demand. One example involved the reduction of peak energy demand for the state’s water supply infrastructure, which comprises almost 20 percent of the state’s electricity consumption. At the beginning of 2008, the CEC and CPUC prepared an update to the Energy Action Plan that examined the state’s ongoing actions in the context of global climate change. The update was prepared using the information and analysis prepared for the Integrated Energy Policy Report (IEPR) documents (CEC 2014b).

There are additional regulations at the state level designed to reduce energy use and greenhouse gas emissions. These include, among others, the Assembly Bill 1493 light-duty vehicle standards (commonly referred to as the “Pavley standards”); Title 24, Part 6, of the California Code of Regulations, which contains energy efficiency standards for the built environment; Title 24, Part 11, of the California Code of Regulations (commonly referred to as “CALGreen”); Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006; and Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008.

The 2010 California Green Building Standards Code includes the following provisions that would reduce waste and energy consumption and increase the efficiency of building, including: 20 percent mandatory reduction in indoor water use; mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies. The intent of this code to achieve more than a 15 percent reduction in energy use when compared to existing standards, to reduce indoor potable water demand by 20 percent, to reduce landscape water usage by 50 percent, and to reduce construction waste by 50 percent. It should be noted that public water and wastewater pumping and treatment systems involve significant electrical service demand, so that water conservation can also contribute to electrical energy conservation.

### **The California Governor’s Office for Planning and Research.**

Though Appendix F of the CEQA Guidelines has contained guidance on energy analysis for decades, implementation among lead agencies has not been consistent. (See, e.g., California

Clean Energy Committee v. City of Woodland, supra, 225 Cal.App.4th 173, 209.) While California is a leader in energy conservation, the importance of addressing energy impacts has not diminished since 1974. Appendix F was revised in 2009 to clarify that analysis of energy impacts is mandatory. In 2017, OPR proposed to add a subdivision in section 15126.2 on energy impacts to further elevate the issue, and remove any question about whether such an analysis is required.

In 2017 the Governor's Office for Planning and Research published additional guidance regarding energy impacts analysis. Specifically, it requires an EIR to include an analysis of a project's energy impacts that addresses not just building design, but also transportation, equipment use, location, and other relevant factors. In addition, OPR proposes to add a new proposed stand-alone energy section in the Appendix G checklist, and a new subdivision (b) to section 15126.2 discussing the required contents of an environmental impact report. The new subdivision would specifically address the analysis of a project's potential energy impacts. The proposed addition to the Appendix G Checklist is included below.

#### **VI. Energy. Would the project:**

- a) Result in a potentially significant environmental impact due to a wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources during project construction or operation?
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The addition to the existing Section 15126.2 of the CEQA Guidelines is included below with the addition underlined.

#### § 15126.2. Consideration and Discussion of Significant Environmental Impacts

(a) The Significant Environmental Effects of the Proposed Project. An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced. Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected. For example, an EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there. Similarly, the EIR should evaluate any potentially significant impacts of locating development in other areas susceptible to

hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas) as identified in authoritative hazard maps, risk assessments or in land use plans, addressing such hazards areas.

(b) Energy Impacts. If the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy, the EIR shall analyze and mitigate that energy use. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. (Guidance on information that may be included in such an analysis is presented in Appendix F.) This analysis is subject to the rule of reason and shall focus on energy demand that is caused by the project. This analysis may be included in related analyses of air quality, greenhouse gas emissions or utilities in the discretion of the lead agency.

(c) Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented. Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

(d) Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented. Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)

(e) Growth-Inducing Impact of the Proposed Project. Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

## **Regulation on a Regional Level**

### The County of Humboldt General Plan

The General Plan (adopted October 23, 2017) identifies land uses and policies to accommodate the growth that is projected to occur during the planning period (2020-2040). In accommodating projected growth, the General Plan Update encourages energy efficiency, maintains existing land use patterns, and promotes mixed use land use patterns in urbanized areas which would reduce vehicle trips by placing residences near services. The General Plan Update programmatic EIR included an “Energy Consumption and Conservation” section which analyzed land uses and densities.

The GPU Energy Element requires that major development submit a transportation management plan that addresses energy conservation measures such as connectivity to alternative transportation modes and proposes the use of incentives to encourage energy efficiency and conservation from other development and supports the implementation of the Comprehensive Energy Action Plan (CAPE) by the Redwood Coast Energy Authority and its member jurisdictions.

The Air Quality Element also specifies that a County-wide Climate Action Plan be prepared and that the General Plan and land use regulations be amended to reflect that plan. Energy efficiency and conservation would be an important component of the County-wide Climate Action Plan. For new County-owned buildings, the General Plan Updates specifies LEED “Silver” or better energy efficiency standards and the preparation of a Climate Action Plan for County government greenhouse gas emission reductions would also result in energy efficiency and conservation.

The Housing Element contains Implementation Measure H-IM18, Encourage Energy and Water Conservation, which directs the County to support changes to the County’s tax code (likely to Division 5, Assessment of Property, of Title VII - Finance, Revenue and Taxation, of the County Code) to encourage new alternative energy systems, such as solar, wind and hydroelectric energy systems, among other water related items. This measure is intended to limit increases to a property’s assessed value for property tax purposes when any of the above improvements are made and is to be fully implemented by April 30, 2018.

### Redwood Coast Energy Authority (RCEA)

In 2003, the Redwood Coast Energy Authority (RCEA) was formed as a joint powers authority (JPA), representing seven municipalities (the cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Trinidad, and Rio Dell) and Humboldt County. As a JPA, RCEA is governed by a board composed of a representative from each jurisdiction. RCEA’s mission statement is to develop and implement sustainable energy initiatives that reduce energy demand, increase energy efficiency, and advance the use of clean, efficient, and renewable resources available in the region.

The RCEA adopted the Comprehensive Energy Action Plan (CAPE) in September 2012, which is intended to foster, coordinate, and facilitate countywide strategic energy planning,

implementation, and education. The CAPE does not directly regulate land use or energy use; instead it contains energy efficiency and conservation strategies and programs that could be implemented by RCEA, its member agencies, and others. The CAPES's broad strategies that are intended to achieve the above objectives include: coordinated strategic energy planning within Humboldt County; energy reliability and security programs; support for the development of emerging energy technologies; support for energy efficiency and renewable energy retrofits in existing buildings. A proposed revision to the CAPE is currently under development by RCEA.

The following is a list of non-regulatory support programs administered by RCEA relating to energy efficiency for homes, businesses, and other facilities that are intended to help reduce energy cost and consumption for existing and new development.

- Community Choice Energy program, (also known as Community Choice Aggregation) where the Redwood Coast Energy Authority is the default electricity provider for Humboldt County and provides an alternative means of procuring electricity by offering electricity consumers a choice in their service with the option to purchase cleaner electricity at competitive prices (<http://cce.redwoodenergy.org/>).
- Property Assessed Clean Energy (PACE), a funding program includes unincorporated area properties in the California Statewide Communities Development Authority (CSCDA) Open PACE programs that provide 100 percent upfront financing to residential and commercial property owners for a wide range of eligible property improvements, such as renewable energy, energy efficiency, water efficiency, electrical vehicle charging, and other such improvements, with flexible repayment terms ranging from five to twenty years. The improvements are financed by the issuance of bonds that are secured by a voluntary assessment on the property. Repayment is made in annual installments through a county property tax bill.
- Redwood Coast Energy Watch (RCEW), in partnership with PG&E, provides a wide set of in-house no/low cost resources based services to drive energy efficiency investment in the residential, commercial and public sectors and non-resource based support that are referred to as Strategic Energy Resource (SER) activities. Activities are either considered in alignment with the CPUC's Strategic Plan Menu Items or innovative pilots (<http://eecoordinator.info/2011-ee-strategicplan-updates/>)
- Grid Alternatives, a non-profit organization that provides local job training and solar at no-cost for families with limited or fixed incomes (<http://www.grid solar.org/>)
- USDA Rural Energy Assistance Program (REAP) Renewable Energy Systems and Energy Efficiency Improvement Loans and Grants, provides guaranteed loan financing and grant funding to agricultural producers and rural small businesses for renewable energy systems or to make energy efficiency improvements (<https://www.rd.usda.gov/programs-services/rural-energy-america-programrenewable-energy-systems-energy-efficiency>)
- Low-Income Programs, income qualified services through the Redwood Community Action Agency (<http://rcaa.org/division/energy-services>) including: Weatherization Assistance

Program; Energy Assistance Program; Energy Education, and PG&E's Energy Saving Assistance Program, which accesses federal dollars and PG&E accesses ratepayer dollars under the auspices of the CPUC ([https://www.pge.com/en\\_US/residential/save-energy-money/helppaying-your-bill/energy-reduction-and-weatherization/energy-savings-assistanceprogram/energy-savings-assistance-program.page](https://www.pge.com/en_US/residential/save-energy-money/helppaying-your-bill/energy-reduction-and-weatherization/energy-savings-assistanceprogram/energy-savings-assistance-program.page))

□ PG&E Programs:

- PG&E 3rd Party Programs, several distinct programs that assist customers' efforts towards saving energy ([https://www.pge.com/en\\_US/business/save-energy-money/contractorsand-programs/find-partner-programs/find-partner-programs.page](https://www.pge.com/en_US/business/save-energy-money/contractorsand-programs/find-partner-programs/find-partner-programs.page))
- PG&E Core Rebates, Any ratepayer can access PG&E's core rebates to offset the incremental cost of an eligible energy efficiency measure ([https://www.pge.com/en\\_US/business/save-energy-money/businesssolutions-and-rebates/product-rebates/product-rebates.page](https://www.pge.com/en_US/business/save-energy-money/businesssolutions-and-rebates/product-rebates/product-rebates.page))
- PG&E Customized Retrofit Incentives, a program for non-residential customers based on calculated energy savings and permanent peak demand reduction ([https://www.pge.com/pge\\_global/common/pdfs/save-energymoney/facility-improvements/custom-retrofit/Customized-PolicyProcedure-Manual.pdf](https://www.pge.com/pge_global/common/pdfs/save-energymoney/facility-improvements/custom-retrofit/Customized-PolicyProcedure-Manual.pdf))
- Above Code Support, services to building designers and owners intended to exceed California's Title 24 energy-efficiency standards ([https://www.pge.com/en\\_US/business/save-energy-money/facilityimprovements/savings-by-design/savings-by-design.page](https://www.pge.com/en_US/business/save-energy-money/facilityimprovements/savings-by-design/savings-by-design.page))

### Humboldt Bay Area Plan

The Humboldt Bay Area Plan of the County General Plan (Local Coastal Plan) includes the following energy-related policies for the Samoa Town Master Plan (STMP). These polices have been added since the certification of the 2009 MEIR.

#### STMP (New Development) Policy 7:

- A. To minimize energy demands, which are associated with structural and transportation energy use, development of lands subject to the STMP-LUP shall minimize vehicle miles traveled, and conserve energy by means such as, but not limited to, the following:
1. Siting development in a manner that will minimize traffic trips;
  2. Prohibiting retail sales establishments designed to attract more than an incidental percentage of customers from offsite areas;
  3. Incorporating the "smart growth" development concepts that combine interdependent uses that potentially reduce offsite traffic trips, including adequate grocery and convenience stores in the revitalized downtown area to supply resident and visitor needs with fewer offsite trips;
  4. Providing well designed and appropriately located bus stops along Vance Avenue;
  5. Providing amenities for the convenience and safety of pedestrians and bicyclists to encourage the use of non-motorized and/or public transportation, including a well-designed network of bicycle paths, safe sidewalks, and separate footpaths that link

- various areas within Samoa and to the nearby beach and natural resource area interpretive trails;
6. Incorporating energy efficient building technologies;
  7. Requiring development to meet high standards regarding the energy efficiency of proposed structures; heating, ventilation, and air conditioning systems (HVAC); hot water heaters, appliances; insulation; windows; doors; and lighting such as the standards of established voluntary programs such as Energy Star, LEED, or Build It Green;
  8. Requiring development to incorporate alternative sources of energy such as photovoltaics, solar water heaters, passive solar design, wind generators, heat pumps, geothermal, or biomass;
  9. Requiring development to use structural orientation (heat gain from southern exposure) and vegetation patterns to reduce winter heating needs (such as planting deciduous trees near southern exposures to maximize the winter sun);
  10. Requiring development to include energy meters that provide real-time information to users regarding energy consumption;
  11. Requiring development to use recycled building materials;
  12. Requiring development to use building materials that minimize energy consumption during the manufacture and shipment of the materials;
  13. Requiring development to use construction techniques that minimize energy consumption;
  14. Incorporating structural amenities within non-residential development to encourage the use of non-motorized or public transportation by employees (such as sheltered bicycle storage, bicycle lockers, restrooms with showers/personal lockers, etc.);
  15. Encouraging employer incentives such as paid bus passes, etc., to encourage employee use of public transportation;
  16. Prohibiting restrictions such as covenants or development standards that prevent energy conserving measures such as the use of outdoor clotheslines.
- B. Coastal Development Permits authorized for development of lands subject to the STMP-LUP shall include specific findings concerning the extent of the subject project's incorporation of measures to reduce vehicle miles traveled and to minimize the use of energy.

STMP (Community Character/Visual) Policy 3:

Energy Efficiency and Conservation: Changes to the existing structures located on lands subject to the STMP-LUP within the historic Samoa "company town" site that may improve energy conservation shall be consistent with the STMP Design Guidelines and shall not disrupt, replace, or distract from the existing historic period details. New structures, however, may utilize alternative construction materials that have the appearance of the original materials, thus achieving aesthetic consistency with the existing structures while increasing energy efficiency.

## Impacts & Mitigation Measures

Energy is developing into a new standalone section of the Appendix G checklist but it is not a new required consideration in the CEQA Guidelines. According to the Guidelines in place at the time that the MEIR was certified in 2009, analysis related to energy consumption was discussed in a variety of sections throughout the document. These energy-related impacts and resultant mitigations are summarized below.

### Evaluation Criteria

When evaluating the potential energy impacts of the proposed Master Plan, recent OPR guidance suggests implementation of the project may have a significant adverse impact on energy if it would do any of the following:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

OPR notes that other methods of analysis may be appropriate in certain circumstances: “For example: a) When the project under consideration is a subsequent approval for a previously approved project, the checklist should ask whether a potential impact is a new significant impact or a substantial increase in the severity of previously identified significant impact. (See CEQA Guidelines § 15162.) If the project would not cause new or more severe impacts, the lead agency may adopt an addendum. (See CEQA Guidelines § 15164.)”

The following analysis continues to use the significance criteria outlined in the CEQA Guidelines Appendix F:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed;
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
3. The effects of the project on peak and base period demands for electricity and other forms of energy;
4. The degree to which the project complies with existing energy standards;
5. The effects of the project on energy resources; and
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Based on the above topics, the proposed project may result in a significant impact related to energy, if the project's land uses or development patterns would cause wasteful, inefficient, or unnecessary consumption of energy.

### **Impact 3.5.1: Result in Significant Environmental Impact Due to Wasteful Consumption of Energy or Wasteful Use of Energy Resources During Construction/Operation**

#### **Discussion:**

Two areas of impact, construction and operation, are considered below. Both have impacts that have been discussed in the 2009 MEIR and both have existing mitigations.

#### **Energy Consumption Impacts During Construction**

Construction of the project will include energy intensive activities including the grading, building construction, and paving phases. Construction equipment fuel consumption would occur during the grading, building, and paving phases.

Table 3.5.2 presents the results of the CalEEMod model analysis in terms of annual metric tons of equivalent CO<sub>2</sub> emissions (MT of CO<sub>2</sub>e/yr) by source category which were modeled as part of the short-term air quality analysis contained in Section 3.3 (Greenhouse Gas Emissions). Unless otherwise noted, the CalEEMod model defaults for Humboldt County were used. CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. The CalEEMod modeling data are provided in Appendix D.

**Table 3.5.2 Samoa Town Master Plan GHG Emissions**

Source Category	Samoa Town Master Plan in 2020 (MT of CO <sub>2</sub> e/yr)
<b>Construction (2015-2019)</b>	<b>7,924 total 1,584 per year</b>
<b>Operational per year</b>	
Area	424
Energy	1,565
Mobile	4,465
Solid Waste	231
Water	202
<b>Total</b>	<b>7,086</b>

Project construction would generate approximately 8,000 MT CO<sub>2</sub>e and project operation would generate approximately 7,100 MT CO<sub>2</sub>e annually. The GHG inventory developed for unincorporated Humboldt County as part of the County's General Plan Update stated 2006 overall GHG emissions as approximately 1.3 MMT CO<sub>2</sub>e.

#### **Operational Energy Consumption**

Long-term operational energy use associated with the project include electricity and natural gas consumption by residents, energy consumption related to obtaining water, and fuel consumption by operation of vehicles. As outlined in more detail in the tables below, the Energy Conservation Policies of the Humboldt Bay Area Plan (HBAP) and existing mitigation measures from the 2009 MEIR provide stringent energy reduction measures in the areas of land use, community design, recycling, water, and energy conservation features.

The proposed Project's Energy Conservation Plan is developed in accordance with Appendix F of the CEQA Guidelines, and would meet the goals of energy conservation by decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In addition, all future development in the project would be required to comply with the then-applicable energy performance standards outlined by the Title 24 Building Energy Efficiency Standards and CALGreen. These statewide mandatory construction and energy efficiency standards have continued to get more stringent with each code adoption cycle.

**Electricity and Natural Gas Consumption-** Electricity is provided to Samoa by the Pacific Gas and Electric Company (PG&E). Power is transmitted to Samoa through 115 kilovolt (kV) lines to a PG&E substation located approximately three miles away in Fairhaven. Electricity is distributed via private lines and each structure has its own meter. Homes in Samoa do not currently have natural gas service, but many homes have propane tanks, served by AmeriGas. PG&E does provide gas to commercial users in the Samoa peninsula through a pipeline under Humboldt Bay that begins near 14<sup>th</sup> Street in Eureka and ends south of Samoa near Bay Street. Two-inch natural gas lines extend through the plan area along Vance Avenue to near the Samoa Cookhouse.

Under the new Master Plan, all new homes in Samoa would have natural gas provided to them via underground pipes and natural gas service connections would be installed to existing homes that currently use propane. The existing electrical and natural gas infrastructure would be adequate to supply the proposed structures. The existing electrical utility substation located within the proposed business park would remain. The increased demand for electrical and gas service is not expected to exceed the available supply.

Under current conditions PG&E data shows average monthly electricity usage of 73,500.00 kWh from August 2017 to August 2018, with a daily energy use of 2,415.51 kWh. This electricity consumption data is provided in aggregate for the Town Area, and includes current limited commercial uses as well as roughly 100 existing commercial structures. It is assumed that existing structures are not as energy efficient as modern structures due to increased energy leakages and deterioration; however, it is assumed that once the Samoa Town area is subdivided and structures are sold off to individual property owners, the owners will perform energy upgrades and take advantage of existing energy reduction programs offered by RCEA, PG&E, and others. Additionally, the development proposed in the Samoa TMP will triple the residential housing stock, and all new structures will be constructed to net zero energy standards.

Projected commercial energy use of the proposed Industrial Park has been analyzed for average projected users of the 18 lots that will be developed as part of the Master Plan. It is estimated that the base buildings on the 18 sites will consume 54,311 kWh per year and will consume an additional 5,064 kWh/yr in electricity, equaling a total of 59,375 kWh per year.

**Table 3.5.3 Projected Energy Use of Samoa Business Park**

Total Energy Use	
Base Building	54,311 kWh/yr
Site Lighting	5,064 kWh/yr
<b>total Kwh</b>	<b>59,375 kWh/yr</b>
<b>CO2 Bldg+Site</b>	<b>40,969 lbs/yr</b>

Site Lighting Summary	
Site Lighting	1,788 Watts
Attached Bldg Lighting	194 Watts
<b>total Kwh</b>	<b>1.982 kWh</b>
<b>7 hrs</b>	<b>13.874 kWh/day</b>
<b>365 days</b>	<b>5,064 kWh/yr</b>

Component Summary
R-30 Ceilings wood frame w attic
R-21 Walls 2x6 wood frame
Slab Flr uninsulated
Window U:0.46/S:0.22
Ltg T24 Standard allowance
HVAC 4-5ton ducted heatpumps min eff
2-Exhaust fans
Elect POU DHW
CO2 (0.69 lbs/unit)

Source: Abbey Technical Services, 2018.

As discussed in the 2009 MEIR, evidence of energy conservation practices/programs may be made available at the County CDS and implementation of the policies included in the County’s Energy Plan are expected to offset the demand to some degree. Adherence to Title 24 standards and the energy-related policies of the HBAP, new development will be required to meet high standards regarding energy efficiency in heating, ventilation, and air conditioning systems (HVAC); hot water heaters, appliances; insulation; windows; doors; and lighting and therefore will not result in the wasteful consumption of energy.

California is also on the forefront of implementing renewable energy solutions and requirements for industry and homeowners. On December 5, 2007, the California Energy Commission adopted

the 2007 Integrated Energy Policy Report, which established the goal of requiring all new residential homes and all new commercial buildings to be “net zero” energy by 2020 and 2030, respectively. As a result of these energy efficiency code requirements, future land uses associated with the project would operate at significantly higher energy efficiency than current land uses, and all new residential homes will be required to be “net zero” energy. Proposed commercial structures will not be required to be “net zero” energy but will be required to adhere to the aforementioned energy efficiency standards.

In summary, as the project is subject to energy reduction strategies and the majority of the new STMP development will be new residential construction built under the 2020 “Net Zero” energy regulations, the proposed project would not involve a substantial increase in energy demand or the development of new energy sources and will not result in the wasteful or inefficient use of energy.

**Fuel Consumption** – Vehicle trips generated by the project would result in GHG emissions through combustion of fossil fuels. Master Plan trip generation rates were entered into CalEEMod for each land use. Based on the County’s 2006 GHG emissions, project operation would increase the overall County emissions by approximately 0.5% annually (not including construction). In addition to regulations and mitigations, project design and the mix of land uses provided by the project, including the mixed use area with neighborhood serving commercial and recreational uses, would result in less vehicle trips leaving the project site. The project includes design measures to enhance walkability and to improve the on-site pedestrian network. In addition to the project design features, various federal and state regulations on vehicle and fuel manufacturing would likely result in the substantial reduction of the project’s vehicle fuel consumption each year into the future.

**Water Conveyance and Consumption**- California’s water conveyance system is energy-intensive, with electricity used to pump and treat water. As discussed in the 2009 MEIR, domestic water is supplied to the town of Samoa via the Humboldt Bay Municipal Water District’s (HBMWD’s) “Samoa Line”. The existing water system infrastructure was installed ca. 1923 and consists of two separate self-contained systems within the town. One serves the town with treated domestic drinking water, and the other serve a regional area with untreated water for fire service.

Average monthly water use in the town of Samoa between 1999 and 2005 ranged from 0.06 to 0.28 million gallons per day. These flow rates are three to four times higher than expected for a town of its population, and it is estimated that leaks in the system account for a 65% loss rate on a per annum basis. The proposed Master Plan would completely upgrade the existing water system within the plan area, including main lines, connections, meters, and fire hydrants. Although the proposed Master Plan is estimated to increase average monthly water use to approximately 175,000 gpd with a maximum daily demand of 435,000 gpd including fire flows, this is less than the 450,000 gpd threshold established by HBMWD, and it is assumed that once the town has a modern water system the daily use rates would lower significantly and will be consistent with normally accepted averages in the industry. Therefore, it is expected that water conveyance and consumption associated with the proposed project would not be any more inefficient or wasteful than at other sites in the region.

**Summary**

As discussed above, future land uses associated with the proposed Project would increase the demand for energy resources. However, despite the overall increase in demand for energy as a result of the project, the impact has already been analyzed and mitigated for at a programmatic level in the County’s GPU EIR. State energy efficiency measures minimize wasteful, inefficient energy consumption. It is not anticipated that the growth accommodated under the proposed project would significantly affect local or regional energy supplies. Impacts to energy resources have been comprehensively planned for and mitigated, including the project’s size (which has been reduced since MEIR certification), location of buildings and uses to prioritize transportation alternatives, orientation of structures to increase walkability and solar heating, reducing unnecessary equipment use, including renewable energy resources, and reducing overall energy demand.

As a result of the project’s mitigation requirements already outlined in the MEIR, new HBAP Policies, and Net Zero Energy residential requirements starting in 2020, land uses associated with the project would operate at higher energy efficiency than current land uses. Therefore, the proposed Project would be developed in accordance with Appendix F of the CEQA Guidelines and would meet the goals of energy conservation by decreasing overall per capita energy consumption and increasing reliance on renewable energy sources. Therefore, the project’s operational impacts relating to wasteful energy consumption would be **less than significant with mitigation**.

**Determination:** Less than significant with existing mitigation (see 2009 mitigation measures below).

**Mitigations:** The project’s existing mitigations and guidance from the HBAP ensure the project will not involve the wasteful consumption of energy. The existing mitigations and policies are outlined below.

2009 Mitigations - <b>Construction</b> Activities			
Section	Impact Number	Impact Description	Mitigation
Air Quality	4.6.1	Release of PM10 During Construction Activities	Controls on diesel-powered construction equipment: 1. Maintain construction vehicles to maximize efficiency and minimize exhaust emissions. 2. Prohibit excessive equipment idling time (for diesel powered equipment). 3. Stage diesel-powered equipment as far as possible from residences or other sensitive receptors.

**HBAP Policies-Construction** Activities

Policy Number	Description
3 (Community Character/Visual)	Energy Efficiency and Conservation: Changes to the existing structures located on lands subject to the STMP-LUP within the historic Samoa “company town” site that may improve energy conservation shall be consistent with the STMP Design Guidelines and shall not disrupt, replace, or distract from the existing historic period details. New structures, however, may utilize alternative construction materials that have the appearance of the original materials, thus achieving aesthetic consistency with the existing structures while increasing energy efficiency.
7A (1)	Siting development in a manner that will minimize traffic trips
7A (6)	To minimize energy demands, which are associated with structural and transportation energy use, development of lands subject to the STMP-LUP shall minimize vehicle miles traveled, and conserve energy by means such as, but not limited to, the following: Incorporating energy efficient building technologies
7A (12)	Requiring development to use building materials that minimize energy consumption during the manufacture and shipment of the materials;
7A (13)	Requiring development to use construction techniques that minimize energy consumption;

2009 Mitigations - <b>Operation</b> Activities			
Section	Impact Number	Impact Description	Mitigation
Transportation	4.2.2 (a)	Increased Bicycle and Pedestrian Trips	<p>Sidewalks or pedestrian walkways shall be provided on all major roadways and residential streets within the plan area, excluding the existing historic housing areas, where the roads shall remain at their current widths to maintain the historic resource. Bicycle travel areas in the form of bike lanes or unmarked buffers between travel lanes and parking shall be provided on all major roadways, except in the existing historic housing areas. On residential streets outside the historic housing areas, the 48 feet shall be designed to include 32 feet curb to curb and accommodate two directions of travel and parking. A cross section with a wider pavement width will result in higher than desirable speeds for residential streets. The remaining eight feet on either side of the street shall be used for pedestrian sidewalks/walkways and, if desired, some landscape buffer between the road and walkway.</p> <p>On Vance Avenue and Samoa Street the 60-foot right-of-way shall be designed with two 12-foot travel lanes separated by centerline striping, two five-foot bicycle travel areas which could be striped as bike lanes on Vance Avenue, and seven feet of parallel parking on</p>

			<p>either side of the street. The remaining six feet on either side shall be used for pedestrian sidewalks/walkways.</p>
Transportation	4.2.2 (b)	Increased Bicycle and Pedestrian Trips	<p>Crosswalks shall be installed at the major intersections along Vance Avenue in the core area of the town as long as adequate sight conditions exist for approaching vehicles. Otherwise, crossings must be left unmarked or additional crossing enhancements such as curb extensions, medians, and warning lights shall be provided.</p>
Transportation	4.2.3	Increased Transit Demand	<p>The applicant shall request re-routing of existing Humboldt Transit Authority bus lines (perhaps those that serve Manila) or creation of a new route spur in order to service the Vance Avenue corridor in Samoa. Formal bus stops, with shelters, shall be established along Vance Avenue. The initiation of transit services shall be considered upon development of 25 to 50 percent of the proposed Master Plan. Any additional right-of-way will be shown on subdivision maps.</p> <p>The proposed Master Plan will include a transit stop at a location acceptable to HTA. There will also be a mitigation measure for the applicant, for requested transit service: The applicant will construct a bus stop acceptable to HTA, as part of Phase 2, and will submit a request for a spur of the existing bus line, to serve Samoa, prior to recordation of the final map.</p>

Utilities	4.3.1 (a)	Increased Demand for Water	The property owner shall form a management entity to support the provision of water, wastewater and stormwater services to the town of Samoa, subject to the approval of Humboldt County, and in compliance with applicable state law and county policy.
Utilities	4.3.1 (b)	Increased Demand for Water	To address the potential need for domestic water system upgrades necessary for implementation of the Samoa Master Plan along with other long-term development potential on the Samoa Peninsula, the property owner shall pay a connection fee to Humboldt Bay Municipal Water District, as determined by that agency, to adequately deliver the required amount of water for the Samoa project. The fee would be based on the proportional share of the cost of system upgrades that may be necessary as a consequence of the Samoa Master Plan Project and other planned or long-term development users on the peninsula.
Utilities	4.3.6 (a)	Increased Demand for Solid Waste Disposal	A recycling program shall be designed and implemented for the plan area.
Utilities	4.3.6 (b)	Increased Demand for Solid Waste Disposal	Prior to commencement of operations, industrial and commercial users with the potential to generate large volumes of solid waste shall develop and implement waste reduction plans.
Utilities	4.3.7	Demand for Electrical and Gas Services	Evidence of energy conservation practices/programs may be made available to County CDS upon request.
Air Quality	4.6.2	Circulation improvements to reduce motor vehicle use	<p>1. Incorporate infrastructure that facilitates pedestrian and bicycle travel modes. Such infrastructure would include continuous sidewalks and bicycle lanes or paths that interconnect with different plan components and New Navy Base Road. Any improvements to New Navy Road should incorporate bicycle lanes. Specific improvements may include the following:</p> <ul style="list-style-type: none"> <li>a. On new residential streets (outside of the potential historic district), each side of the street should have sidewalks or pedestrian walkways. A walkway separated from the roadway is most desirable.</li> <li>b. Existing residential streets (e.g., Vance Avenue, Sunset Avenue, Cadman Court, and Rideout Avenue) shall be designated by signage as bike routes.</li> </ul> <p>2. Encourage the development of retail services that</p>

			serve the plan area and reduce automobile trips to Eureka and Arcata.
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HBAP Policies- <b>Operations</b> Activities	
Policy Number	Description
7A (2)	Prohibiting retail sales establishments designed to attract more than an incidental percentage of customers from offsite areas;
7A (3)	Incorporating the “smart growth” development concepts that combine interdependent uses that potentially reduce offsite traffic trips, including adequate grocery and convenience stores in the revitalized downtown area to supply resident and visitor needs with fewer offsite trips;
7A (4)	Providing well designed and appropriately located bus stops along Vance Avenue;
7A (5)	Providing amenities for the convenience and safety of pedestrians and bicyclists to encourage the use of non-motorized and/or public transportation, including a well-designed network of bicycle paths, safe sidewalks, and separate footpaths that link various areas within Samoa and to the nearby beach and natural resource area interpretive trails.
7A (7)	Requiring development to meet high standards regarding the energy efficiency of proposed structures; heating, ventilation, and air conditioning systems (HVAC); hot water heaters, appliances; insulation; windows; doors; and lighting such as the standards of established voluntary programs such as Energy Star, LEED, or Build It Green;
7A (8)	Requiring development to incorporate alternative sources of energy such as photovoltaics, solar water heaters, passive solar design, wind generators, heat pumps, geothermal, or biomass
7A (9)	Requiring development to use structural orientation (heat gain from southern exposure) and vegetation patterns to reduce winter heating needs (such as planting deciduous trees near southern exposures to maximize the winter sun);
7A (10)	Requiring development to include energy meters that provide real-time information to users regarding energy consumption;
7A (11)	Requiring development to use recycled building materials

7A (14)	Incorporating structural amenities within non-residential development to encourage the use of non-motorized or public transportation by employees (such as sheltered bicycle storage, bicycle lockers, restrooms with showers/personal lockers, etc.);
7A (15)	Encouraging employer incentives such as paid bus passes, etc., to encourage employee use of public transportation.
7A (16)	Prohibiting restrictions such as covenants or development standards that prevent energy conserving measures such as the use of outdoor clotheslines.

### **Impact 3.5.2: Conflict with Applicable Plans**

#### **Discussion:**

The Humboldt County 2017 General Plan Update contains numerous policies and programs aimed at reducing wasteful, unnecessary, and inefficient energy use in the unincorporated County and responding to the potential effects of climate change. The Master Plan is consistent with the County General Plan policies that address energy reduction strategies including, but not limited to: providing mixed-use, compact development, providing transit, bicycle and pedestrian facilities and developing a neighborhood center. Master Plan development would also incorporate the measures outlined in STMP (New Development) Policy 7, described under the Regulatory Environment section above, related to minimizing vehicle miles traveled and energy demand.

The project would not conflict with the goals identified in AB 32, the 2017 County General Plan, or the County's Draft Climate Action Plan.

**Determination:** Less than significant impact.

## References

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## Appendix B Wildfire

## 3.7 WILDFIRE

### Background & Introduction

In response to recent legislation requiring analysis of wildfire risk in certain planning documents, the November 2017 Proposed Updates to the CEQA Guidelines include the addition of Wildfire to the Appendix G checklist.<sup>1</sup> Projects located in or near State Responsibility Areas (SRAs), or lands classified as very high fire hazard severity zones, require a higher level of review for potentially significant impacts to infrastructure, adopted emergency response plans, and general welfare as a result of proposed projects. This section focuses on analyzing potential impacts associated with this new information. The 2009 MEIR analysis for all other potential hazard impacts remains valid.

### Environmental/ Regulatory Setting

#### Environmental Setting

The Samoa Peninsula is a sandy area consisting of both developed and undeveloped dunes with pockets of coastal coniferous forest, coastal shrubland, foredunes, and dune hollow wetlands. The project area is not in a designated area of severe fire hazard due to its environmental conditions and a general lack of naturally occurring combustible organic material. As discussed in the adopted MEIR, the Humboldt County Fire Rating Map designates the project site's potential wildfire hazard as "Nil", or no hazard.

Wildland fire protection in California is the responsibility of either the State, local government, or the federal government. A State Responsibility Area (SRA) is a legal term defining the area where the State has financial responsibility for wildland fire protection. Incorporated cities and federal ownership are not included. The prevention and suppression of fires in all areas that are not state responsibility areas are primarily the responsibility of local or federal agencies. There are more than 31 million acres in state responsibility area with an estimated 1.7 million people and 750,000 existing homes. Local Responsibility Areas (LRAs) include incorporated cities, cultivated agriculture lands, and portions of the desert. Local responsibility area fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. The Samoa Town Master Plan area falls into an LRA as does the majority of the Humboldt Bay Region.

The Samoa Peninsula Fire Protection District (FPD) currently provides fire protection services to the portion of the peninsula south of the Highway 255 Bridge, including the communities of Samoa, Fairhaven and Finntown. The Samoa Peninsula FPD is currently undergoing a reorganization into a Community Services District (CSD) to further increase capacity to provide emergency services and disaster responsiveness. Reorganization of the FPD into a CSD will provide the necessary governance structure for the provision of expanded municipal services to the

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<sup>1</sup> Proposed Updates to the CEQA Guidelines, November 2017. California Governor's Office of Planning and Research.

residents, businesses, industries, and recreational users on the Peninsula and will generally increase the project site's protection from fire hazards.

The project site, located west of the City of Eureka, is one of the areas of the LRAs farthest from a SRA in Humboldt County, with the boundary of the closest SRA across Humboldt Bay at the City of Eureka/Humboldt County Boundary, approximately four miles away. According to 2007 CalFire "Fire Hazard Severity Zones" maps, the project area in Samoa falls into the "LRA Moderate" category, which is the zone of least designated risk.

## Regulatory Setting

The State Office of Planning and Research (OPR) proposed new review requirements regarding wildfires in 2017 as a result of Senate Bill 1241 (Kehoe, 2012). SB 1241 requires cities and counties to address fire risk in state responsibility areas (SRA) and very high fire hazard severity zones in the safety element of general plans upon the next revision of the housing element. The Bill also requires cities and counties to make certain findings regarding available fire protection and suppression services before approving a tentative map or parcel map (required findings are: that the design and location of each lot are consistent with any applicable regulations adopted by the board regarding defensible space requirements; that structural fire protection and suppression services will be available for the subdivision; and that the subdivision meets the regulations regarding road standards for fire equipment, to the extent practicable).

By including analysis related to wildfires early in the planning process, the legislature intended to ensure that local governments, public agencies, and project proponents would have information available early in the project planning process to identify and address potential susceptibility to fire damage. When the Bill was adopted in 2012, OPR was directed to work with the Department of Forestry and Fire to update OPR's Fire Hazard Planning Document and incorporate fire hazard impacts into the Appendix G Checklist<sup>2</sup>. Updates to the Appendix G Checklist resulted in **Section XX. Wildfire**, which is outlined below as proposed<sup>3</sup>.

**XX Wildfire.** If located in or near a state responsibility area or lands classified as very high fire hazard severity zones, would the project:

- a) Impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes?

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<sup>2</sup> SB 1241 Senate Bill- Bill Analysis [http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb\\_1201-1250/sb\\_1241\\_cfa\\_20120524\\_094105\\_sen\\_comm.html](http://www.leginfo.ca.gov/pub/11-12/bill/sen/sb_1201-1250/sb_1241_cfa_20120524_094105_sen_comm.html)

<sup>3</sup> Proposed Updates to the CEQA Guidelines, 2017. California Governor's Office of Planning and Research.

The following policies were added to the Humboldt Bay Area Plan (HBAP), per the California Coastal Commission, as part of the STMP General Plan (Local Coastal Plan) Amendment approval.

#### STMP (New Development) Policy 1B (Phasing of Development)

(Only relevant excerpts of the policy are provided below, see HBAP for complete policy language)

I.A.12. Water Supplies: Plans demonstrating that sufficient potable and emergency control water supplies and facilities will be supplied by the pertinent water services district to serve buildout of all STMP lands, consistent with the requirements of the STMP-LUP, and that the pertinent storage and delivery infrastructure and backup power supplies are located within the boundaries of Parcel 2. The plan shall be prepared by a California licensed professional civil engineer and shall be reviewed by the County Office of Emergency Services, the Samoa Peninsula Fire Protection District, and the County Sheriff's office for comment prior to permit approval;

#### II.D. Provision of Emergency Control Water Supply Facilities

1. The coastal development permit for the comprehensive division of Master Parcel 2 shall require that prior to the commencement of any development within any phase of development of the subdivision, including the recordation of final subdivision map for that phase but not including the development listed in subsection (2) below, the landowner/developer must demonstrate that all emergency control water supply facilities needed to serve all development within the phase has been constructed, tested, and determined ready for connection and service: and
2. The following development may be performed prior to installation of the emergency control water supply facilities: (1) recordation of a final subdivision map covering the Public Facilities designated area only; (2) the remediation of contaminated soil and groundwater; and
3. The development of the public access trail network and improvement of the public access day facility required by STMP-LUP policies.

## Impacts & Mitigation Measures

### Evaluation Criteria

For evaluating the potential wildfire impacts of the proposed Master Plan, implementation of the project may have a significant adverse impact if it would:

- Be located in or near a state responsibility area or lands classified as very high fire hazard severity zones, and do any of the following:
  - Impair an adopted emergency response plan or emergency evacuation plan.
  - Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire.
  - Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may

- exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.

**Discussion:**

The STMP area is in a LRA currently served by the Samoa Peninsula FPD. The closest SRA is across Humboldt Bay approximately four miles from the project area. The project area is not in a designated area of severe fire hazard due to its environmental conditions and a general lack of significant naturally occurring combustible organic material. According to 2007 CalFire “Fire Hazard Severity Zones” maps, the project area in Samoa falls into the “LRA Moderate” category, which is the zone of least designated risk.

Some portions of the site with large areas of grass or other vegetation may be considered at low risk of wildfire hazard. The project includes Natural Resources (NR)-zoned habitat as well as pockets of forested dunes and coastal shrub/grasslands. Wildfire risk, though unlikely, is possible if controlled fires are not appropriately contained. Wind conditions in the area may further fuel uncontained fires. The project includes the installation of emergency control water supply facilities and plans demonstrating that sufficient potable and emergency control water supplies and facilities are available to serve buildout of all STMP lands. The pertinent storage and delivery infrastructure and backup power supplies will be provided.

For the purposes of this SMEIR, implementation of the project must be analyzed for adverse impacts on level of wildfire risk if a) the project in question is located in or near a state responsibility area, or b) is in an area classified as a very high fire hazard severity zone. As this project is not located in or near a state responsibility area or a very high fire hazard severity zone, there will be a less than significant impact to the project due to wildfire concerns.

**Determination:** Less than significant impact.

**Mitigation:** No mitigation necessary.

**Draft Mitigated Negative Declaration  
Samoa Town Master Plan Phase 1**

**Multi-family Housing, Wastewater Treatment Facilities, and  
Vance Avenue Reconstruction  
State Clearinghouse # 2003052054**

**PROJECT DESCRIPTION AND BACKGROUND**

Project Title:	
Lead agency name and address:	Humboldt County Planning & Building Department 3015 H Street, Eureka, Ca 95501
Contact person and phone number:	Michael E. Wheeler, 707-445-7541
Project Location:	Town of Samoa, Humboldt County, CA
Project sponsor's name and address:	Samoa Pacific Group
General plan description:	Residential Medium Density, Public Facility
Zoning:	Residential Multi-family, Public Facility
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	A Coastal Development Permit, Conditional Use Permit, and Planned Development Permit for: 1) reconstruction and new construction for Vance Avenue from the north end of Samoa near Cookhouse Road southerly to the south end of the Samoa Pacific Group property; and a Special Permit for Design Review ; 2) development of an eighty unit affordable housing project which includes ten buildings, including a community building with kitchen, office and meeting room; 3) construction of a water storage tank for domestic water and fire suppression for Samoa; and 4) construction of a new wastewater treatment and effluent disposal system for Samoa (The construction will be the first phase of a system that will be enlarged incrementally as new development progresses in Samoa.
Surrounding land uses and setting; briefly describe the project's surroundings:	The Samoa Town Master Plan area has two distinct parts. One is the area between New Navy Base Road and the North Coast Railroad Authority (NCRA) railroad tracks, which contains Samoa's primary residential and community area, originally developed as a company town. The other part was formerly used for wood products storage and processing. This "easterly part" (east of the NCRA railroad tracks) was historically an industrial area commonly referred to as the millyard, which contained lumber processing and shipping facilities. The Samoa Cookhouse was at the north end. When the millyard was functioning, it was connected to a dock facility on Humboldt Bay; however, this dock and the adjacent building are not a part of the Master Plan.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	Regional Water Quality Control Board

## Draft Mitigated Negative Declaration Samoa Town Master Plan Phase 1

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and 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 checked="" type="checkbox"/>	Transportation/Traffic	<input checked="" type="checkbox"/>	Tribal Cultural Resources	<input type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Mandatory Findings of Significance				

### DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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

<b>Signature:</b>	<b>Date:</b>
<b>Printed Name:</b>	<b>For:</b>

# Draft Mitigated Negative Declaration Samoa Town Master Plan Phase 1

## 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 account of the whole action involved, including off-site 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 "Earlier Analyses," as described in (5) below, 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 plans, 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 significance

# Draft Mitigated Negative Declaration Samoa Town Master Plan Phase 1

## Appendices – Available electronically only from Humboldt County Planning and Building

- A Project Site Plans for WWTF and Water Storage facilities
- B Project Site Plans and Elevations for Multi-Family Housing
- C Biological Report Addendum
- D Greenhouse Gas Emission Technical Report
- E W-trans July 19, 2013 Memorandum – Samoa Industrial Waterfront Transportation Access Plan  
Traffic Impacts
- F Certified (2009) MEIR Mitigation Measures

# Draft Mitigated Negative Declaration Samoa Town Master Plan Phase 1

## BACKGROUND

The County of Humboldt is processing an application for Phase 1 of the phased development of the Samoa Town Master Plan (STMP) lands. Based on the proposed project description and new information available, it was determined that project implementation would not have significant effects not discussed in the STMP Master Environmental Impact Report (MEIR) (State Clearinghouse Number: 2003052054); certified on October 27, 2009 by the Humboldt County Board of Supervisors. This Mitigated Negative Declaration builds upon the STMP MEIR and focuses on potential environmental impacts that could occur due to new information of substantial importance that was not known or could not have been known at the time of the 2009 MEIR certification and/or changes in the circumstances under which development of the STMP would occur.

The overall scope of the STMP project has been reduced from what was analyzed in the MEIR in terms of total acres of proposed development, number of proposed new residential units, and acres of business park development. Therefore, most of the project impacts are the same or reduced from those described in the MEIR. However, there is updated information related to biological resources and transportation/traffic. Greenhouse gas emission analysis was not required at the time of MEIR certification and is included in this document to comply with current State requirements.

## STMP PROJECT SUMMARY

The original STMP project consists of subdividing and developing a former mill town, lumber storage and processing area to provide a diverse mix of land uses: residential, commercial, light industrial/business park, and public while protecting environmentally sensitive areas and resources. Key elements of the Samoa Town Master Plan include:

- A commercial area at Vance Avenue and Cutten Street;
- A business park along the south portion of Vance Avenue;
- The Samoa Cookhouse area which includes the existing Samoa Cookhouse, a Maritime Museum, the existing gymnasium, baseball field and the elementary school, and a new small RV park;
- A total of 198 new residential units are proposed, including a residential district west of Vance Avenue;
- Live/work studios along Cadman Court;
- Multi-family housing (80 units) east of Vance Avenue and north of Soule Street;
- Coastal dependent industrial land east of the NCRA railroad tracks;
- Open space and natural areas east of New Navy Base Road and at other locations;
- Roads, trails and pathways;
- A central park and town square; and
- Public facilities, including a wastewater treatment plant, corporation yard and utility substation.

After certification of the STMP MEIR in 2009, amendment of the Humboldt County General Plan (Humboldt Bay Area Plan (HBAP)) was approved by the County of Humboldt on December 6, 2011. The HBAP amendment incorporates the adopted findings of the California Coastal Commission (LCP Amendment HUM-MAJ-01-08, March 10, 2011). The LCP amendment conditionally approved the land uses and associated zone reclassifications for the STMP site.

On February 10, 2015 the Board of Supervisors approved a proposed LCP Amendment consisting of the following:

1. Modify the development timing provisions of the Samoa Town Master Plan (STMP) to allow the Wastewater Treatment Facility (WWTF), Vance Avenue Improvements and

## Draft Mitigated Negative Declaration Samoa Town Master Plan Phase 1

Multi-Family housing development (as configured under the approved PF and RM designations and Vance Avenue right of way) to be created by merger and resubdivision by parcel map as an additional Master Parcel (Master Parcel 2) prior to the development of other STMP lands (Master Parcel 3); and

2. Establish submittal requirements for three STMP development phases (Phase 1 - WWTP and Vance Avenue Improvements, Phase 2 - multi-family housing development, and Phase 3 – comprehensive division of Master Parcel 3); and
3. Establish modified development requirements for each development phase.

The applicant and his consultant worked with the Coastal Commission and Regional Water Quality Control Board staff to address technical and policy considerations of the proposed development timing change. The text amendments allow the change in development phases to facilitate the early development of new affordable housing. This reordering of the project phasing allows the developer to use grant funding to upgrade the WWTF and construct necessary utility infrastructure and road improvements to support the affordable housing project. The WWTF upgrade will remove a major impediment to the overall STMP development. The amendment also establishes submittal requirements for each development phase and provides specific improvement requirements for each phase. This amendment was subsequently approved by the California Coastal Commission.

### **The Current Project Proposal – Phase 1**

Consistent with the 2016 Phasing Amendment, the applicant is requesting a Coastal Development Permit, Conditional Use Permit, and Planned Development Permit for: 1) reconstruction and new construction for Vance Avenue from the north end of Samoa near Cookhouse Road southerly to the south end of the Samoa Pacific Group property; and a Special Permit for Design Review. The work will include sidewalk construction, shoulder widening and installation of underground utilities; 2) development of an eighty unit affordable housing project which includes ten buildings, including a community building with kitchen, office and meeting room; 3) construction of a water storage tank for domestic water and fire suppression for Samoa; and 4) construction of a new wastewater treatment and effluent disposal system for Samoa (The construction will be the first phase of a system that will be enlarged incrementally as new development progresses in Samoa).

# Draft Mitigated Negative Declaration Samoa Town Master Plan Phase 1

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS:</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
:				

*Proposed multi-family residential and Wastewater Treatment Facility.* Eighty multi-family housing units, described as “workforce housing”, are proposed on the east side of Vance Avenue, south of Soule Street. The wastewater treatment facility will be located on Public Facility lands located across Vance Avenue from the multi-family housing. The wastewater treatment facility will have no significant above ground structures. In this location, surrounding land uses including the business park, open space areas, new single family housing areas and industrial land. The mix of land uses, lot sizes and open space would offer a diverse streetscape and landscape character in this area of the Master Plan that would provide a visually compatible location for proposed medium-density housing.

Because the site is predominantly vacant, almost any development, by its very nature, will create considerable change to the existing visual character. In terms of visual character, therefore, the Master Plan will cause a noticeable change. The distinct visual elements (e.g. historic company town structures, natural areas) would remain, and the visual elements of the vacant, industrial landscape would be replaced. Some of the proposed changes will improve existing visual characteristics, for example, replacing large paved areas with structures, vegetation, and ponds.

### **Effects on the Existing Visual Character or Visual Quality of the Site or Its Surroundings**

In terms of visual quality, the impact determination is based upon the assumption that the historic structures, street design, and natural areas contribute to the visual quality, and that the industrial areas are not valued for their aesthetic quality. The Master Plan proposes to preserve the plan area’s high visual qualities, and develop areas of low visual quality. Some of the proposed development, for example new residential use, will expand existing visual qualities to currently degraded visual quality sites.

# Draft Mitigated Negative Declaration

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### Determination:

Less than significant adverse impact with incorporation of mitigation measures from the Final MEIR for aesthetic impacts:

### Mitigation:

*Mitigation Measure 4.9.1a:* Visual screening shall be used as a buffer to separate residential uses from and non-residential uses. Also any new development that is not compatible in size (mass), architectural style, or layout (e.g. setbacks from street, density, orientation, etc.) with adjacent use(s) shall have visual screening to minimize impacts to the existing visual quality. Visual screening can be provided by landscape screening and shall be contiguous to achieve maximum visual continuity and visual separation from existing qualities.

Screening to visually separate existing and Master Plan new development shall include:

- Visual separation and landscaping between the existing town, existing historic resources, and new residential development;
- Visual separation between residential and non-residential uses, including visual screening along Vance Avenue;
- Visual screening by retaining existing vegetation along the north end of Samoa Park to minimize visual impacts with nearby historic resources;
- Visual screening by retaining existing vegetation and landscaping west of Vance Avenue opposite Samoa Park, in the area proposed for new vacation rental units to minimize visual impacts with nearby historic resources;
- Existing Monterey Cypress trees located between the proposed soccer arena and Samoa Cookhouse shall be retained to screen proposed new soccer buildings and structures from adjacent historic resources. Site design and visual screening shall be required between the proposed RV Park and adjacent land uses in the Samoa Cookhouse area shall be employed to minimize impacts. Visual screening and open space areas between proposed new single family housing areas, vacation rental housing units, and existing residences on Sunset Avenue, Rideout Road, and Sanda Court.
- The design, siting, height and scale of new housing, visitor serving uses, and site development shall be visually compatible with existing housing areas on Sunset Avenue, Rideout Road, and Sanda Court and comply with Design Guidelines. New development shall be consistent with Design Guidelines and building regulations required for tsunami safety.

*Mitigation Measure 4.9.1b:* Areas not occupied by buildings, parking, walkways, bikeways, or other associated residential or commercial activities shall be fully and permanently landscaped with live plant materials and shall be permanently maintained.

*Mitigation Measure 4.9.1c:* All pedestrian/bike linkages and commercial/business parking lots shall consist of attractive hardscape and landscape.

*Mitigation Measure 4.9.1d:* All building façades shall be broken down to small scale and given individual design character compatible with the existing historic architectural style of the town.

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## Effects on a Scenic Vista or Viewshed

While the mix of land uses has changed, the effects on a scenic vista or viewshed are expected to be the same. Potential scenic viewshed impacts of the proposed new residential housing area located south of Sunset Avenue would be similar in both September 2007 and January 2006 Master Plans. There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.9.2 Effects on a Scenic Vista or Viewshed in the January 2006 MEIR contained in the appendices.

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

*Mitigation Measure 4.9.2a:* Visual screening shall be used as a buffer to protect the views from across the bay. Structures that are incompatible in height and/or mass compared to the existing view shall have visual screening to minimize impacts to the existing visual quality. Visual screening can be provided by landscape screening and shall be contiguous to achieve maximum visual continuity. New structures and development shall conform to design guidelines and standards and design review.

*Mitigation Measure 4.9.2b:* Landscape plantings, including native trees such as shore pine, shall be installed along New Navy Base Road and along roadways as shown in the Illustrative Master Plan. Landscape plans and design shall be consistent with Design Guidelines and standards.

## Creation of New Sources of Substantial Light or Glare

At present, the portion of the Master Plan area proposed for new residential housing is undeveloped coastal dune land. No sources of substantial light or glare currently exist on the site. Nearby sources of light that may partially affect the site would emanate from residences and possibly headlight glare on Sunset Avenue, Women's Club during events, and headlight glare from vehicles traveling along in New Navy Base Road, during nighttime hours. Development of residential housing would potentially generate new sources of light in this area of the Master Plan, especially during nighttime hours. Sources of light include exterior and interior household lighting and headlight glare generated by residents' vehicles. This would alter nighttime views from residences on Sunset Avenue, Sanda Court and the Women's Club. The amount of household light could be minimized by the use of low-intensity exterior lighting.

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

*Mitigation Measure 4.9.3a:* Exterior lighting, whether installed for security, safety, or landscape design purposes, shall be shielded and/or positioned in a manner that broadcasts light downward and that will not shine light or allow light glare to exceed the boundaries of individual lots on which it is placed. Exterior lighting, consistent with design guidelines and standards, shall be designed to use the lowest intensity lamp/wattage compatible with safety.

*Mitigation Measure 4.9.3b:* Buildings shall be constructed with non-glare exterior, and consistent with design guidelines and standards.

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*Mitigation Measure 4.9.3c:* Non reflective surfaces and materials of new development and uses shall be used to limit potential glare impacts.

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<b>II. AGRICULTURE AND FOREST RESOURCES:</b> 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 Impact	Less Than Significant with Mitigation	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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Samoa Town Master Plan area has two distinct parts. One is the area between New Navy Base Road and the North Coast Railroad Authority (NCRA) railroad tracks, which contains Samoa's primary residential and community area, originally developed as a company town. The other part was formerly used for wood products storage and processing. This "easterly part" (east of the NCRA railroad tracks) was historically an industrial area commonly referred to as the millyard, which contained lumber processing and shipping facilities. The Samoa Cookhouse was at the north end. When the millyard was functioning, it was connected to a dock facility on Humboldt Bay; however, this dock and the adjacent building are not a part of the Master Plan. The setting does not include any agricultural for forest lands, and so the project will not have any impact on agriculture or timberland.

<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

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a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Release of PM<sub>10</sub> During Construction Activities

No change to discussion of impacts or mitigation for this topic. For full discussion see Impact 4.6.1 Release of PM<sub>10</sub> During Construction Activities in the January 2006 MEIR contained in the appendices.

**Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

**Mitigation:**

*Mitigation Measure 4.6.1a.* Dust control measures:

1. During dry periods, water all earth surfaces when construction involves clearing, grading, earthmoving, and other site preparation activities. Watering should be conducted at least twice daily. This would include unpaved roadways used during construction.
2. Use watering to control dust generation during demolition of structures or break-up of pavement.
3. Cover trucks hauling construction and demolition debris from the site.
4. Provide regular clean-up of mud and dirt carried onto paved streets from the site.

*Mitigation Measure 4.6.1b* Controls on diesel-powered construction equipment:

1. Maintain construction vehicles to maximize efficiency and minimize exhaust emissions.
2. Prohibit excessive equipment idling time (for diesel powered equipment).
3. Stage diesel-powered equipment as far as possible from residences or other sensitive receptors.

### Emissions of Criteria Air Pollutants from Master Plan Buildout

No change to discussion of impacts or mitigation for this topic. For full discussion see Impact 4.6.2 Emissions of Criteria Air Pollutants in the January 2006 MEIR contained in the appendices.

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## Samoa Town Master Plan Phase 1

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

*Mitigation Measure 4.6.2a.* Circulation-related improvements to reduce motor vehicle use:

1. Incorporate infrastructure that facilitates pedestrian and bicycle travel modes. Such infrastructure would include continuous sidewalks and bicycle lanes or paths that interconnect with different plan components and New Navy Base Road. Specific improvements may include the following:
  - a. Sidewalks shall be provided per Master Plan.
  - b. Existing residential streets (e.g., Vance Avenue, Sunset Avenue, Cadman Court, and Rideout Avenue) shall be designated by signage as bike routes.
2. Encourage the development of retail services that serve the plan area and reduce automobile trips to Eureka and Arcata.

*Mitigation Measure 4.6.2b.* For units designed for fireplaces/ wood burning appliances, limit such devices to one EPA Phase III or better device per residence to reduce emissions from woodburning appliances. All new residences shall be provided with natural gas powered heating systems. Developers should be encouraged to provide natural gas fireplaces in new residences.

The project also includes the following condition of approval as required by the California Coastal Commission:

5. At least one bus stop and associated amenities to serve the Samoa area shall be installed on Master Parcel 2 concurrent with the development of Vance Avenue improvements on Master Parcel 2 and prior to occupancy of any residential development on Master Parcel 2.

### **Air Quality Impacts from Traffic**

No change to discussion of impacts or mitigation for this topic. For full discussion see Impact 4.6.3 Local Air Quality Impacts from Plan Traffic Generation in the January 2006 MEIR contained in the appendices.

### **Determination:**

Less than significant adverse impact.

### **Mitigation:**

None Required.

### **Exposure to Objectionable Odors**

No change to discussion of impacts or mitigation for this topic. For full discussion see Impact 4.6.4 Exposure of New Residences to Objectionable Odors in the January 2006 MEIR contained in the appendices.

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

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*Mitigation Measure 4.6.4a.* Conduct odor analysis of wastewater treatment facility, and if necessary, include measures to minimize odor impacts on residences or other land uses that could be adversely affected. Such treatments may include aeration systems.

**IV. BIOLOGICAL RESOURCES:** Would the project:

- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section provides a biological analysis update for the 2009 MEIR, with new information from the Addendum to the Samoa Town Master Plan Biological Resources Study, Botanical Survey and Invasive Plant Management Plan, dated September 9, 2013 (Appendix C). The update is to determine whether the new information indicates any potentially significant adverse impacts.

The 2009 MEIR evaluated potential impacts to biological resources affected by the Master Plan. It addresses potential impacts on those resources and identifies measures appropriate to mitigate potentially significant impacts. This section incorporates the 2009 MEIR by reference and includes new information contained in Appendix C.

The Biological Resource Study Addendum was prepared to satisfy the Humboldt Bay Area Plan policies related to the Samoa Town Master Plan implementation including, but not limited to, STMP (New Development) Policy 1B (Phasing of Development). The Biological Resource Study Addendum includes the re-designation of certain degraded habitats within the plan area as Environmentally Sensitive Habitat Areas (ESHA), the establishment of appropriate development setbacks from these habitats, and an updated botanical survey and invasive plant management plan for the project area.

**California Coastal Commission Review**

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The California Coastal Commission reviewed the 2004 Biological Resources Study and 2009 MEIR, and conducted a field investigation of the site on December 7, 2010. Coastal Commission Staff Ecologist provided the results of the field review in a memorandum dated February 11, 2011. This memo states that the various habitat areas, including wetlands, had been accurately characterized and mapped; however, changes were recommended to some of the descriptions of these areas in terms of use and habitat sensitivity.

The memo identified several areas of “degraded dunes” located east of New Navy Base that were not classified as ESHA that warrant that designation due to the presence of natural dune processes, dune hollow wetlands, and remnant native dune mat vegetation. The first is the long strip of fenced dunes located within the HBMWD waterline easement between the abandoned log deck and New Navy Base Road. The second area is a continuation of the first, situated between New Navy Base Road, the residential housing, and the coastal coniferous forest/scrub ESHA at the north end of the plan area. There are three other small patches of degraded dunes with similar characteristics; one adjacent to New Navy Base Road and one above the Peninsula Elementary School, both of which are surrounded by wetlands and ESHA; and an irregular patch north of Vance Avenue that is contiguous with Coastal Coniferous Forest ESHA. It was recommended that all of these remnant and degraded dune areas be considered ESHA due to their rarity and the ease with which they could be further degraded by human activity. Also, three small areas of remnant native vegetation that were designated as ESHA were recommended to be removed from that designation due to their relative isolation.

ESHA is thought to be a natural dune swale feature since it could not be proven that its creation and subsistence is dependent on artificial hydrological input, as suggested in the biological report. Dense vegetation associated with this swale area can be seen in aerial photos dating back to 1958, which suggests that it may have been a natural hollow at one time, and therefore a convenient place to direct effluent from the treatment pond. This wetland hollow was reclassified as a regulatory wetland for planning purposes.

The Coastal Commission recommended that all the delineated wetlands west of the railroad easement be considered ESHA and provided with 100-foot development setbacks, as should the upland vegetation communities designated ESHA, except were truncated by existing development. These recommendations have been incorporated into the STMP.

### **2013 Botanical Survey**

Floristic surveys were conducted in 2013 for all development phases of the STMP east of New Navy Base Road. A survey of the development areas was performed to update existing resource data for the STMP, as required under the Humboldt Bay Area Plan. The updated information is provided as an addendum to the 2004 Biological Resource Report to comply with requirements for subdivision and Coastal Development Permit Approval by the County of Humboldt.

Prior to conducting field surveys, the list of special-status plants with known occurrence in the project region was updated by performing a query of the California Department of Fish and Wildlife Natural Diversity Database (CNDDDB 2013) and the California Native Plant Society On-line Inventory of Rare and Endangered Vascular Plants of California (CNPS 2013) for the Eureka 7.5 minute USGS quadrangle and eight adjacent coastal quadrangles (Arcata North, Tyee City, Arcata South, Trinidad, Crannell, Fields Landing, Fortuna, Cannibal Island, and Ferndale). Seventeen plant species were added to the list generated for

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the original biological study (2009 MEIR Table 2.4.2). These additions are listed in Table 3.2.1, along with an assessment of their potential for occurrence within the study area.

Habitat suitability was evaluated using the following criteria:

**Present.** The species is known to occur within the study area, based on historical occurrence records and/or recent survey data.

**High Potential.** Habitat components meeting the species requirements are present and most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found in the study area.

**Moderate Potential.** Habitat components meeting the species requirements are present; however, some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found in the study area.

**Low Potential.** Some habitat components meeting the species requirements are present; however, the majority of habitat on and adjacent to the site is unsuitable. The species has a low probability of being found in the study area.

**Not Present.** Habitat on and adjacent to the site is clearly unsuitable for the species or recent survey data indicates that it currently does not occur within the study area.

Seasonally appropriate surveys were performed on April 19<sup>th</sup> and 22<sup>nd</sup>, May 23<sup>rd</sup> and 24<sup>th</sup>, and June 18<sup>th</sup> 2013. Surveys were conducted for all target plants listed in the original biological study and the additions listed Appendix C for which suitable habitat was deemed present. The distribution of rare plant occurrences was recorded and mapped using a Trimble Juno SB handheld GPS. Native Species Field Survey Forms were completed for each rare plant occurrence and a list of species encountered during the field investigation are included in Appendix C.

### Results of Rare Plant Survey

Beach layia (*Layia carnosa*) and dark-eyed gilia (*Gilia millefoliata*) were relocated within the water/power utility line easement between New Navy Base Road and the former log deck, and within an open sand area next to the forest/scrub habitat at the north end of the plan area. They were found generally in the same locations as they were in 2003/2004 but occupying slightly larger representative areas. No other Special-status plants were found within the study area during the 2013 survey effort.

Beach layia is a California endemic that is both state and federally listed as endangered throughout its limited range. Dark-eyed gilia is not state or federally listed, but it is considered endangered in a portion of its range, rare outside of California, and distributed in a limited number of occurrences. Both are locally common in the dunes on the Samoa Peninsula, where they are typically associated with the native dune mat community, but they also occur along edges and sandy openings of dunes dominated by invasive exotic plants. Beach layia requires areas of open sand to colonize and cannot establish itself in the thick vegetative cover of nonnative plants that similarly inhabit the dunes of the plan area. It was observed within one small section of the utility easement associated with native dune mat species such as coast buckwheat (*Eriogonum latifolium*), beach bur (*Ambrosia chamissonis*), beach evening primrose (*Chamissonia cheiranthifolia*), dune knotweed (*Polygonum paronychia*), coast goldenrod (*Solidago spathulata*), beach pea (*Lathyrus littoralis*), sand mat (*Cardionema ramosissimum*), and dark-eyed gilia.

Dark-eyed gilia was observed growing over a larger area of the utility easement, often within lower quality habitats such as those impacted by light vehicle and foot traffic and areas

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dominated by invasive-exotic plants. Common associates include native dune mat species but also non-native grasses and forbs such as rigput brome (*Bromus diandrus*), hairgrass (*Aira praecox*), sheep sorrel (*Rumex acetosella*), rattlesnake grass (*Briza maxima*), vulpia (*Vulpia bromoides*), and rough cat's ear (*Hypochaeris radicata*). Dark-eyed gilia was most abundant within the vehicle corridor along the HBMWD easement where light truck traffic retained areas of open sand suitable for colonization.

### Special Status Animal Species Potentially Occurring in the Master Plan Area

The special-status animal species occurring or potentially occurring at or adjacent to the Master Plan area are listed in 2009 MEIR Table 2.4-2 along with their status and habitat characteristics. The Biological Resources Report determined that 28 special-status animal species occur or have the potential to occur at or adjacent to the Master Plan area. These include: Northern red-legged frog (*Rana aurora aurora*), Northwestern pond turtle (*Clemmys marmorata marmorata*), brown pelican (*Pelecanus occidentalis californicus*), double-crested cormorant (*Phalacrocorax aurrozous pallidus*), great blue heron (*Ardea herodias*), great egret (*Ardea alba*), snowy egret (*Egretta thula*), black-crowned night heron (*Nycticorax nycticorax*), osprey (*Pandion haliaetus*), white-tailed kite (*Elanus leucurus*), bald eagle (*Haliaeetus leucocephalus*), Northern harrier (*Circus cyaneus*), sharp-shinned hawk (*Accipiter striatus*), Cooper's hawk (*Accipiter cooperi*), merlin (*Falco columbarius*), American peregrine falcon (*Falco peregrinus anatum*), Western snowy plover (*Charadrius alexandrinus nivosus*), long-billed curlew (*Numenius americanus*), elegant tern (*Sterna elegans*), short-eared owl (*Asio flammeus*), Vaux's swift (*Chaetura vauxi*), willow flycatcher (*Empidonax traillii bresteri*), purple martin (*Progne subis*), bank swallow (*Riparia riparia*), black-capped chickadee (*Parus atricapillus*), California yellow warbler (*Dendroica petechia brewsteri*), pallid bat (*Antrozous pallidus*), Townsend's western big-eared bat (*Corynorhinus townsendii townsendii*), and red tree vole (*Arborimus pomo*). See the 2009 MEIR and associated Biological Resources Study for further discussion. There is no new information related to special status animal species in the Biological Resources Study Addendum, the descriptions and analysis in the 2009 MEIR remains valid.

### Regulatory Setting

The applicable Federal, State, and California Coastal Act, plans, policies, codes and regulations related to biological resources remain as described in the 2009 MEIR. The following policies were added to the Humboldt Bay Area Plan, per the California Coastal Commission, as part of the STMP General Plan (Local Coastal Plan) Amendment approval.

#### Humboldt Bay Area Plan – Chapter 4 (Land Use Designations)

STMP-LUP: Samoa Town Master Plan Land Use Designation Overlay

STMP (New Development) Policy 1B (Phasing of Development) – Further Subdivision of STMP “Parcel 2”

1.A. A complete application for a coastal development permit for the comprehensive division of Master Parcel 2 shall at a minimum include all information needed to evaluate the consistency of the division with the policies of the STMP-LUP and all other applicable provisions of the certified LCP, and in addition shall specifically include the following information:

- (1) Wetland Resources: Wetland delineations, including to-scale maps and supporting data prepared in accordance Wetland/ESHA Policy 10.
- (2) Botanical/Historic Landscape Resources: Seasonally-appropriate botanical surveys, including to-scale map and supporting data and analysis of historic landscape context;

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- (3) Non-wetland ESHA delineations, including to-scale maps and supporting data;
- (4) Invasive Species: Non-native, invasive species surveys, to-scale maps; supporting data, and plans for control or removal of ecologically significant species within the pertinent area, such as pampas grass, non-native brambles for five (5) years after significant increments of site disturbance occur (i.e. may be phased plan for removal based on the timeline of the development) and with additional time if plan milestones are not achieved and additional removal is thus required;

STMP (Wetlands/ ESHA) Policies 1-15 are summarized below, for complete policy language see Humboldt Bay Area Plan.

### STMP (Wetlands/ ESHA) Policies

Policy #	Summary
1	Provide maximum protection, restoration and enhancement of existing ESHAs.
2	Designate and zone identified ESHAs and buffers Natural Resources.

Policy #	Summary
3	Provide neighborhood parks to minimize unauthorized recreational use of sensitive resource areas.
4	100-foot setback/buffer for wetlands and non-wetlands ESHAs unless it can be demonstrated that a reduced buffer is sufficient to prevent disruption of habitat. Buffers shall not be reduced to less than 50 feet.
6	Defines locations for paved bicycle/pedestrian paths.
7	Defines fencing requirements.
8	Limits use of motorized recreational vehicles.
9	Outlines requirements for a plan for the removal of invasive non-native plant species of ecological concern.
10	Wetland delineation requirements.
11	EHSA determination requirements.
12	Development shall not significantly alter drainage patterns that would adversely affect hydrology sustaining wetlands.
13	No herbicides or rodenticides shall be used within STMP lands designated Natural Resource or Public Facility.
14	Limits planting of exotic plants/ prohibits planting of specific invasive non-native plants.
15	Identification of buildable area for proposed land divisions/ LLAs.

## Impacts & Mitigation Measures

### Loss of Wetlands

#### Discussion:

As a result of Coastal Commission review and LCP Amendment approval, all wetlands located west of the railroad easement have been designated as EHSA and provided 100-foot development setbacks. This includes a portion of the “waste-water treatment facility” previously designated as non-ESHA that was reclassified as a natural dune swale feature and state/federal regulatory wetland. This also includes two dune hallow wetlands that were previously proposed to have reduced setbacks. Therefore, there will be no loss of wetlands as

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a result of the proposed project and impacts will be less than those described in the 2009 MEIR.

In addition to establishing wetland buffers, Best Management Practices (BMPs) will be incorporated in the plan design to control the generation and delivery of pollutants from land use activities to water resources. The proposed Master Plan provides for vegetated swales along roadways and development and the creation of detention basins to slow and treat stormwater flows, thereby reducing the amount of pollutants entering wetland habitats and other surface and ground waters (refer to 2009 MEIR Section 4.5.1 and associated hydrology mitigation measures for runoff impacts).

### **Determination:**

Less than significant with incorporation of mitigation measures.

### **Mitigation:**

The following mitigation measures are taken directly from the 2009 MEIR. Mitigation measures 4.5.4a and 4.4.1a listed below remain unchanged from the 2009 MEIR.

Modifications to the original mitigation measures are identified in strikeout text to indicate deletions and underline to signify additions.

Same as *2009 MEIR Mitigation Measure 4.5.4a* (included below for reference) with incorporation of native tree and shrub species utilized in the bio-retention design to provide cover, forage and nesting habitat for wildlife to mitigate for loss of this habitat due to modification of the wastewater treatment facility.

*2009 MEIR Mitigation Measure 4.5.2a:* In order to assure the effectiveness of the best management practices (BMPs) implemented for the Master Plan, the following design parameters shall be applied:

1. The system of vegetated swales and detention basins/areas shall be designed so that flows generated during a 2-year storm event have an on-site detention time of 24 hours.
2. The concept of bio-retention shall be implemented to improve detention basin effectiveness.

*2009 MEIR Mitigation Measure 4.4.1a:* To improve the functional value of the two small “man-induced” wetlands located on the log deck, adjacent developed dunes should be restored to native landscapes; fill material shall be removed, and native vegetation shall be planted within the setback area to provide a vegetative screen between these wetlands and residential areas. This measure is expected to improve the quality of the habitat by increasing species diversity, and aid in the uptake and treatment of storm water runoff to improve water quality.

*Mitigation Measure 4.4.1b:* ~~To mitigate for loss of willow habitat associated with the relic dune hollow in the proposed location of the single family housing complex west of Vance Avenue, restoration of similarly degraded relic hollows, of a similar size, in the vicinity of the buried Samoa water pipeline will be restored and/or enhanced. Fill material can be removed from a similar relic hollow located west of the proposed business park (reference wetland data form 12 in the Appendices) in order to restore wetland hydrology, and additional willow vegetation may be planted to increase habitat and functional wetland values for no net loss. (Mitigation Measure 4.4.1b is removed because the referenced willow habitat will be preserved and provided a 100-foot development setback, no impact will occur).~~

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### Impacts to Non-wetland ESHAs

#### Discussion:

The area proposed for development based on the tentative map is less than what was analyzed in the 2009 MEIR; therefore, potential impacts to non-wetland ESHAs will be similar to or less than those described in the 2009 MEIR. In addition, all upland vegetation communities designated as ESHA are now afforded 100-foot development setbacks, except where truncated by existing development.

Based on Coastal Commission site review, several areas of “degraded dunes” located east of New Navy Base were reclassified as ESHA due to the presence of natural dune processes and the rarity and ease with which they could be further degraded by human activity. The first is the long strip of fenced dunes located within the utility easement between the abandoned log deck and New Navy Base Road. The second area is a continuation of the first, situated between New Navy Base Road, the residential housing, and the coastal coniferous forest at the north end of the plan area. Three other small areas of degraded dunes with similar characteristics, one adjacent to New Navy Base Road, one above the Peninsula Elementary School, and an irregular patch north of Vance Avenue were also reclassified as ESHA. In addition, three small areas of remnant native vegetation previously designated as ESHA were also removed from that designation due to their relative isolation, per Coastal Commission recommendation. As stated above all upland vegetation communities designated as ESHA are now afforded 100-foot development setbacks, except where truncated by existing development.

#### Mitigation:

The following mitigation measure are taken directly from the 2009 MEIR and apply to the Samoa Town Master Plan development as a whole. Modifications to the original mitigation measures are identified in ~~strikeout~~ text to indicate deletions and underline to signify additions. As the current project involves only involves development of the multi-family housing and associated infrastructure improvements, none of these measures are applicable to this phase of the project.

*2009 MEIR Mitigation Measure 4.4.2a:* Establish a well-marked trail system to consolidate high use areas and minimize foot traffic through Environmentally Sensitive Habitat Areas west of New Navy Base Road. Existing main routes to the beach shall be utilized to the greatest extent possible. An assessment will need to be conducted to determine the least environmentally damaging alternative to biological resources prior to designating a trail system west of New Navy Base Road. Once established, access points to all bike trails and foot paths throughout the plan area are to be clearly marked with appropriate regulatory, educational, and/or interpretive signage. Erect signage and/or fencing at designated access points (trail heads).

*2009 MEIR Mitigation Measure 4.4.2b:* Establish for the Master Plan area a sustainable landscaping plan designed to protect existing natural resources. Assistance for developing such a plan is available from a number of resources, including the Sustainable Urban Landscape Information Series (SULIS) and the Greenscape Program, funded by the U.S. EPA.

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*2009 MEIR Mitigation Measure 4.4.2c:* Establish a well-marked trail system to consolidate high use areas and minimize foot traffic through ESHAs west of New Navy Base Road. The existing pedestrian beach access corridor shall remain the only beach access. No vehicles shall be allowed to access the beach through this corridor.

*2009 MEIR Mitigation Measure 4.4.2d:* ~~The 0.2 acres of European Beachgrass ESHA and 0.1 acres of native dune mat ESHA to be displaced associated with the development of the 1.5-acre visitor serving use area west of New Navy Base Road shall be replanted with native dune mat habitat on a 3:1 basis. This replanting shall occur west of New Navy Base Road within the confines of the area covered by Figure 4.4-1, with the decision on the specific location within this area to be at the discretion of the California Coastal Commission. Seeds or other propagule material (divisions, cuttings, etc.) from the native flora within the existing native dune mat ESHA to be removed shall be collected in late spring (or as appropriate) and spread in the replanted habitat. Exotics shall be removed by hand within the replanted habitat until such time as the new native flora has established itself. (Mitigation measure 4.4.2d is removed because European Beachgrass and native dune mat will no longer be displaced in this area).~~

*2009 MEIR Mitigation Measure 4.4.2e:* An exotic plant removal program shall be implemented within the 1.5-acre visitor serving use area and associated new parking area west of New Navy Base Road to avoid the potential for the spread of exotic plant species into adjacent ESHAs. This program shall include the removal of exotics from said area on a monthly basis for the life of the Master Plan.

*2009 MEIR Mitigation Measure 4.4.2f:* ESHA protection fencing shall be installed at the locations set forth in Figure 4.4-1 3.2-4 to inhibit persons and dogs from entering existing ESHA areas in the vicinity of the proposed 1.5-acre visitor serving use area west of New Navy Base Road. The fencing shall be 3-foot tall split rail fencing, and shall be maintained on a monthly basis for the life of the Master Plan.

*2009 MEIR Mitigation Measure 4.4.2g:* All persons with dogs utilizing the beach areas due west of the Master Plan area shall maintain dogs on a leash in all areas of said beach (1.5-acre visitor serving use area, parking lots, day use area, beach access corridor, backdunes, foredunes), with the exception of the wave slope where dogs can be unleashed.

*2009 MEIR Mitigation Measure 4.4.2h:* ~~A new botanical survey and site reconnaissance shall be undertaken in 2008 by a qualified biologist, and a new habitat map shall be prepared by the biologist which replaces Figure 4.4-1 (habitat map). The botanical survey shall be conducted during the following periods: March-April for wallflower and layia; March-July for beach layia; April-July for dark-eyed gilia; and June-October for pink sand verbena. Figure 4.4.2 (fencing plan) shall be revised accordingly, but shall be no less stringent than it occurs in the MEIR. Mitigation Measures 4.4.2d and 4.4.2f shall be expanded to cover any additional ESHA area discovered during the 2008 survey/reconnaissance and shown on the revised habitat map, but shall be no less stringent. (A Botanical Survey for the STMP Coastal Access and Visitor Use Area was conducted in 2009 to comply with mitigation measure 4.4.2h. The updated habitat map showing the revised fencing plan and proposed parking is included in Appendix C).~~

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### Impacts to Special-Status Species

#### Discussion:

The area proposed for development based on the tentative map is less than what was analyzed in the 2009 MEIR; therefore, potential impacts to special-status species will be similar to or less than those described in the 2009 MEIR. Potential impacts to special status animal species remain as described in the 2009 MEIR.

Botanical surveys were undertaken in 2013 within that portion of the plan area subject to redevelopment east of New Navy Base Road. No new rare plant occurrences were discovered. Previously documented occurrences of two special-status plants, beach layia (*Layia carnosa*) and dark-eyed gilia (*Gilia millefoliata*), were relocated within the utility line easement between New Navy Base Road and the former log deck, and within an open sand area next to the forest/scrub habitat at the north end of the plan area. They were found generally in the same locations as they were in 2003/2004 but occupying slightly larger representative areas. Both the beach layia and the dark-eyed gilia occur within areas that have been designated as environmentally sensitive and afforded a 100-foot setback from proposed development. No impacts to these occurrences are anticipated from site development. A botanical survey was conducted in 2009 at the location of the proposed visitor serving use area west of New Navy Base Road. The botanical survey was completed to fulfill the requirements of 2009 MEIR Mitigation Measure 4.4.2h for the purposes of assessing potential impacts to known rare plant populations and EHSAs. Beach layia and dark-eyed gilia both occur within the study area as shown in Figure 3.2-4. They were found in many of the same locations as they were in 2003/2004 but occupying smaller representative areas within the native dune mat community, on degraded dunes, and in areas of open sand. American Glehnia (*Glehnia littoralis*) was not relocated and none of the other target rare plant species were found.

The increased visitors to the beach area due west of the Master Plan area associated with the proposed visitor serving uses could potentially harass, degrade, and/or eliminate special-status animal and plant species from the area. As indicated in Appendix C, beach layia occurs between the existing parking and day use areas, in the vicinity of the existing pump house facilities and in the proposed parking area. Dark-eyed gilia occurs adjacent to the proposed parking area and in small patches around the perimeter of the study area, it is not found within the proposed day use or parking improvement areas. The proposed parking would displace approximately 211 square feet (0.005 acres) of beach layia.

#### Determination:

Less than significant adverse impacts with incorporation of mitigation measures.

#### Mitigation:

The following mitigation measure are taken directly from the 2009 MEIR. Modifications to the original mitigation measures are identified in strikeout text to indicate deletions and underline to signify additions.

Same as 2009 MEIR Mitigation Measure 4.4.2a. **(Not applicable to the current project)**  
2009 MEIR Mitigation Measure 4.4.3a: Prior to disturbance, a qualified biologist shall investigate all abandoned or vacant structures that are slated for demolition to determine whether they are in use by either Townsend's big-eared bat or pallid bat. If the structure(s)

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are not being used by either species, plan activities can proceed with no further mitigation. If either bat species is determined to be using any of the abandoned structures, the applicant shall proceed with one of the following:

Option 1: Cease demolition plans for the occupied building and maintain the structure(s) as bat habitat.

Option 2: Continue with demolition of the occupied building(s) and implement the following:

- Take measures to avoid injury or death of bats from demolition activities. This may involve relocating bats prior to the start of operations. A qualified biologist shall perform the relocation procedure.
- Create suitable habitat of a quality similar to or higher than that being destroyed elsewhere within the plan area and any bats disturbed during demolition must be re-introduced into the newly created habitat. A qualified biologist shall perform the relocation.

*2009 MEIR Mitigation Measure 4.4.3b:* Prior to any blasting, pile driving, or any other such activity that elevates noise well above ambient levels, a qualified biologist shall be consulted to identify any potentially affected special status wildlife species (e.g. Osprey), and the biologist's recommended mitigation measures shall be followed.

*2009 MEIR Mitigation Measure 4.4.3c:* **(Not applicable to the current project)** The 211 square feet (0.2 0.005 acres) of ~~dark-eyed-gilia beach layia~~ to be displaced associated with the development of the 1.5-acre visitor serving use parking area west of New Navy Base Road shall be replanted in both area and number of plants on a 3:1 basis. This replanting shall occur west of New Navy Base Road within the confines of the area shown in 2009 MEIR Figure 4.4-1, with the decision on where within this area to be at the discretion of the California Coastal Commission. Seeds from the ~~dark-eyed-gilia beach layia~~ to be removed shall be collected in late spring or when appropriate and spread in the replanted habitat. Exotics shall be removed by hand within the replanted habitat until such time as the ~~dark-eyed-gilia beach layia~~ has established itself.

*2009 MEIR Mitigation Measure 4.4.3d:* Same as 2009 MEIR Mitigation Measure 4.4.2f (ESHA protection fencing). ~~In addition, provide 3-foot tall split rail protection fencing around the following existing special status species occurrences shown in Figure 4.4-1: (1) the dark-eyed-gilia area immediately east of the proposed 1.5-acre visitor serving use area; and (2) the beach layia pockets west and south of the visitor serving area where not already to be fenced under Mitigation Measure 4.4.2f. (The areas listed above are already fenced under mitigation measure 4.4.2f as shown on Figure 3.2-4.)~~

Same as *2009 MEIR Mitigation Measure 4.4.2g.*

*2009 MEIR Mitigation Measure 4.4.3e:* **(Not applicable to the current project)**. A trash removal program shall be implemented in the area of the proposed 1.5-acre visitor serving use area west of New Navy Base Road, pedestrian beach access tunnel, beach access corridor, and 300 meters of the beach on either side of the beach access corridor. This program is designed to avoid the attraction of crows and ravens which could harass any Western Snowy Plovers which may nest in the area in the future. This program shall include trash removal from the area on a weekly basis for the life of the Master Plan.

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*2009 MEIR Mitigation Measure 4.4.3f:* ~~Mitigation Measure 4.4.2h requires that a new botanical survey and site reconnaissance be undertaken in 2008 by a qualified biologist, and that a new habitat map be prepared based on the findings. Mitigation Measures 4.4.3e and 4.4.3d shall be expanded to cover any additional special status species area or new special status species discovered during the 2008 survey/site reconnaissance, but shall be no less stringent.~~ (A Botanical Survey for the STMP Coastal Access and Visitor Use Area was conducted in 2009 to comply with mitigation measure 4.4.2h. The updated habitat map showing the revised fencing plan and proposed parking is included in Appendix C.)

**V. CULTURAL RESOURCES:** Would the project:

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?    | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" 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) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?       | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

Section 2.1 of the 2009 MEIR, incorporated by reference here, describes the archaeological and historic overview of the project area. The environmental setting, including descriptions of existing cultural resources identified in the Master Plan site and vicinity remain as described in the 2009 MEIR. Historic resources identified on the Master Plan site are summarized below.

The California Office of Historic Preservation and the National Park Service recognize a range of resource types including: buildings, objects, structures, sites and districts. Districts may include all of these first four resource types as well as significant landscape features. These resource types, as well as significant landscape features, may collectively be potentially eligible as a historic district. A resource that meets standards for inclusion on the California Register (see Applicable Plans, Policies, Codes and Regulations below) is regarded as potentially eligible for the Register. CEQA treats properties that are eligible for the Register but not listed on the Register in exactly the same way as designated historic resources.

The potentially eligible resources identified in the survey of the Samoa Master Plan Area include: a district surrounding the historic mill town of Samoa and four archaeological sites. One of the archaeological sites has been defined as a component of the potential historic district; the remaining three are potentially eligible for listing as individual resources. Therefore, a total of four resources were identified as eligible for the California Register. One of these four, the potential historic district area, includes 227 buildings, structures and sites. While at least a portion of the Master Plan Area would be potentially eligible to be a historic district, no historic district is proposed as part of the Master Plan.

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Substantial adverse change in the significance of a historic resource: The project does not involve any changes to historic resources.

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

*Mitigation Measure 4.1.1a:* For all known archaeological sites not located in areas proposed for development, on-site staking of construction boundaries is required to ensure that sites are avoided during all construction activities including during access and staging phases.

*2009 MEIR Mitigation Measure 4.1.2d:* Measures to minimize potential impacts of new development on adjacent contributing historic resources must be implemented. These shall include siting, design and screening of new buildings, consistent with Design Guidelines, including compatible building height, scale, materials, roof and wall mass and articulation.

*Mitigation Measure 4.1.1c:* Institute a thorough archaeological monitoring program. All construction activities involving the destruction or removal of present surfaces, covered or otherwise, shall be monitored for the presence of archaeological materials. A qualified archaeological monitor and a Native American monitor shall be employed during all ground-disturbing activities. If the monitors identify any archaeological sites, ground-disturbing activity shall halt while the site is evaluated by qualified archaeologists. If a previously unknown site is evaluated as potentially eligible for the California Register, then appropriate mitigation procedures shall be followed as described in Mitigation Measure 4.1.1b.

An archeological data recovery, guided by a professional archeologist, will be required as mitigation. A refined archeological monitoring plan will be developed and implemented as mitigation, with the following components:

- A Sensitivity Map for prehistoric and historic archeological sites;
- An Historic Context that identifies related property types and significance thresholds for historic period and prehistoric archeological deposits;
- Treatment standards for data recovery of “discoveries”;
- Standards for Documentation, Reporting and Curation;
- Site Monitor Qualifications, roles, responsibilities and authority;
- Tribal Coordination with all three local Tribes having Wiyot ancestral ties;
- Process for refining the monitoring plan as “discoveries” is reported.

*Mitigation Measure 4.1.1d.* All mitigation work shall be accompanied by a statement of nondisclosure of sites mitigation, and/or other mitigations completed by the property owner filed with the Northwest Information Center.

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VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Impacts Due to a Seismic Event

There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.7.1 Impacts Due to a Seismic Event in the January 2006 MEIR contained in the appendices.

### Determination:

Less than significant adverse impact with incorporation of mitigation measures.

### Mitigation:

*Mitigation Measure 4.7.1a:* Site specific evaluations in accordance with state and local regulations shall be conducted during the engineering design process to evaluate the liquefaction potential and ground failure potential for specific construction areas.

*Mitigation Measure 4.7.1b:* Site specific studies completed during the engineering design process shall evaluate the vertical and lateral variation in soil properties and evaluate the

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potential for seismically induced settlement and differential settlement. If lateral variation is identified and/or anticipated, foundation designs shall accommodate for differential settlement.

*Mitigation Measure 4.7.1c:* Effective engineering design of foundation elements shall be implemented based on liquefaction analysis of site soils. CDMG Special Publication 117 (SP 117) (CDMG, 1997) provides guidelines for mitigation of seismic hazards and states that, the hazard assessment required for plan sites shall:

(a) demonstrate that liquefaction at a proposed site poses a sufficiently low hazard as to satisfy the defined acceptable level of risk criteria, or (b) result in implementation of suitable mitigation recommendations to effectively reduce the hazard to acceptable levels (CCR Title 14, Article 10, § 3721).

Adequate mitigation for lateral spread hazards may be provided by, but is not limited to, the following guidelines stated in the SP 117:

- Edge containment structures;
  - Removal or treatment of liquefiable soils to reduce liquefaction potential;
  - Modification of site geometry to reduce the risk of translational site instability;
- and/or
- Drainage to lower the groundwater table below the liquefiable soils.

Adequate mitigation for other liquefaction-related, localized hazards including potential bearing failure, settlements, and lateral displacements, may be provided by adhering to the following guidelines stated in SP 117:

- Excavation and removal or recompaction of potentially liquefiable soils;
- In-situ ground densification;
- Other types of ground improvements (e.g. permeation grouting, surcharge preloading, etc.);
- Deep foundations that have been designed to accommodate liquefaction effects;
- Reinforced shallow foundations; and/or
- Design of the proposed structures or facilities to withstand predicted ground softening and/or predicted vertical and lateral ground displacements to an acceptable level of risk.

*Mitigation Measure 4.7.1d:* Where appropriate, impose localized lateral spreading setback distances for structures from any native or fill slope free faces.

*Mitigation Measure 4.7.1e:* Effective engineering design of foundation elements shall be implemented based on settlement and differential settlement analysis of site soils.

*Mitigation Measure 4.7.1f:* All structures shall be constructed to comply with Zone 4 requirements using the latest edition of the California Building Code and it may be appropriate to exceed the requirements to minimize potential damage from ground shaking.

*Mitigation Measure 4.7.1g:* Foundation and building structural design shall be performed by a Structural Engineer licensed in the State of California to ensure that strengthening and reinforcement measures are incorporated into building designs.

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*Mitigation Measure 4.7.1h:* Strengthening structural foundations and applying safety measures for natural gas utilities shall be implemented.

**Potential Landslides, Soil Instability and Soil Erosion**

There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.7.3 Potential Landslides, Soil Instability and Soil Erosion in the January 2006 MEIR contained in the appendices.

**Determination:**

This impact is less than significant with incorporation of mitigation measures.

**Mitigation:**

*Mitigation Measure 4.7.3a:* If significant cuts and fills or additional loading are planned, then appropriate, site-specific measures shall be implemented in order to prevent slope instabilities resulting from the construction of structures and/or roads.

*Mitigation Measure 4.7.3b:* If expansive soils are encountered during construction of structures and/or roads, then appropriate design measures shall be designated by a licensed geotechnical engineer or their designee.

*Mitigation Measure 4.7.3c:* A temporary erosion and sedimentation control plan shall be developed during the engineering design process and implemented during construction. Long term erosion and sedimentation control should be addressed in the landscape plan.

*Mitigation Measure 4.7.3d:* During structure and/or road construction of plan improvements, sediment shall be prevented from entering wetlands by initiating standard erosion control practices. These practices may include installation of sediment barriers and implementation of an erosion control program as required for construction sites by the state Water Resources Control Board.

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Background & Introduction**

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This Section evaluates the potential greenhouse gas (GHG) emissions generated by construction and operation of the Samoa Town Master Plan. At the time of MEIR certification, a quantitative evaluation of GHG impacts was not required under CEQA; and due to the still developing emissions thresholds and methodologies for greenhouse gas emissions analysis, potential impact analysis would have been speculative. Since MEIR certification, additional methods for analyzing greenhouse gas emissions have become available. In 2010, the CEQA Guidelines were amended to address the analysis and mitigation of the effects of greenhouse gas emissions. Because the 2009 MEIR did not address GHG emissions, these potential impacts are being evaluated here. The analysis in this section is based on the Samoa Town Master Plan – Greenhouse Gas Emission Assessment Eureka, CA, Prepared by Illingworth & Rodkin, January 16, 2014. A complete copy of this study is included in Appendix D.

### **Environmental Setting**

The project site is located within the North Coast Air Basin (NCAB), which includes all of Humboldt, Del Norte, Trinity, Mendocino Counties, and a portion of Sonoma County. The North Coast Unified Air Quality Management District (NCUAQMD) regulates air quality in the Humboldt, Del Norte and Trinity County portions of the NCAB, while Mendocino and Sonoma counties have separate air management districts.

The climate of the region is dominated by a cold upwelling of seawater to the ocean surface off the Humboldt Coast. This cold ocean water cools the surface air. During the summer, winds flowing from the Pacific Ocean are drawn on shore by the difference in surface temperatures, resulting in daytime northwesterly winds. In winter, this temperature differential is less, and surface winds may blow from many directions depending on storm patterns.

As a result of the region's topography and coastal air movements, inversion conditions are common in the NCAB. Inversions are created when warm air traps cool air near the ground surface and prevents vertical dispersion of air. Valleys, geographic basins, and coastal areas surrounded by higher elevations are the most common locations for inversions to occur. During the summer, inversions are less prominent, and vertical dispersion of the air is good. However, during the cooler months between late fall and early spring, inversions last longer and are more geographically extensive; vertical dispersion is poor, and pollution may be trapped near the ground for several concurrent days.

### **Greenhouse Gases and Climate Change**

Greenhouse gases are so called because of their role in trapping heat near the surface of the earth; they are implicated in global climate change, commonly referred to as "global warming." These GHGs contribute to an increase in the temperature of the earth's atmosphere by preventing the escape of heat in much the same way as glass in a greenhouse. These gases, mainly water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. These are released into the earth's atmosphere through a variety of natural processes and human activities.

- Carbon dioxide and nitrous oxide are byproducts of fossil fuel combustion.
- Nitrous oxide is associated with agricultural operations such as fertilization of crops.

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- Methane is commonly created by off-gassing from agricultural practices (e.g. keeping livestock) and landfill operation.
- Chlorofluorocarbons were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- Hydrofluorocarbons are now used as a substitute for chlorofluorocarbons in refrigeration and cooling.
- Perfluorocarbons and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with carbon dioxide being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger with a GWP of 23,900. In GHG emission inventories, the mass of each gas is multiplied by its GWP and is measured in units of carbon dioxide equivalent emissions (CO<sub>2e</sub>), and are often expressed in metric tons (MT CO<sub>2e</sub>) or millions of metric tons of CO<sub>2</sub> equivalents (MMT CO<sub>2e</sub>).

### **Human Influence and Potential Climate Change Impacts**

Climate change is not a local environmental impact; it is a global impact. Unlike criteria pollutants, CO<sub>2</sub> emissions cannot be attributed to a direct health effect. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of GHG gases in the atmosphere. This in turn is causing the Earth's temperature to rise. A warmer Earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans. There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is much uncertainty concerning the magnitude and rate of the warming and the extent of the impact on environmental systems.

In 2009 the California Natural Resources Agency prepared a report to the Governor entitled "2009 California Climate Adaptation Strategy." The report details the expected impacts of global warming in California. These include (California Office of the Attorney General's, Climate Impacts in California webpage: <http://oag.ca.gov/environment/impact> accessed December 11, 2013):

- Seal level rise, coastal flooding, and coastal erosion;
- Losses to the Sierra snowpack and water supply;
- Forestry and higher risk of fires;
- Damage to agriculture;
- Increased demand for electricity;
- Public health impacts; and
- Habitat destruction and loss of ecosystems.

### **State and Regional GHG Emissions**

In 2008, California's GHG emissions were approximately 478 MMT CO<sub>2e</sub>.<sup>2</sup> This large number is due primarily to the sheer size of California compared to other states. By contrast, California has one of the fourth lowest per-capita GHG emission rates in the country, due to the success of its energy-efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Transportation is the source of approximately 37 percent of the state's

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GHG emissions, followed by electricity generation (both in-state and out-of-state) at 24 percent, and industrial sources at 19 percent. Residential and commercial sources account for 9 percent, while agriculture, waste, high GWP compounds, and forestry account for 5.9, 3.3, 1.4, and 0.04 percent, respectively.<sup>3</sup>

A GHG inventory developed for unincorporated Humboldt County as part of the County's General Plan Update included 1990 and 2006 GHG emissions. In terms of overall GHG emissions, the County has seen a significant decline in industrial emissions since 1990. This may be attributed to a steady and significant decline in the lumber industry and closure of major industrial facilities related to timber processing, including numerous lumber mills and several pulp mills. The 2006 overall GHG emissions in unincorporated Humboldt County was 1.3 MMT CO<sub>2</sub>e; approximately a half a million metric tons less than 1990 CO<sub>2</sub>e.<sup>4</sup>

### Regulatory Setting

Global climate change is addressed through the efforts of various federal, state, regional, and local government agencies as well as national and international scientific and governmental conventions and programs. These agencies work jointly and individually to understand and regulate the effects of greenhouse gas emissions and resulting climate change through legislation, regulations, planning, policymaking, education, and a variety of programs. The national, state, and regional programs focused GHG emissions are discussed below.

### GHG Regulation on a National Level

On April 2, 2007, the United States Supreme Court ruled that the U.S. Environmental Protection Agency (EPA) has the authority to regulate carbon dioxide (CO<sub>2</sub>) emissions under the Federal Clean Air Act. After a thorough examination of the scientific evidence and careful consideration of public comments, the EPA announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people. The findings do not in and of themselves impose any emission reduction requirements, but do allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.

The EPA's endangerment finding covers emissions of six key greenhouse gases—carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>)—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world.

### GHG Regulation on a State Level

Assembly Bill 32 (AB 32), the Global Warming Solutions Act, was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. The Bill required the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emission.

AB 32 requires the state's global warming emissions to be reduced to 1990 levels by the year 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. Based on CARB's calculation of 1990 baseline emissions levels, California must reduce GHG emissions by approximately 28.5 percent below "business-as-usual" predictions of year 2020 GHG emissions to achieve this

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goal. In July 2011 CARB revised its “business as usual” GHG emission estimate for 2020, in order to account for the recent economic downturn in its emission projections.<sup>5</sup> The estimate presented in the scoping plan (596 MMT CO<sub>2</sub>e) was based on pre-recession, 2007 data from the Integrated Energy Policy Report. CARB has updated the projected “business as usual” 2020 GHG emissions to 545 MMT CO<sub>2</sub>e.

AB 32 also requires CARB to prepare a Scoping Plan to achieve GHG reductions in California. In June 2008, CARB released a draft of the Climate Change Scoping Plan, which was revised in October 2008. The final Scoping Plan was adopted by CARB on December 11, 2008. Key elements of CARB’s Scoping Plan are:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Increases the State’s Renewable Portfolio Standard (RPS) to 33 percent by 2020. Retail sellers of electricity are required to increase the portion of electricity they provide each year by renewable energy to achieve the 33 percent goal;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources;
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to state laws and policies, including California’s clean car standards, goods movement measures, and the Low Carbon Fuel Standard.
- Creating target fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state’s long-term commitment to AB 32 implementation.

In addition to the requirements under AB 32 to address GHG emissions and global climate change in general plans and CEQA documents, Senate Bill 97 (Chapter 185, 2007) required the Governor’s Office of Planning and Research (OPR) to develop CEQA guidelines for addressing global warming emissions and mitigating project-generated GHG emissions. OPR transmitted the proposed guidelines to CNRA and the guidelines were adopted on December 30, 2009. The amended CEQA Guidelines became effective on March 18, 2010.

The new CEQA Guidelines concerning GHG emissions do not include or recommend any particular threshold of significance; instead, they leave that decision to the discretion of the lead agency. However, with respect to adopting thresholds of significance, newly added CEQA Guidelines section 15064.7(c) provides:[A] lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence. The new CEQA Guidelines also do not suggest or recommend the use of any specific GHG emission mitigation measures. Instead, newly added CEQA Guidelines section 15126.4(c) provides that lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions.

Among other things, CNRA noted in its public notice for these changes to the CEQA Guidelines that the impacts of GHG emissions should be considered in the context of a cumulative impact, rather than a project impact. The public notice states:

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While the Proposed Amendments do not foreclose the possibility that a single project may result in greenhouse gas emissions with a direct impact on the environment, the evidence before [CNRA] indicates that in most cases, the impact will be cumulative. Therefore, the Proposed Amendments emphasize that the analysis of greenhouse gas emissions should center on whether a project's incremental contribution of greenhouse gas emissions is cumulatively considerable. Also, under SB 32, there are to be reductions to 40% of 1990 levels.

### **GHG Regulation on a Regional Level**

Policies, regulations and plans for GHG reduction in the NCUAQMD are either recently adopted or in draft form including:

- Humboldt County General Plan Update, 2011 Draft. The Humboldt County General Plan contains numerous policies and programs aimed at reducing GHG emissions. The Draft Air Quality Element also recognizes the County has significant resources for carbon sequestration on timber and agricultural lands. It specifies a successful mitigation of GHG emissions as reaching levels of “non-significance” as established by AB 32 and subsequent legislation.

General Plan Update Draft Climate Action Plan, January 2012. The Climate Action Plan (1) includes a GHG emission inventory to determine the sources and quantity of GHG emissions in the County; (2) establishes a CO<sub>2</sub> or GHG emissions reduction target; (3) develops a climate action plan with both existing and future actions that, when implemented, will help meet the local GHG reduction target; (4) includes implementation measures; and (5) defines monitoring to report on progress.

- NCUAQMD's Proposed Revisions to Regulation I, Rule 111. These revisions address emissions of 6 GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride), and define levels of significance for GHG emissions (in tons per year, CO<sub>2</sub> equivalents). However, these regulations only apply to stationary sources.

The following policy was added to the Humboldt Bay Area Plan, per the California Coastal Commission, as part of the STMP General Plan (Local Coastal Plan) Amendment approval. STMP (New Development) Policy 7:

- A. To minimize energy demands, which are associated with structural and transportation energy use, development of lands subject to the STMP-LUP shall minimize vehicle miles traveled, and conserve energy by means such as, but not limited to, the following:
1. Siting development in a manner that will minimize traffic trips;
  2. Prohibiting retail sales establishments designed to attract more than an incidental percentage of customers from offsite areas;
  3. Incorporating the “smart growth” development concepts that combine interdependent uses that potentially reduce offsite traffic trips, including adequate grocery and convenience stores in the revitalized downtown area to supply resident and visitor needs with fewer offsite trips;
  4. Providing well designed and appropriately located bus stops along Vance Avenue;
  5. Providing amenities for the convenience and safety of pedestrians and bicyclists to encourage the use of non-motorized and/or public transportation, including a well-designed network of bicycle paths, safe sidewalks, and separate footpaths that link various areas within Samoa and to the nearby beach and natural resource area interpretive trails;
  6. Incorporating energy efficient building technologies;
  7. Requiring development to meet high standards regarding the energy efficiency of proposed structures; heating, ventilation, and air conditioning systems (HVAC); hot water heaters,

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appliances; insulation; windows; doors; and lighting such as the standards of established voluntary programs such as Energy Star, LEED, or Build It Green;

8. Requiring development to incorporate alternative sources of energy such as photovoltaics, solar water heaters, passive solar design, wind generators, heat pumps, geothermal, or biomass;

9. Requiring development to use structural orientation (heat gain from southern exposure) and vegetation patterns to reduce winter heating needs (such as planting deciduous trees near southern exposures to maximize the winter sun); 10. Requiring development to include energy meters that provide real-time information to users regarding energy consumption;

11. Requiring development to use recycled building materials;

12. Requiring development to use building materials that minimize energy consumption during the manufacture and shipment of the materials;

13. Requiring development to use construction techniques that minimize energy consumption;

14. Incorporating structural amenities within non-residential development to encourage the use of non-motorized or public transportation by employees (such as sheltered bicycle storage, bicycle lockers, restrooms with showers/personal lockers, etc.);

15. Encouraging employer incentives such as paid bus passes, etc., to encourage employee use of public transportation;

16. Prohibiting restrictions such as covenants or development standards that prevent energy conserving measures such as the use of outdoor clotheslines.

B. Coastal Development Permits authorized for development of lands subject to the STMP-LUP shall include specific findings concerning the extent of the subject project's incorporation of measures to reduce vehicle miles traveled and to minimize the use of energy.

### Impacts & Mitigation Measures

#### Evaluation Criteria

For evaluating the potential greenhouse gas emission impacts of the proposed Master Plan, implementation of the project may have a significant adverse impact on global climate change if it would do any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

#### Generate greenhouse gas emissions

##### Discussion:

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The analysis below provides the conclusions on the project specific impact toward the cumulative impact of global climate change. Construction and operation of project development would generate GHG emissions. GHG emissions were computed for the full build out scenario of the Samoa Town Master Plan. Specifically, construction emissions were computed for an assumed 5-year construction period with operational emissions in 2020. The California Emissions Estimator Model Version 2013.2.2 (CalEEMod) was used to predict GHG emissions from construction and operation of the

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project. The model predicts emissions of GHGs in the form of equivalent CO<sub>2</sub> emissions (CO<sub>2</sub>e). In order to obtain the CO<sub>2</sub>e, an individual GHG is multiplied by its global warming potential. The methodology and assumptions used in this analysis are summarized below for construction and operation activities. Refer to Appendix D (Greenhouse Gas Emission Assessment) for model output and detailed calculations.

The land use types and sizes, trip generation rates and other plan-specific information available were input to the model. The use of this model for evaluating emissions from land use projects is recommended by the California Association of Air Pollution Control Officers (CAPCOA) and air districts in California. Unless otherwise noted, the CalEEMod model defaults for Humboldt County were used. CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport.

### **Construction Emissions**

During construction of the project GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil fuels to operate. The combustion of fossil fuels generates GHGs such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O; CH<sub>4</sub> is also emitted during the fueling of heavy equipment. Construction is a temporary source of emissions necessary to facilitate development of the project.

### **Operational Emissions**

The following activities are typically associated with the operation of residential and commercial land uses that will contribute to the generation of GHG emissions.

**Motor Vehicle Use** – Vehicle trips generated by the project would result in GHG emissions through combustion of fossil fuels. Master Plan trip generation rates were entered into CalEEMod for each land use.

**Gas and Electricity Use** – Natural gas use results in the emissions of two GHGs: CH<sub>4</sub> (the major component of natural gas) and CO<sub>2</sub> from the combustion of natural gas. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel.

**Water Use** - California’s water conveyance system is energy-intensive, with electricity used to pump and treat water. The project would contribute indirectly to emissions by consuming water.

**Solid Waste Disposal** – Disposal of organic waste in landfills can lead to the generation of methane, a potent greenhouse gas. By generating solid wastes, the project would contribute to the emission of fugitive methane from landfills, as well as CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O from transporting and managing the waste.

Table 3.3.1 presents the results of the CalEEMod model analysis in terms of annual metric tons of equivalent CO<sub>2</sub> emissions (MT of CO<sub>2</sub>e/yr) by source category. The CalEEMod modeling data are provided in Appendix D.

**Table 3.3.1 Samoa Town  
Master Plan GHG**

<b>Emissions Source Category</b>	<b>Samoa Town Master Plan in 2020 (MT of CO<sub>2</sub>e/yr)</b>
<b>Construction (2015-2019)</b>	<b>7,924 total</b> 1,584 per year
<b>Operational per year Area</b>	424

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Energy	1,565
Mobile	4,465
Solid Waste	231
Water	202
<b>Total</b>	<b>7,086</b>

The project’s incremental increases in GHG emissions associated with construction, increased energy demand, and traffic increases would contribute to regional and global increases in GHG emissions and associated climate change effects. Project construction would generate approximately 8,000 MT CO<sub>2e</sub> and project operation would generate approximately 7,100 MT CO<sub>2e</sub> annually. The GHG inventory developed for unincorporated Humboldt County as part of the County’s General Plan Update stated 2006 overall GHG emissions as approximately 1.3 MMT CO<sub>2e</sub>.<sup>6</sup> Based on the County’s 2006 GHG emissions, project operation would increase the overall County emissions by approximately 0.5% annually (not including construction).

There are no adopted quantitative thresholds of significance for GHG emissions in Humboldt County. Master Plan development would incorporate the measures outlined in STMP (New Development) Policy 7, described under the Regulatory Environment section above, related to minimizing vehicle miles traveled and energy demand. The Humboldt County General Plan Update Draft EIR GHG Emissions Section concludes that:

“Given the scope of global climate change, it is not anticipated that a single development project, even one of the relatively large scale ..... would have an individually discernable effect on global climate change.”

Therefore, the Master Plan project would have a less than significant impact related to GHG emissions.

**Determination:** Less than significant impact.

**Mitigation:** The project shall incorporate all feasible measures of STMP (New Development) Policy 7 identified above.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

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- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

No change to applicable plans policies, codes and regulations. Please see 4.12 Public Health, Hazards, and Hazardous Materials, Applicable Plans, Policies, Codes, and Regulations section of the January 2006 MEIR included in the appendices.

### **Human Exposure to Hazardous Materials from Contaminated Soil, Contaminated Groundwater, or Transport During Construction and/or Renovation**

There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.12.1 Human Exposure to Hazardous Materials from Contaminated Soil, Contaminated Groundwater, or Transport During Construction and/or Renovation in the January 2006 MEIR contained in the appendices.

#### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

#### **Mitigation:**

*Mitigation Measure 4.12.1a: (Note: Not applicable to Phase 1 development).* Any contaminated sites in the plan area will be cleaned up to the extent necessary for re-use of the property, based on applicable federal, state, and local regulations and laws.

*Mitigation Measure 4.12.1b:* Prior to issuing any grading, demolition, or building permit for the plan area, a site-specific Health and Safety Plan (HSP) shall be prepared by a qualified industrial hygienist. At a minimum, the HSP shall include:

- Soil and groundwater quality data, and soil and groundwater mitigation and control specifications for grading and construction activities, including health and safety provisions for monitoring exposure to construction workers;

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- Procedures to be undertaken in the event that previously unknown contamination is discovered;
- Construction safety measures for excavation activities;
- Procedures for the safe storage and use of hazardous materials in the plan area, if necessary;
- Emergency response procedures; and
- Measures to prevent exposing construction workers to potential contamination above established OSHA Permissible Exposure Limits.

*Mitigation Measure 4.12.1c:* Prior to issuing any grading, demolition, or building permit for the plan area, a site-specific Soil and Groundwater Management Plan shall be prepared. The plan shall include procedures for managing soils and groundwater removed from the plan area to ensure that any excavated soils and/or groundwater with contamination are stored, managed, and disposed safely and in accordance with all applicable laws and regulations.

*Mitigation Measure 4.12.1d:* If new contamination is discovered, further investigations on the property shall be completed by a qualified professional to determine the extent of contaminated soils and/or groundwater and any required remediation actions.

### **Human Exposure to the Release of Asbestos Containing Materials, Lead-Based Paint, and/or Polychlorinated Biphenyl (PCB) During Construction and/or Renovation**

There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.12.2 Human Exposure to the Release of Asbestos Containing Materials, Lead-Based Paint, and/or Polychlorinated Biphenyl (PCB) During Construction and/or Renovation in the January 2006 MEIR contained in the appendices.

#### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

#### **Mitigation:**

*Mitigation Measure 4.12.2a: (Note: Not applicable to Phase 1 development).* Potential exposure of construction workers and the public to ACMs shall be minimized through disclosure of the potential presence of ACMs for demolition, renovation, and/or maintenance of structures constructed prior to 1979. Prior to any demolition, renovation, and/or maintenance of buildings or structures constructed prior to 1979, the applicant shall prepare an Operations and Maintenance Plan that meets all applicable federal, state, and local requirements. This O & M Plan shall address methods for safely maintaining the ACMs that are to be left in place. The removal, transport, and disposal of ACMs shall be undertaken in accordance with all applicable federal, state, and local statutes and regulations.

*Mitigation Measure 4.12.2b: (Note: Not applicable to Phase 1 development).* Potential exposure of construction workers and the public to LBP shall be minimized through disclosure of the potential presence of LBP for demolition, renovation, and/or maintenance of structures constructed prior to 1979. Prior to any demolition, renovation, and/or maintenance of any painted surface on buildings or structures constructed prior to 1979, the applicant shall

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prepare an LBP survey to determine the level of risk posed to maintenance personnel, construction workers, facility staff, and patrons. Any recommendations made in the survey related to the paints present shall be implemented prior to the demolition, renovation, and/or maintenance of said painted surfaces. The removal, transport, and disposal of LBP shall be undertaken in accordance with all applicable federal, state, and local statutes and regulations.

*Mitigation Measure 4.12.2c: (Note: Not applicable to Phase 1 development).* PCB containing transformers and capacitors will be used, labeled, and disposed according to all applicable federal, state, and local statutes and regulations. If accidental damage to PCB containing transformers occurs during demolition, construction, renovation, and/or maintenance, the clean-up of PCB impacted materials will be conducted according to all applicable federal, state, and local statutes and regulations.

### **Public Hazard Due to the Generation, Use, Storage, and/or Disposal of Hazardous Materials from New or Renovated Land Uses**

There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.12.3 Public Hazard Due to the Generation, Use, Storage, and/or Disposal of Hazardous Materials from New or Renovated Land Uses in the January 2006 MEIR contained in the appendices.

#### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

#### **Mitigation:**

*Mitigation Measure 4.12.3a:* For any new or renovated uses that generate, use, store, or dispose hazardous material, such activities shall be in compliance with all applicable local, state, and federal laws and regulations governing those activities.

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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e) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No change to applicable plans policies, codes and regulations. Please see 4.5 Hydrology, Drainage and Water Quality, Applicable Plans, Policies, Codes, and Regulations section of the January 2006 MEIR included in the appendices.

### Increased Runoff Exceeding Pre-development Flows and Flooding

The amount of area proposed for development in the September 2007 Master Plan is similar to that proposed in the 2005 Master Plan, with the exception of the addition of 1.5 acres of degraded dune habitat west of New Navy Base Road. While the mix of land uses east of New Navy Base Road has changed, the amount of impervious surface that would generate runoff is expected to be the same. Also, while the 1.5 acres west of New Navy Base Road has been added to the Master Plan area, this area would remain largely as pervious surfaces under the Master Plan and would thus not generate significant additional runoff. Therefore, there is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.5.1 Increased Runoff Exceeding Pre-development Flows and Flooding in the January 2006 MEIR contained in the appendices.

### Determination:

Less than significant adverse impact with incorporation of mitigation measures.

### Mitigation:

*Mitigation Measure 4.5.1a:* For the western watershed, point discharge outlet structures and/or detention basins shall be installed so that the projected post-development flow volumes for the 10- and 100-year storm events shown in Table 4.5.3 of the FMDIR are not greater than the pre-development flow volumes shown in Table 4.5.3 of the FMEIR. For the eastern watershed, the volume of the detention basins shall be increased so that the projected post-development flow volumes for the 10- and 100-year storm events shown in Table 4.5.3 FMEIR are not greater than the pre-development flow volumes shown in Table 4.5.3 of the FMEIR.

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*Mitigation Measure 4.5.1b:* Calculations used to design detention facilities shall take into account the following:

1. The existing hydraulic storage of the Coastal-Dependent Industrial (MC) zoned area in the pre-development flow calculations.
2. The actual allowable build-out of impermeable areas such as dwellings, garage, greenhouses, driveways, patios, etc.
3. Changes in permeability, which may occur due to imported fill and/or compaction of soils that are not covered by impermeable surfaces.
4. Infiltration rates in open space areas, such as parks, buffer zones, detention basins, vegetated swales, residential yards, and commercial landscaping, shall be retained or increased to the extent possible.

If accounting for inputs makes detention basins infeasible to adequately mute or treat all of the storm flows, alternative control measures could include:

- a) Installation of residential detention and infiltration facilities.
- b) Installation of in-line surface or subsurface storage/infiltration structures.
- c) Reduction of impermeable surfaces by providing:
  - Alternative paving for parking areas and driveways.
  - CC&R's, which limit impermeable landscaping practices.
- d) Infiltration capacity should be maintained or re-established in vegetated swales and detention/retention areas, especially in areas where fill was placed or heavy equipment was used.

*Mitigation Measure 4.5.1c:* All stormwater infrastructure developed by this plan will, at minimum, be constructed to meet the design guidelines and performance criteria of the California Stormwater Quality Association's Stormwater Best Management Practice (BMP) Handbooks.

### **Sedimentation and Pollution of Surface Waters Due to Surface Runoff**

The amount of area proposed for development in the September 2007 Master Plan is similar to that proposed in the 2005 Master Plan, with the exception of the addition of 1.5 acres of degraded dune habitat west of New Navy Base Road. While the mix of land uses has changed, the amount of impervious surface that would generate runoff is expected to be the same. There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.5.2 Sedimentation and Pollution of Surface Waters Due to Surface Runoff in the January 2006 MEIR contained in the appendices.

Under the proposed Master Plan, the disposal of treated effluent at the 1.5 acre visitor serving use area west of New Navy Base Road would be discontinued. As indicated in Figure 2.5-1 of the January 2006 MEIR (includes in the Appendices), a small area of dune hollow wetlands exists several hundred to the north. If any treated wastewater associated with the existing leach field is currently making its way to this wetland, the discontinuation of the leach field under the Master Plan would represent a beneficial surface water quality impact.

There is a potential that Regional Water Quality Control Board will require that the leach field pipes at the 1.5 acre visitor serving use area be removed, or that the applicant will wish to do so voluntarily. Earth moving activities associated with any such removal could potentially generate sediment which could wash its way into the dune hollow wetland north of the visitor serving use

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area. Any such instance would represent a significant surface water quality impact.

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

*Mitigation Measure 4.5.2a:* In order to assure the effectiveness of the best management practices (BMPs) implemented for the Master Plan, the following design parameters shall be applied:

1. The system of vegetated swales and detention basins/areas shall be designed so that flows generated during a 2-year storm event have an on-site detention time of 24 hours.
2. The concept of bio-retention shall be implemented to improve detention basin effectiveness.

*Mitigation Measure 4.5.2b:* Design and implement a County-approved stormwater system maintenance plan for the drop inlets, catch basins, vegetated swales, detention and buffer areas prior to issuance of any occupancy permit. A plan for the business park and industrial areas could be implemented separately.

*Mitigation Measure 4.5.2c:* Prior to initiating construction, the applicant shall file a Notice of Intent to comply with the California General Permit for Discharges of Storm Water Associated with Construction Activities adopted by the State Water Resources Control Board. In accordance with the Permit requirements, the applicant shall develop and implement a site-specific Storm Water Pollution Prevention Plan (SWPPP) that will identify the measures that will be taken to prevent storm water pollution caused by construction activities. These measures could include controlling and covering construction materials and wastes during construction, the use of silt fences to collect sediment, and site stabilization following construction by revegetation of disturbed areas.

*Mitigation Measure 4.5.2d:* Obtain waste discharge requirements (WDRs) or a waste discharge requirement waiver from the Regional Water Quality Control Board, North Coast Region for any dewatering during construction.

*Mitigation Measure 4.5.2e:* **(Note: Not applicable to Phase 1 development).** Prior to operating the business park and industrial area, a Notice of Intent to comply with the California General Permit for Discharges of Storm Water Associated with Industrial Activities adopted by the State Water Resources Control Board shall be filed. In accordance with the permit requirements, a site-specific SWPPP that will identify the measures that will be taken to prevent storm water pollution caused by commercial and industrial activities shall be developed and implemented. These measures must include facilities to prevent contact between storm runoff and potential pollutant sources, periodic cleaning of all outdoor parking and loading areas, elimination of non-storm water discharges, and employee training regarding the potential risks of storm water pollution from accidental spills, proper clean-up and waste disposal procedures.

### **Degradation of Surface Waters Due to Effluent Discharges**

#### **Discussion:**

Surface water resources in the Master Plan area consist entirely of wetland areas of varying types and values, all of which exhibited evidence of standing water during recent winter seasons. Some areas seem to be natural wetlands that are degraded to some degree. Other wetlands appear to have been created by impounded runoff combined with impervious surfaces. The existing wastewater outfall has also created or possibly impacted some significant wetland areas.

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The September 2007 Master Plan would generate slightly less wastewater flows than the Master Plan analyzed in the January 2006 MEIR (see Table 4.5.4). As indicated, the Master Plan analyzed in the January 2006 MEIR would generate approximately 166,000 gallons per day (gpd).

The Master Plan evaluated in the January 2006 MEIR proposed the provision of 4.1 acres of infiltration area to accommodate an average flow of 166,000 gallons per day (gpd) of treated wastewater under that project. The analysis in the January 2006 MEIR concluded that this was inadequate to accommodate project flows. Per Mitigation 4.3.1a in the January 2006 MEIR, “the treated wastewater infiltration area shall be designed and constructed to a size adequate for the projected wastewater flow.” Consistent with this mitigation measure, the project applicant has revised the September 2007 Master Plan such that the plan now provides 7.6 acres of infiltration area which the project engineer (C.E.C) has concluded can accommodate 200,000 gpd of treated effluent with a reasonable factor of safety (CEC, 2007). As the September 2007 Master Plan would generate an average flow of only an estimated 161,927 gpd of treated wastewater, more than adequate infiltration area is proposed to serve the Master Plan, and the potential for discharge of treated wastewater to adjacent wetland areas would be minimal. A less than significant impact on surface water quality would occur.

**Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

**Mitigation:**

*Mitigation Measure 4.5.3a:* A wastewater system shall be engineered to adequately treat the flows generated by the Master Plan and meet applicable water quality standards for effluent disposal.

**Restriction of Groundwater Recharge and Degradation of Groundwater**

The amount of area proposed for development in the September 2007 Master Plan is similar to that proposed in the 2005 Master Plan, with the exception of an additional 1.5 acres of degraded dune habitat proposed for visitor serving uses west of New Navy Base Road. While the mix of land uses has changed east of New Navy Base Road, the potential restrictions of groundwater recharge and potential degradation of groundwater is expected to be the same given that no substantial change in impervious uses and no industrial or heavy polluting uses are proposed. There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.5.4 Restriction of Groundwater Recharge and Degradation of Groundwater in the January 2006 MEIR contained in the appendices.

**Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

**Mitigation:**

Same as Mitigation Measure 4.5.2a, and

*Mitigation Measure 4.5.4a.* All water supply wells within the Master Plan Area shall be located and either appropriately secured or destroyed in accordance with HCDEH and NCRWQCB standards.

*Mitigation Measure 4.5.4b.* All newly created parcels within the Master Plan Area that share a boundary with and/or are located within 100 feet of the wastewater system’s primary and

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secondary treatment and disposal areas shall have a deed restriction that prohibits the construction or use of any water supply wells for any purpose.

*Mitigation Measure 4.5.4c. (Note: Not applicable to Phase 1 development).* Wastewater generated by the proposed visitor serving uses west of New Navy Base Road shall be disposed of by use of a septic tank and wastewater hauling serving, and not by any kind of on-site disposal (no infiltration pond or leach field).

**X. LAND USE AND PLANNING:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### Physically divide an established community

There is no change to impacts discussion or mitigations for this topic. For full discussion, see Impact 4.8.1 Physically divide an established community in the January 2006 MEIR contained in the appendices.

**Determination:**

No impact.

**Mitigation:** None required

### Conflict with any applicable land use plan, policy, or regulation of an agency with project jurisdiction

The proposed project is consistent with the approved land use and zoning changes of the Samoa Town Master Plan.

**Determination:**

No impact.

**Mitigation:** None required

### Conflict with any applicable habitat conservation plan;

There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.8.3 Conflict with any applicable habitat conservation plan in the January 2006 MEIR contained in the appendices.

**Determination:**

No impact.

**Mitigation:**

None required.

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**XI. MINERAL RESOURCES:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The project site does not have any known mineral resources and would not affect the availability of any locally important mineral resource recovery site.

**Determination:**

No impact.

**Mitigation:**

None required.

**XII. NOISE:** Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels 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) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

No Change to applicable plans policies, codes and regulations. Please see 4.10 Noise, Applicable Plans, Policies, Codes, and Regulations section of the January 2006 MEIR included in the appendices.

**Construction Noise**

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The September 2007 redesign of the Samoa Town Master Plan will result in additional construction noise in the area adjacent to historic resources due to the addition of an indoor soccer arena, two commercial facilities and additional residential units. This impact is expected to remain less than significant with incorporation of mitigation measures. For full discussion see Impact 4.10.1 Construction Noise in the January 2006 MEIR contained in the appendices.

### **Determination:**

Less than significant with incorporation of mitigation measures

### **Mitigation:**

*Mitigation Measure 4.10.1a* Implement standard construction controls:

- Limit construction to the hours of 7:00 AM to 7:00 PM on weekdays, and 9:00 AM to 5:00 PM on Saturdays, with no noise-generating construction on Sundays or holidays.
- Equip all internal combustion engine-driven equipment with mufflers which are in good condition and appropriate for the equipment.
- Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
- Prohibit unnecessary idling of internal combustion engine.
- When construction occurs within 200 feet of noise-sensitive uses, designate a “noise disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. At the construction site, conspicuously post the telephone number of the disturbance coordinator at the construction site.

### **Noise and Land Use Compatibility**

The September 2007 redesign of the Samoa Town Master Plan will result in additional commercial and recreational noise adjacent to the existing residential units and the Samoa Cookhouse. Residents of existing residential units will experience increased levels of noise of the type normally associated with residential areas. The Samoa Cookhouse will experience an increased level of noise due to the adjacent indoor soccer facility and two additional commercial facilities.

The City of Eureka commented that potential noise conflicts and impacts may arise between industrial uses and proposed new residential land uses within the Master Plan area, particularly between new residential housing and future industrial uses located on coastal-dependent industrial (MC) land. Mitigations were suggested to protect residential and industrial uses from noise conflicts, and to allow industrial uses to be developed and operate on land designated for industrial use. While the potential may exist for future land use noise conflicts, no industrial uses are proposed on MC designated land as part of the 2007 Master

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Plan. These impacts are expected to remain less than significant with incorporation of mitigation measures.

### **Determination:**

Less than significant with incorporation of mitigation measures.

### **Mitigation:**

*Mitigation Measure 4.10.2a* No residential uses are proposed within 100 feet of New Navy Base Road. Given potential roadway noise exposure levels, should any residential structures be located within 100 feet of New Navy Base Road in the future, noise barriers, at heights of approximately 6 feet, shall be required to adequately mitigate noise in residential outdoor activity areas adjacent to the roadway. Standard residential construction, but with the windows closed at the discretion of the occupants to control noise intrusion, should be sufficient to achieve acceptable interior noise levels. Forced air mechanical ventilation may be necessary immediately adjacent to the roadway. Subsequent detailed analysis would be required for housing proposed adjacent to the roadway pursuant to the requirements of the County General Plan and the State Building Code.

Measures such as building orientation, sound attenuation, screening, and landscaping etc. shall be incorporated into the project to respond to the adjacency issue with the MC lands should industrial uses be sited nearby the workforce housing.

Commercial, business, and industrial facilities should be designed so that noise levels do not exceed 45 dBA during the nighttime and 55 dBA during the daytime at any adjacent residential property. Noise control shall be a consideration in project design. Such projects proposed near existing or proposed residences shall include an acoustical analysis that determines the noise control treatments necessary to achieve these noise performance standards. Such review and analysis shall be completed during detailed design and submitted to the County prior to issuance of a building permit.

Commercial, business and industrial uses shall be developed and operate in accordance with the intent, policies and regulations that govern land use and zoning designations in which the proposed land use and development is located. Future residential uses located in close proximity to industrial, commercial or business-designated land may be subject to agreements allowing adjacent industrial, commercial and business land uses the right to operate within the guidelines and regulations of the permitted zone.

### **Traffic Noise Impacts**

Development of the September 2007 Master Plan would result in an increase in vehicular traffic noise along New Navy Base Road near existing and proposed residences. Access to the proposed residential area south of Sunset Avenue will be via extensions of Gibson a Street and Murphy Avenue. Noise impacts would remain less than significant.

### **Determination:**

Less than significant.

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**Mitigation:**

None required.

XIII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Change to applicable plans policies, codes and regulations. Please see 4.11 Population and Housing, Applicable Plans, Policies, Codes, and Regulations section of the January 2006 MEIR included in the appendices.

**Potential for Substantial Population Growth**

**Discussion:**

*Housing Supply and Population*

The Master Plan area currently provides housing for an estimated 236 people. This estimate is based on 99 existing residences in the Master Plan area, multiplied by the average number of persons per household, 2.39 persons, in Humboldt County. In the September 2007 Master Plan, 88 of the 99 existing housing units would be designated for residential use. Eleven existing housing units are proposed to be converted to commercial uses; eight units on Cadman Street and two residences adjacent to the town square would be redesignated CG, and the Hostelry would be redesignated CR.

The eight Cadman Street live/work units would each retain a residential component. Master Plan population estimates include residents of the live/work units, even though the proposed commercial units would not be included in residential housing unit estimates for RL or RM designated land. Approximately 210 people would be housed in the 88 existing residences, designated RL. An additional 19 residents projected for the proposed eight live/work units on Cadman Street, would bring the total number of people housed in existing residences to 229. The September 2007 Master Plan proposes to construct 293 new housing units; 247 would be single family and 46 would be multifamily units. A total of 381 housing units designated for residential use, including 88 existing units, would be included in the September 2007 Master Plan. Based on the average 2.39 persons per household multiplier and 293 new housing units, the September 2007 Master Plan residential population would increase by 700 people. The proposed 22 vacation rental units designated CR are excluded from residential housing and population analyses as these units provide transient visitor serving uses. The total (existing

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and proposed) residential population for the September 2007 Master Plan would be 929 people. Subsequently, the number of workforce housing units was increased to 80 and the number of single family residential units was decreased accordingly.

The *Regional Housing Needs Plan* estimates that population growth in Humboldt County will generate the demand for 2,415 additional housing units within the unincorporated area. Based on an estimate of vacant land designated for residential uses in the unincorporated area, 271 of the 2,415 new housing units are expected to be constructed on vacant land within the Humboldt Bay Planning Area. The proposed Master Plan contributes to the countywide housing demand within the Humboldt Bay Planning Area and could help reduce pressure to convert agriculture and timber land for residential purposes.

**Determination:**

Less than significant impact.

**Mitigation:**

No mitigation necessary.

**XIV. PUBLIC SERVICES:**

	Potentially Significant Impact	Less Than Significant with Mitigation	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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

No change to applicable plans policies, codes and regulations from the previous drafts of the MEIR. Please see 4.3 Utilities & Public Services, Applicable Plans, Policies, Codes, and Regulations section of the January 2006 MEIR included in the appendices.

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### Increased Demand for Law Enforcement

#### **Discussion:**

The City of Eureka Police Chief commented on the January 2006 MEIR. These comments reiterated previous comments that the proposed Master Plan will result in increased demand for City of Eureka police services. The department noted that the potential increased demand for police services has been acknowledged and discussed in the draft MEIR. However, the EPD is not satisfied with MEIR determination that while the potential for increased demand for services is noted, the potential is considered less than significant, with no mitigation required to address how the increased need will be met. In the Recirculated Draft 2 MEIR of March 2007, the City of Eureka restated comments that the Master Plan would increase demand for City of Eureka police services.

The County of Humboldt Sheriffs Department was contacted regarding the City comments. The Sheriff Department representative reiterated that the Department will be able to provide law enforcement services to the Master Plan area. With no standard of significance being exceeded, and the agency with jurisdiction stating their ability to serve, there is no basis for determining a significant impact, in the context of this MEIR.

#### **Determination:**

Less than significant adverse impact.

#### **Mitigation:**

No mitigation necessary.

### Increased Demand for Fire Protection and Emergency Services

#### **Discussion:**

Implementation of the Master Plan would increase demands for fire protection services in the Plan Area. Area residents, businesses, and employees are expected to generate additional medical, fire, and other emergency service calls.

In the September 2007 Master Plan, a new emergency services vehicle storage building is proposed on Vance Street adjacent to the Samoa Block. The need for a new location in which to store emergency service vehicles and equipment was identified after the *Tsunami Vulnerability Evaluation* was completed. The evaluation identified elevations of 30 feet or below as being in the Tsunami inundation zone. The existing emergency services vehicle storage facility is below 30 feet in elevation, which could potentially impact the response of emergency service personnel in the event of a tsunami. The new emergency service vehicle storage building would be located at an elevation of 30 feet or above in order to avoid inundation during a tsunami event.

The *Tsunami Vulnerability Evaluation* proposes the development of *Tsunami Safety Plan* as mitigation for the Samoa Town Master Plan. The *Tsunami Safety Plan* (TSP) contains information pertaining to tsunami warning devices; what to do before, during, and after a tsunami event; and an agency preparedness and coordination plan. In the event of a tsunami, the Samoa Peninsula Volunteer Fire Protection Department (SPVFPD) will be the primary onsite responding emergency services organization. The SPVFPD will use the agency preparedness and coordination plan contained in the TSP, for preparing and responding to potential events. SPVFPD personnel will require additional training in tsunami evacuation procedures.

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The SPVFPD would continue to provide some services and operations from its Fairhaven fire station. The SPVFPD is an all-volunteer department; increased demand for fire protection services from the Master Plan could result in the need for additional volunteers, paid firefighters, or equipment. The SPVFPD may also require additional equipment to fulfill the role prescribed to them in the agency preparedness and coordination plan. Based on the current assessment, the increase in annual revenue is projected to be at least \$20,000. However, additional funding and facilities might be needed to avoid a reduction in service levels and response times.

Due to the proposed developments outlined in the Samoa Master Plan, a review of the SPVFPD's fire protection capabilities is warranted. A Standards of Response Coverage Study has been suggested by the City of Eureka, as the best mechanism for this review. The Study would evaluate and define the Fire District's baseline of operations; benchmarks for achieving the SPVFPD goals and objectives; level of service required for communities located in the SPVFPD district; and measures for evaluating performance.

In the Recirculated Draft 2 MEIR of March 2007, the City of Eureka's Fire Marshall stated that the Standards of Response Coverage Study (SRCS), provided as mitigation, should be completed as part of the CEQA process rather than provided at a future date, as the SRCS would provide a more adequate assessment of fire protection and life safety impacts for the Master Plan area and EIR. The City has commented that a completed SRCS would allow potential impacts to be identified, determine if proposed measures would be adequate and potential impacts could be reduced below a threshold of significance. The provision of the SRCS mitigation, at time of tentative map as proposed, will provide an adequate and complete assessment of issues relating to fire protection and emergency services for the Master Plan area.

### **Determination:**

Less than significant with incorporation of mitigation measures.

### **Mitigation:**

*Mitigation Measure 4.3.5a:* Implement the *Tsunami Safety Plan*. The plan is to include an evacuation route plan for the Master Plan Area, which shall include locations for tsunami warning devices, shall be developed, submitted, approved, and kept on file at the Samoa Peninsula Fire Department (SPFD). Key SPFD emergency services personnel shall be trained in tsunami evacuation procedures.

*Mitigation Measure 4.3.5b:* A plan for hazardous materials response and containment for the plan area shall be developed and made available to emergency response agencies, including the SPFD.

*Mitigation Measure 4.3.5c:* **(Note: Not required as part of the current project phase.)**

Construction of an emergency services vehicle storage building, located above the 30' elevation adjacent to the site of the Gibson Street Water Tank on the east corner of Gibson Street and south of Vance Avenue. The new building would contain emergency response vehicles and equipment, emergency communications equipment and backup power supply. This building would also serve as a tsunami evacuation site. .

*Mitigation measure 4.3.5d:* Prepare the Standards of Response Coverage Study and implement study recommendations.

*Mitigation Measure 4.3.5e.* **(Note: Not required as part of the current project phase.)**

Humboldt County shall enter into an agreement with the Samoa Peninsula Fire Protection District, Arcata Fire Protection District, and the City of Eureka Fire Department to establish

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the level of fire protection services to be provided to the Master Plan Area (to be referred to as the Agreement for Fire Protection Services to the Samoa Town Master Plan Area), and the manner of providing and the cost of such services. The Agreement for Fire Protection Services to the Samoa Town Master Plan Area shall contain either: (1) a finding that estimated revenue to the Samoa Peninsula Fire Protection District from property taxes and the current special assessment is adequate to support the agreed upon level of level of service, or (2) a requirement that Humboldt County impose a condition on the approval on any tentative subdivision map for the Samoa Town Master Plan Area requiring that the applicant vote to approve a special assessment to augment funding for fire protection services in an amount equal to the estimated cost of providing the agreed upon level of service.

### Increased Demand for Schools and Libraries

The amount of development proposed in the September 2007 Master Plan is similar to that proposed in the 2005 Master Plan. While the mix of land uses has changed, the demand for schools and libraries is expected to be the same if not lower, due to the reduced number of housing unites proposed. There is no change to impacts for this topic. For full discussion see Impact 4.3.8 Increased Demand for Schools and Libraries in the January 2006 MEIR contained in the appendices.

**Determination:**

Less than significant adverse impact.

**Mitigation:**

No mitigation necessary.

### Increased Demand for Telecommunications

The amount of development proposed in the September 2007 Master Plan is similar to that proposed in the 2005 Master Plan. While the mix of land uses has changed, the demand for telecommunications is expected to be the same. There is no change to impacts for this topic. For full discussion see Impact 4.3.9 Increased Demand for Telecommunications in the January 2006 MEIR contained in the appendices.

**Determination:**

Less than significant adverse impact.

**Mitigation:**

No mitigation necessary.

**XV. RECREATION:**

	Potentially Significant Impact	Less Than Significant with Mitigation	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"/>

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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?

No Change to applicable plans policies, codes and regulations. Please see 4.13 Recreation and Open Space, Applicable Plans, Policies, Codes, and Regulations section of the January 2006 MEIR included in the appendices.

**Determination:**

Less than significant with incorporation of mitigation measures.

**Mitigation:**

*Mitigation Measure 4.13.1a. (Note: Not required as part of the current project phase.)*

Signage and, where necessary, fencing shall be incorporated into the Master Plan design to limit intrusion into sensitive biological resource areas (ESHAs) or wastewater treatment areas. Signage shall educate visitors and residents about sensitive resources that occur in the Master Plan area.

*Mitigation Measure 4.13.1b. (Note: Not required as part of the current project phase.)*

Designated pathways and trails to Samoa Beach shall be constructed in order to avoid the creation of non-designated trails. The location and construction of bicycle and pedestrian trails and routes within the Master Plan area shall meet County standards for safety and design, and comply with Design Guidelines. Signage, including trail markers, directional signage, maps, and identifying trail and bicycle routes shall be provided and meet County standards and Design Guidelines.

*Mitigation Measure 4.13.1c. (Mitigation Measure 4.13.1c is not applicable as it referred to a RV Park that was proposed to the east of New Navy Base Road and south of Sunset Avenue in a prior Master Plan version. The RV Park land use has been removed from this location in the September 2007 Master Plan).*

XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?                       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially increase hazards due to a 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"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

This section provides a transportation analysis update of transportation and traffic impacts based on tentative map land uses. This update includes Samoa Town Master Plan trip generation volume estimates comparing the level of development analyzed in the 2009 MEIR to that resulting from the tentative map. This SMEIR analysis is limited to vehicle trips. The analysis of other potential transportation impacts including, increased bicycle and pedestrian trips, increased transit demand and increased parking demand in the 2009 MEIR remains valid.

Additionally, this section incorporates relevant information from the Samoa Industrial Waterfront Preliminary Transportation Access Plan (SIWPTAP) prepared for the Humboldt Bay Harbor, Recreation, and Conservation District (LACO Associates, December 2013). The SIWPTAP included a traffic analysis memorandum prepared by Whitlock & Weinberger Transportation, Inc. (w-trans) dated July 19, 2013; included as Appendix E to this SMEIR. This memo describes potential traffic impacts generated by development in the Samoa industrial waterfront area, including the Samoa Town Master Plan.

### Regulatory Setting

The applicable plans, policies, codes and regulations remain as described in the 2009 MEIR. The following applicable policies were added to the Humboldt Bay Area Plan, per the California Coastal Commission, as part of the STMP General Plan (Local Coastal Plan) Amendment approval.

#### STMP (Coastal Access) Policy 2:

A. All approved pedestrian and bicycle paths, corridors, trails and tsunami evacuation routes within the lands subject to the STMP-LUP shall be open to the public at all times. These routes shall not be blocked, gated, obscured, or otherwise barricaded at any time except as may be necessary for initial construction and for occasional short-term maintenance. All approved public park and open space and pedestrian/bikeway paths and related amenities shall be completed and the facilities opened to the public prior to the commencement of development within either the Business Park area or the new residential areas.

B. Prior to the issuance of the coastal development permit for the comprehensive division of Master Parcel 2, the location of pedestrian and bicycle routes subject to this policy shall be surveyed and mapped and a deed restriction protecting the routes against conversion to another use shall be recorded. In addition, prior to the issuance of the coastal development permit for the comprehensive division of Master Parcel 2, a dedication or offer of dedication in perpetuity of a public access easement to a

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public agency or qualified non-profit organization shall be recorded for all existing or proposed pedestrian or bicycle routes, including routes prescribed elsewhere in these policies for coastal access and recreational purposes. The dedication or offer of dedication shall not contain a “sunset” provision and shall remain valid in perpetuity until or unless accepted by a qualified party.

C. A map of the subject bicycle and pedestrian pathway/trail system shall be developed and posted at publicly visible central locations within the STMP-LUP area, including at the main entrance to the Samoa Cookhouse area.

### STMP (Coastal Access) Policy 4:

A. At least two (2) bus stops shall be constructed within the Town of Samoa in accordance with the following requirements:

1. The bus stop locations must allow the Humboldt Transit Authority (or successor provider of public transportation services) buses sufficient area to enter, pull over completely out of adjacent through-traffic, and exit the turnout in accordance with physical limits and safety requirement. The necessary turnout area shall be approximately 100 feet in length and proportioned to allow for maneuvering of a 40-ft-long, 102-inch wide bus. Evidence that final designs for the bus stops have been reviewed and approved by the Humboldt Transit Authority shall be required prior to approval of a coastal development permit for the comprehensive division of Master Parcel 2; and
2. The bus stop waiting areas shall be covered and weather-sheltered, well lighted for personal security, and furnished with maintained trash receptacles that are wildlife impermeable.

B. The bus stops required herein shall be installed prior to commencement of construction of development within the new residential and business park areas.

C. In accepting Commission certification of LCP Amendment Request HUM-MAJ-01-08, the County agrees to request that Humboldt Transit Authority add regularly scheduled bus service of the STMP-LUP lands upon approval of coastal development permits for development within the business park and new residential areas.

### Increased Vehicle Trips

#### Discussion:

The overall scope of the Master Plan project has been reduced from what was analyzed in the 2009 MEIR in terms of total acres of proposed development, number of proposed new residential units, and business park acreage. Generally, the area of land designated for development is less than what was proposed in the MEIR and the area designated Natural Resources has increased. Table 3.4.1 compares 2009 MEIR trip generation projections with tentative map estimated trips.

Based on the tentative map, the Samoa Town Master Plan is expected to result in an average of 4,308 new weekday vehicle trips, which is approximately 60% of the 7,239 trips analyzed in the 2009 MEIR. This decrease is mainly due to reduced business park acreage and waterfront industrial buildout projections of 10% as described in the Samoa Industrial Waterfront Preliminary Transportation Access Plan. Development of only 10% of the unused industrial land is estimated due to extensive industrial land supply on the Samoa Peninsula. In addition, no CDI uses are planned for in the Samoa Town Master Plan.

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The following is a comparison of tentative map and Master Plan transportation related impacts.

- The tentative map would be expected to generate lower daily traffic volumes compared with Master Plan analyzed in the 2009 MEIR;
- The tentative map would be expected to generate lower peak hour traffic volumes compared to the Master Plan analyzed in the 2009 MEIR;
- There would be increased seasonal travel due to the introduction of visitor use areas both east and west of New Navy Base Road; and
- Improved day use facilities and additional parking west of New Navy Base Road, would increase travel in and out of the existing parking lot.

The following intersection analysis is based on the July 19, 2013 w-trans memo which reflected buildout conditions based on the 2009 MEIR; therefore actual peak hour vehicle trips are expected to be lower than these projections. The LOS calculations are summarized below and in Table 3.4.2.

Under future conditions with general background growth and without Samoa Town Master Plan development, the majority of the intersections would operate acceptable at LOS C or better, with the exception of:

- SR 255/New Navy Base Road is expected to deteriorate to LOS D under PM peak hour conditions.

Under existing conditions with development of the Samoa Town master Plan, the majority of the intersections would continue to operate acceptably at LOS C or better, with the exception of:

- SR 255/New Navy Base Road is expected to deteriorate to LOS E under PM peak hour conditions.

Under future conditions with development of the Samoa Town Master Plan, the majority of the intersections would continue to operate acceptably at LOS C or better, with the exception of:

- SR 255/New Navy Base Road is expected to deteriorate to LOS F under PM peak hour conditions.
- SR 255/ 4<sup>th</sup> Street is expected to deteriorate to LOS D under PM peak hour conditions.

Cumulative impacts resulting from the Master Plan and adjacent industrial waterfront development could result in unacceptable conditions at the New Navy Base Road/ Cookhouse Drive intersection (W-trans Memo, July, 19 2013, Appendix E). However, as shown in Table 3.4.2 below, future conditions plus the Master Plan would result in LOS B.

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**Table 3.4.2 Peak Hour Intersection Levels of Service**

Study Intersection Approach	Existing 2013 Conditions				Future 2033 Conditions				Existing plus Samoa Town Plan				Future plus Samoa Town Plan			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. New Navy Base Rd/ Samoa Pulp Rd	4.8	A	1.9	A	4.9	A	1.9	A	6.1	A	5.3	A	6.1	A	5.1	A
<i>Northbound Approach</i>	<i>9.1</i>	<i>A</i>	<i>8.9</i>	<i>A</i>	<i>9.3</i>	<i>A</i>	<i>9.0</i>	<i>A</i>	<i>9.3</i>	<i>A</i>	<i>9.6</i>	<i>A</i>	<i>9.5</i>	<i>A</i>	<i>9.7</i>	<i>A</i>
<i>Westbound Left</i>	<i>7.4</i>	<i>A</i>	<i>7.5</i>	<i>A</i>	<i>7.4</i>	<i>A</i>	<i>7.5</i>	<i>A</i>	<i>7.7</i>	<i>A</i>	<i>7.5</i>	<i>A</i>	<i>7.8</i>	<i>A</i>	<i>7.6</i>	<i>A</i>
2. New Navy Base Rd/ Cookhouse Dr	2.9	A	1.7	A	2.9	A	1.7	A	6.1	A	10.9	B	6.1	A	11.6	B
<i>Northbound Approach</i>	<i>9.0</i>	<i>A</i>	<i>9.2</i>	<i>A</i>	<i>9.1</i>	<i>A</i>	<i>9.3</i>	<i>A</i>	<i>10.6</i>	<i>B</i>	<i>21.2</i>	<i>C</i>	<i>10.9</i>	<i>B</i>	<i>23.7</i>	<i>C</i>
<i>Westbound Left</i>	<i>7.5</i>	<i>A</i>	<i>7.4</i>	<i>A</i>	<i>7.5</i>	<i>A</i>	<i>7.5</i>	<i>A</i>	<i>8.6</i>	<i>A</i>	<i>8.6</i>	<i>A</i>	<i>8.7</i>	<i>A</i>	<i>8.7</i>	<i>A</i>
<i>With Traffic Signal</i>													<i>21.4</i>	<i>C</i>	<i>27.3</i>	<i>C</i>
3. New Navy Base Rd/ Hwy 255	11.4	B	16.6	C	13.2	B	26.	D	38.0	E	28.3	D	48.6	E	51.6	F
<i>With Traffic Signal</i>													<i>24.1</i>	<i>C</i>	<i>27.9</i>	<i>C</i>
12. Hwy 255/Fourth St	14.0	B	14.9	B	21.1	C	21.0	C	18.5	B	25.6	C	32.2	C	52.7	D
<i>SB Lane Change</i>													<i>21.3</i>	<i>C</i>	<i>22.0</i>	<i>C</i>
13. Hwy 255/Fifth St	6.2	A	5.3	A	6.5	A	6.2	A	6.2	A	6.5	A	6.5	A	7.4	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop controlled intersections are indicated in italics; \*\* = delay greater than 120 seconds; Shaded cells = conditions with recommended improvements.

Source: Excerpt from W-trans memo, Samoa Industrial Waterfront Transportation Access Plan Table 2, July 19, 2013 (Appendix E).

**Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

**Mitigation:**

The following mitigation measures are taken directly from the 2009 MEIR. Modifications to the original mitigation measures are identified in strikeout text to indicate deletions and underline to signify additions.

*2009 MEIR Mitigation Measure 4.2.1a: S.R. 255/3rd Street: Improvements include installation of medians to allow only right turn movements in and out of 3rd Street or future traffic signal. The proposed Master Plan shall be responsible for contributing a fair share amount towards the mitigation approach worked out with the City of Eureka and Caltrans at some point in the future. The suggested fair share amount is a plan contribution of 33 percent, which was calculated based on the critical p.m. peak hour volume of 518 vehicles generated by the Master Plan, divided by the total future volume including the Plan development (1,573 vehicles). Assuming a traffic signal, the fair share would be \$66,000 (\$200,000 x 33%). If the City determines that turn lanes shall be added to the intersection, rather than a signal, then the amount would be reduced proportional to the cost. The fair share mitigation contribution shall be provided at the time that the impact is expected to occur. Based on the analysis, the impact is expected to occur (threshold of LOS E/F) after 20 percent of the development is occupied, or approximately 160 residential units. It is suggested that the County arrange for payment of the mitigation fee in Phase 2. (The SR 255/3rd Street improvements were completed by Caltrans and the City of Eureka in 2012. Medians were installed to allow only right turn movements in and out of 3rd Street. No additional mitigation is required.)*

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*2009 MEIR Mitigation Measure 4.2.1b: (Note: Not required as part of the current project phase.)* S.R. 255 through Manila: Improvements to be determined by Phase II of Manila Transportation Plan. The Master Plan shall contribute its fair share towards these improvements. The suggested fair share amount is a plan contribution of 22.5 percent, which was calculated based on the critical p.m. peak hour volume of 258 vehicles generated by the Master Plan, divided by the total future volume including the Plan development (1,147 vehicles). It is likely that S.R. 255 improvements consisting of left-turn lanes and a traffic signal or roundabout will cost approximately \$800,000. Therefore, the fair share to be paid by the applicant shall be \$180,000. The County should arrange for payment of the mitigation fee in Phase 2.

*2009 MEIR Mitigation Measure 4.2.1c: (Note: Not required as part of the current project phase.)* S.R. 255/New Navy Base Road: Improvements include the addition of a traffic signal or a roundabout designed according to Federal Guidelines and pursuant to Caltrans Design Bulletin 80-01. ~~Since the impacts at the intersection would be substantially due to the plan, the plan shall provide full funding for the improvements.~~ The traffic control enhancement would not be warranted until at least seven to 10 years approximately 25 percent of the anticipated combined development is completed from the Master Plan and the adjacent industrial waterfront, so early phases of the proposed Master Plan could be implemented without this improvement. (According to Appendix E of this SDMEIR, impacts at this intersection would be due to the Master Plan and proposed adjacent industrial waterfront development; therefore funding for these improvements should be split between these two projects.)

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### XVII. TRIBAL CULTURAL RESOURCES.

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

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No structures or resources are listed or eligible for listing on the Phase 1 portion of the Samoa Town Master Plan site. The Department knows of no resources on the Phase 1 site to be significant pursuant to criteria set fore in subdivision (c) of Public resources Code Section 5024.1. A complete cultural resource survey was prepared and is included as an appendix to the Final MEIR and identifies all known tribal resource sites in the STMP area. No sites are located within the Phase 1 development area. After consultation with the local Wiyot tribal historic preservation officers for the LCP amendment to change the project phasing, a Phase II archaeological evaluation was performed on the proposed site of the wastewater treatment facility and no cultural resources were found at that site. However, a Memorandum of Agreement for Cultural Resource protection was entered into to address protocols for investigation and inadvertent discoveries.

**Determination:**

Less than significant adverse impact.

**Mitigation:**

No mitigation necessary.

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XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No change to applicable plans policies, codes and regulations from the previous drafts of the MEIR. Please see 4.3 Utilities & Public Services, Applicable Plans, Policies, Codes, and Regulations section of the January 2006 MEIR included in the appendices.

### Increased Demand for Water

The amount of development and water needed to serve proposed uses in the September 2007 Master Plan is expected to be similar to demand generated by the January 2006 Master Plan. In the January 2006 Master Plan, a 64-unit residential housing area was proposed south of Sunset Avenue. The amount of water required to service 64 residences was estimated to be approximately 16,000 gpd. In the September 2007 Master Plan, this residential area would contain 67 new residential units. As the number of residences would be similar, demand for water would not be expected to change from January 2006 estimates. There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.3.1 Increased Demand for Water in the January 2006 MEIR contained in the appendices.

### Determination:

Less than significant adverse impact with incorporation of mitigation measure.

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### **Mitigation:**

*Mitigation Measure 4.3.1a:* The property owner shall form a management entity to support the provision of water, wastewater and stormwater services to the town of Samoa, subject to the approval of Humboldt County, and in compliance with applicable state law and county policy.

*Measure 4.3.1.b:* To address the potential need for domestic water system upgrades necessary for implementation of the Samoa Master Plan along with other long-term development potential on the Samoa Peninsula, the property owner shall pay a connection fee to Humboldt Bay Municipal Water District, as determined by that agency, to adequately deliver the required amount of water for the Samoa project. The fee would be based on the proportional share of the cost of system upgrades that may be necessary as a consequence of the Samoa Master Plan Project and other planned or long-term development users on the peninsula.

### **Increased Demand for Wastewater Facilities**

The amount of development proposed in the September 2007 Master Plan is similar to that proposed in the January 2006 Master Plan, although the mix of proposed land uses has changed. The total estimated average wastewater expected to be generated by the September 2007 Master Plan would be 161,927 gallons per day (gpd), compared to the Master Plan evaluated in the January 2006 MEIR (e.g., January 2006 Master Plan) which would generate an expected average 166,000 gpd. The primary reason for the lower wastewater generation under the September 2007 Master Plan is that it proposes less total residential units (381) than does the January 2006 Master Plan (406 units). While the amount of wastewater generated under the September 2007 Master Plan would be less, the capacity of the proposed wastewater treatment plant would not change. Hence, adequate wastewater treatment capacity would be provided. A less than significant impact will occur.

The January 2006 Master Plan proposed the provision of 4.1 acres of infiltration area to accommodate an average flow of 166,000 gallons per day (gpd) of treated wastewater under that project. The analysis in the January 2006 MEIR concluded that this was inadequate to accommodate project flows. Per Mitigation 4.3.1a in the January 2006 MEIR, “the treated wastewater infiltration area shall be designed and constructed to a size adequate for the projected wastewater flow.” Consistent with this mitigation measure, the project applicant has revised the September 2007 Master Plan such that the plan now provides 7.6 acres of infiltration area which the project engineer (C.E.C) has concluded can accommodate 200,000 gpd of treated effluent with a reasonable factor of safety (CEC, 2007). As the September 2007 Master Plan would generate an average flow of only an estimated 161,927 gpd of treated wastewater, more than adequate infiltration area is proposed to serve the Master Plan. The size of the Public Facilities acreage was analyzed in the earlier STMP amendment and increased to ensure there would be adequate wastewater infiltration area. A less than significant impact would occur.

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

*Same as Mitigation Measure 4.3.1a*

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*Mitigation Measure 4.3.2a:* Same as Mitigation Measure 4.5.3a

### **Increased Demand for Stormwater Collection Infrastructure**

The amount of development proposed in the September 2007 Master Plan is similar to that proposed in the 2005 Master Plan. As discussed in Impacts 4.3.1 and 4.3.2, the amount of stormwater generated is expected to be the similar. For full discussion see Impact 4.3.3 Increased Demand for Stormwater Collection Infrastructure in the January 2006 MEIR contained in the appendices.

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

*Same as Mitigation Measure 4.3.1a*

*Mitigation Measure 4.3.3a:* The stormwater system shall be designed accounting for site-specific conditions to assure that post-development storm flows do not exceed predevelopment flows for the 100- and 10-year storm events and that in areas where storm flows are concentrated, sufficient erosion control measures are implemented.

*Mitigation Measure 4.3.3b:* All stormwater infrastructure will, at minimum, be designed to meet the performance standards recommended by the California Stormwater Quality Association's "New Development and Redevelopment" and "Commercial and Industrial" Best Management Practices Handbooks.

*Mitigation Measure 4.3.3c:* A stormwater management plan for the plan area shall be developed and approved by the Humboldt County Public Works Department and adopted by the management entity that assumes responsibility of the plan area after construction.

### **Increased Demand for Solid Waste Disposal**

The amount of development proposed in the September 2007 Master Plan is similar to that proposed in the 2005 Master Plan. While the mix of land uses has changed, the demand for solid waste disposal is expected to be the same. There is no change to impacts discussion or mitigations for this topic. For full discussion see Impact 4.3.6 Increased Demand for Solid Waste Disposal in the January 2006 MEIR contained in the appendices.

### **Determination:**

Less than significant adverse impact with incorporation of mitigation measures.

### **Mitigation:**

*Mitigation Measure 4.3.6a:* A recycling program shall be designed and implemented for the plan area.

*Mitigation Measure 4.3.6b: (Note: Not required as part of the current project phase.)*

Prior to commencement of operations, industrial and commercial users with the potential to generate large volumes of solid waste shall develop and implement waste reduction plans.

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## Increased Demand for Electrical and Gas Services

The amount of development proposed in the September 2007 Master Plan is similar to that proposed in the 2005 Master Plan. While the mix of land uses has changed, the demand for electrical and gas services is expected to be the same. There is no change to impacts for this topic. For full discussion see Impact 4.3.7 Increased Demand for Electrical and Gas Services in the January 2006 MEIR contained in the appendices.

### Determination:

Less than significant adverse impact.

### Mitigation:

No mitigation necessary.

## XIX. MANDATORY FINDINGS OF SIGNIFICANCE

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

The 2009 MEIR included a list of past, present, and probable future projects producing related or cumulative impacts and an analysis for each environmental topic. That analysis remains valid with the additions listed below.

### Cultural Resources

There are no additions to the cultural resources cumulative analysis. Potential cultural impacts are not expected to be cumulatively considerable.

### Biological Resources

There are no additions to the biological resources cumulative analysis; as described in the 2009 MEIR and Section 3.2 of this SMEIR, the proposed project would not significantly impact any populations of special-status species, natural communities, or the movement of wildlife. Potential biological impacts are not expected to be cumulatively considerable.

### Greenhouse Gas Emission

As discussed in Section 3.3 of this SMEIR, GHG emission are not confined to a particular air basin but are dispersed worldwide. Hence GHG impacts are by nature a cumulative impact.

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The following policy was added to the Humboldt Bay Area Plan, per the California Coastal Commission, as part of the STMP General Plan (Local Coastal Plan) Amendment approval. STMP (New Development) Policy 7:

- A. To minimize energy demands, which are associated with structural and transportation energy use, development of lands subject to the STMP-LUP shall minimize vehicle miles traveled, and conserve energy by means such as, but not limited to, the following:
1. Siting development in a manner that will minimize traffic trips;
  2. Prohibiting retail sales establishments designed to attract more than an incidental percentage of customers from offsite areas;
  3. Incorporating the “smart growth” development concepts that combine interdependent uses that potentially reduce offsite traffic trips, including adequate grocery and convenience stores in the revitalized downtown area to supply resident and visitor needs with fewer offsite trips;
  4. Providing well designed and appropriately located bus stops along Vance Avenue;
  5. Providing amenities for the convenience and safety of pedestrians and bicyclists to encourage the use of non-motorized and/or public transportation, including a well-designed network of bicycle paths, safe sidewalks, and separate footpaths that link various areas within Samoa and to the nearby beach and natural resource area interpretive trails;
  6. Incorporating energy efficient building technologies;
  7. Requiring development to meet high standards regarding the energy efficiency of proposed structures; heating, ventilation, and air conditioning systems (HVAC); hot water heaters, appliances; insulation; windows; doors; and lighting such as the standards of established voluntary programs such as Energy Star, LEED, or Build It Green;
  8. Requiring development to incorporate alternative sources of energy such as photovoltaics, solar water heaters, passive solar design, wind generators, heat pumps, geothermal, or biomass;
  9. Requiring development to use structural orientation (heat gain from southern exposure) and vegetation patterns to reduce winter heating needs (such as planting deciduous trees near southern exposures to maximize the winter sun);
  10. Requiring development to include energy meters that provide real-time information to users regarding energy consumption;
  11. Requiring development to use recycled building materials;
  12. Requiring development to use building materials that minimize energy consumption during the manufacture and shipment of the materials;
  13. Requiring development to use construction techniques that minimize energy consumption;
  14. Incorporating structural amenities within non-residential development to encourage the use of non-motorized or public transportation by employees (such as sheltered bicycle storage, bicycle lockers, restrooms with showers/personal lockers, etc.);
  15. Encouraging employer incentives such as paid bus passes, etc., to encourage employee use of public transportation;
  16. Prohibiting restrictions such as covenants or development standards that prevent energy conserving measures such as the use of outdoor clotheslines.
- These measures are to be incorporated into the project, as feasible.

Therefore, impacts described under Impact 3.3.1 are the proposed project’s contribution to this cumulative impact. Because the project’s GHG emissions were considered less than significant, the cumulative effects of the project on GHG emissions and contribution to global climate change would be less than significant.

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### **Transportation**

Section 4.2 of the 2009 MEIR evaluated the proposed Master Plan's potential transportation impacts to the plan area and vicinity. The section evaluates Master Plan impacts to S.R 255 as far north as the S.R.255/U.S. 101 interchange in Arcata, and the S.R. 255/U.S. 101 intersections in Eureka. Mitigation measures include contributions to transportation improvements outside the plan area in both Eureka and Manila. However, these mitigation measures would not be triggered until later phases of implementation of the STMP. Potential transportation impacts of phase 1 of the STMP are not expected to be cumulatively considerable.

# MITIGATION AND MONITORING REPORTING PLAN

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Public Resources Code § 21081.6 requires a Lead Agency that approves or carries out a project, where an EIR or MND has identified significant environmental effects, to adopt a reporting or monitoring Master for the changes to the project which it has adopted or made a condition of a project approval in order to mitigate or avoid significant effects on the environment. The Planning and Building Department of the County of Humboldt is the Lead Agency that must adopt the mitigation monitoring plan if the project is approved.

This Mitigation and Monitoring Plan is included as part of the Draft Mitigated Negative Declaration for CDP-16-064. The mitigation and monitoring information has been updated from that included in chapter 3 of the Final Master EIR for the Samoa Town Master Plan.

The mitigation and monitoring program (1) designates the agency (or agencies) responsible for implementing the mitigation measure; (2) designates, under “schedule,” the point at which the mitigation measure is applied to future entitlements or approvals; and (3) specifies any monitoring reporting requirements. Please note that the section numbers in the table below correspond to the section numbers in Chapter 4 of the Final Master EIR. The lead agency has reviewed and concurs with these measures.

Impact	Mitigation Measure	Responsible Party	Schedule	Measure of Completion & Approval
<b>4.1 CULTURAL (HISTORIC &amp; PREHISTORIC) RESOURCES</b>				
<b>4.1.1</b> Potential Disturbance to Known and Unknown Archaeological Resources	<b>4.1.1a.</b> For all known archaeological sites not located in areas proposed for development, on-site staking of construction boundaries is required to ensure that sites are avoided during all construction activities including during access and staging phases. (Note: This measure remains unchanged from the Draft MEIR)	Property owner	Monitor during construction	Compliance monitored and reported in writing by registered professional archeologist and Table Bluff-Wiyot Tribe Cultural Director or appointed representative;  County CDS to confirm receipt of monitoring letter/report prior to certificate of occupancy for structures potentially affected.
<b>4.1.1</b> Potential Disturbance to Known and Unknown Archaeological Resources	<b>4.1.1b.</b> For known archaeological sites that could be impacted during construction, the following mitigation measure(s) shall be implemented to reduce potentially significant to less-than-significant impacts or no impacts:  1) Adjust proposed plans to completely avoid site boundaries; OR; 2) Cap site with appropriate amount of fill and road base to a height equal to but not less than 12 inches above site surface; OR; 3) Implement archaeological data recovery procedures involving controlled excavation and analysis of material by Register of Professional Archeologists (ROPA) eligible archeologists, preferably trained in historical archaeology. The archaeological data recovery program must meet Research Design and Reporting standards consistent with the California Office of Historic Preservation's Preservation Bulletin Numbers 4a and 4, and the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. The type and nature of the data recovery phase shall be determined by the lead agency	Property owner	Prior to construction	Avoidance, capping, or archaeological testing approved in writing by registered professional archeologist and Table Bluff-Wiyot Tribe Cultural Director or appointed representative;  County Planning–Building Division to receive archeologist's written confirmation prior to permit approval(s).

Impact	Mitigation Measure	Responsible Party	Schedule	Measure of Completion & Approval
	<p>in consultation with ROPA eligible archaeologists and interested parties, but may include:</p> <ul style="list-style-type: none"> <li>a) coring and auguring to determine site boundaries and depth;</li> <li>b) exploratory 1 m<sup>2</sup> or 4-5 ft<sup>2</sup> excavation pits to obtain cross-sectional data on the site's constituents;</li> <li>c) horizontal, open-area coverage of key archaeological features found during exploratory excavations. Open-area excavations are conducted to reveal the organization of the site including the location of the building foundations, privies, wall/fences, and discrete activity areas. These methods, combined with laboratory analyses of all recovered materials, will yield the important and historically significant information within the site, thereby effectively mitigating adverse impacts.</li> </ul> <p>4) Future owners should also consider Deed Restrictions and Conservation Easements for protection of archaeological resources.</p> <p>(Note: Language added to this measure in the Recirculation Draft 2 MEIR has been retained.)</p>			
<p><b>4.1.1</b> Potential Disturbance to Known and Unknown Archaeological Resources</p>	<p><b>4.1.1c.</b> Institute a thorough archaeological monitoring program. All construction activities involving the destruction or removal of present surfaces, covered or otherwise, shall be monitored for the presence of archaeological materials. A qualified archaeological monitor and a Native American monitor shall be employed during all ground-disturbing activities. If the monitors identify any archaeological sites, ground-disturbing activity shall halt while the site is evaluated by qualified archaeologists. If a previously unknown site is evaluated as potentially eligible for the California Register, then appropriate mitigation procedures shall be followed, as described in Mitigation Measure 4.1.1b.</p> <p>An archeological data recovery, guided by a professional archeologist, will be required as mitigation. A refined archeological monitoring</p>	Property owner	Monitor during construction	Contracted qualified archaeologist and Native American representatives to monitor all ground disturbing constructions activities; Record and determine significance of archaeological discoveries and submit written record to County; County Planning - Building Division to verify archaeological monitoring and confirm receipt of

Impact	Mitigation Measure	Responsible Party	Schedule	Measure of Completion & Approval
	<p>plan will be developed and implemented as mitigation, with the following components:</p> <ul style="list-style-type: none"> <li>▪ A Sensitivity Map for prehistoric and historic archeological sites;</li> <li>▪ An Historic Context that identifies related property types and significance thresholds for historic period and prehistoric archeological deposits;</li> <li>▪ Treatment standards for data recovery of “discoveries”;</li> <li>▪ Standards for Documentation, Reporting and Curation;</li> <li>▪ Site Monitor Qualifications, roles, responsibilities and authority;</li> <li>▪ Tribal Coordination with all three local Tribes having Wiyot ancestral ties;</li> <li>▪ Process for refining the monitoring plan as “discoveries” is reported.</li> </ul> <p>(Note: Language added to this measure in the Recirculation Draft 2 MEIR has been retained.)</p> <p><b>4.1.1d</b> All mitigation work shall be accompanied by a statement of non-disclosure of sites mitigation, and/or other mitigations completed by the property owner filed with the North Coast Information Center. (Note: Language added to this measure in the Recirculation Draft 2 MEIR has been retained.)</p>			<p>monitoring record prior to subdivision approval.</p>
<p><b>4.1.2:</b> Demolition of Historic Resources</p>	<p><b>4.1.2d.</b> Measures to minimize potential impacts of new development on adjacent contributing historic resources must be implemented. These shall include siting, design and screening of new buildings, consistent with Design Guidelines, including compatible building height, scale, materials, roof and wall mass and articulation. (Note: This measure remains unchanged from the Draft MEIR.)</p>			<p><i>Same as mitigation measures 4.1.3a, b, c, and/or 4.1.6d, as applicable.</i></p>

SECTION 4.2 TRANSPORTATION

<p><b>4.2.1:</b> Increased Vehicle Trips</p>	<p><i>2009 MEIR Mitigation Measure 4.2.1a: S.R. 255/3rd Street:</i> Improvements include installation of medians to allow only right-turn movements in and out of 3rd Street or future traffic signal. The proposed Master Plan shall be responsible for contributing a fair share amount towards the mitigation approach worked out with the City of Eureka and Caltrans at some point in the future. The suggested fair share amount is a plan contribution of 33 percent, which was calculated based on the critical p.m. peak hour volume of 518 vehicles generated by the Master Plan, divided by the total future volume including the Plan development (1,573 vehicles): Assuming a traffic signal, the fair share would be \$66,000 (\$200,000 x 33%). If the City determines that turn lanes shall be added to the intersection, rather than a signal, then the amount would be reduced proportional to the cost. The fair share mitigation contribution shall be provided at the time that the impact is expected to occur. Based on the analysis, the impact is expected to occur (threshold of LOS E/F) after 20 percent of the development is occupied, or approximately 160 residential units. It is suggested that the County arrange for payment of the mitigation fee in Phase 2. (The SR 255/3rd Street improvements were completed by Caltrans and the City of Eureka in 2012. Medians were installed to allow only right turn movements in and out of 3rd Street. No additional mitigation is required.)</p>	<p>Property owner</p>	<p>Stipulated as condition of subdivision approval</p>	<p>Bond for contribution or deposit funds prior to final subdivision map recordation; City of Eureka to verify bond or deposit.</p>
<p><b>4.2.1:</b> Increased Vehicle Trips</p>	<p><i>2009 MEIR Mitigation Measure 4.2.1b: (Note: Not required as part of the current project phase.)</i> S.R. 255 through Manila: Improvements to be determined by Phase II of Manila Transportation Plan. The Master Plan shall contribute its fair share towards these improvements. The suggested fair share amount is a plan contribution of 22.5 percent, which was calculated based on the critical p.m. peak hour volume of 258 vehicles generated by the</p>	<p>Property owner</p>	<p>Stipulated as condition of subdivision approval</p>	<p>Bond for contribution or deposit funds prior to final map recordation; City of Eureka to verify bond or deposit.</p>

Master Plan, divided by the total future volume including the Plan development (1,147 vehicles). It is likely that S.R. 255 improvements consisting of left-turn lanes and a traffic signal or roundabout will cost approximately \$800,000. Therefore, the fair share to be paid by the applicant shall be \$180,000. The County should arrange for payment of the mitigation fee in Phase 2.

**2009 MEIR Mitigation Measure 4.2.1c: (Note: Not required as part of the current project phase.)** S.R. 255/New Navy Base Road: Improvements include the addition of a traffic signal or a roundabout designed according to Federal Guidelines and pursuant to Caltrans Design Bulletin 80-01. ~~Since the impacts at the intersection would be substantially due to the plan, the plan shall provide full funding for the improvements:~~ The traffic control enhancement would not be warranted until at least seven to 10 years after approximately 25 percent of the anticipated combined development is completed from the Master Plan and the adjacent industrial waterfront, so early phases of the proposed Master Plan could be implemented without this improvement. (According to Appendix E of this SDMEIR, impacts at this intersection would be due to the Master Plan and proposed adjacent industrial waterfront development; therefore funding for these improvements should be split between these two projects.)

SECTION 4.3 UTILITIES & PUBLIC SERVICES

<b>4.3.1:</b> Increased Demand for Water	<b>4.3.1a.</b> The property owner shall form a management entity to support the provision of water, wastewater and stormwater services to the town of Samoa, subject to the approval of Humboldt County, and in compliance with applicable state law and county policy. (Note: This measure remains unchanged from the Draft MEIR.)	Property owner	Stipulated as condition of subdivision approval	County or LAFCO to approve maintenance mechanism.
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**4.3.1b:** To address the potential need for domestic water system upgrades necessary for implementation of the Samoa Master Plan along with other long-term development potential on the Samoa

Peninsula, the property owner shall pay a connection fee to Humboldt Bay Municipal Water District, as determined by that agency, to adequately deliver the required amount of water for the Samoa project. The fee would be based on the proportional share of the cost of system upgrades that may be necessary as a consequence of the Samoa Master Plan Project and other planned or long-term development users on the peninsula. (Note: This measure remains unchanged from the Draft MEIR.)

<p><b>4.3.2:</b> Increased Demand for Wastewater Facilities</p>	<p>Same as Mitigation Measure 4.3.1a, and</p> <p><b>4.3.2a.</b> The treated wastewater infiltration area shall be designed and constructed to a size adequate for the projected wastewater flow rate. (Note: this measure remains unchanged from the Draft MEIR.)</p>	<p>Property owner</p> <p>Stipulated as condition of subdivision approval</p>	<p>Written confirmation from the Engineer of Record that the wastewater facilities are designed, constructed, and installed to meet RWQCB wastewater requirements; County Public Works Director to confirm receipt of letter.</p>
<p><b>4.3.3:</b> Increased Demand for Stormwater Collection Infrastructure</p>	<p>Same as Mitigation Measure 4.3.1a, and</p> <p><b>4.3.3.a</b> The stormwater system shall be designed accounting for site-specific conditions to assure that post-development storm flows do not exceed predevelopment flows for the 100- and 10-year storm events and that in areas where storm flows are concentrated, sufficient erosion control measures are implemented. (Note: This measure remains unchanged from the Draft MEIR.)</p>	<p>Property owner</p> <p>Stipulated as condition of subdivision approval</p>	<p>Written confirmation from the Engineer of Record that the wastewater facilities design, construction, and installation meet stormwater requirements; County Public Works Director to confirm receipt of letter.</p>
<p><b>4.3.3.b.</b></p>	<p>All stormwater infrastructure will, at minimum, be designed to meet the performance standards recommended by the California Stormwater Quality Association's "New Development and Redevelopment" and "Commercial and Industrial" Best Management Practices Handbooks. (Note: This measure remains unchanged from the Draft MEIR.)</p>	<p>Property owner</p> <p>Stipulated as condition of subdivision approval</p>	<p>Same as 4.3.3a</p>
<p><b>4.3.3.c.</b></p>	<p>A stormwater management plan for the plan area shall be developed and approved by the Humboldt County Public Works Department and adopted by the management entity that assumes responsibility of the plan area after construction. (Note: This measure</p>	<p>Property owner</p> <p>Stipulated as condition of subdivision approval</p>	<p>County or LAFCO to approve maintenance mechanism</p>

remains unchanged from the Draft MEIR.)

**4.3.4:** No mitigation required.

Increased Demand: Law Enforcement

**4.3.5:** *Mitigation Measure 4.3.5a:* Implement the *Tsunami Safety Plan*.

The plan is to include an evacuation route plan for the Master Plan Area, which shall include locations for tsunami warning devices, shall be developed, submitted, approved, and kept on file at the Samoa Peninsula Fire Department (SPFD). Key SPFD emergency services personnel shall be trained in tsunami evacuation procedures.

Property owner and SPFD occupancy  
Prior to first certificate of occupancy  
Plan prepared, approved by County, and delivered to SPFD;  
County CDS to approve plan, and County Sheriff's Dept. to confirm that SPFD Chief receives plan and personnel receive tsunami training.

*Mitigation Measure 4.3.5b:* A plan for hazardous materials response and containment for the plan area shall be developed and made available to emergency response agencies, including the SPFD.

Property owner and SPFD occupancy  
Prior to first certificate of occupancy  
Plan prepared and submitted to County CDS and SPFD;  
County Sheriff's Dept. to confirm that SPFD has received plan and personnel receive training.

*Mitigation Measure 4.3.5c:* **(Note: Not required as part of the current project phase.)** Construction of an emergency services vehicle storage building, located above the 30' elevation adjacent to the site of the Gibson Street Water Tank on the east corner of Gibson Street and south of Vance Avenue. The new building would contain emergency response vehicles and equipment, emergency communications equipment and backup power supply. This building would also serve as a tsunami evacuation site. .

*Mitigation measure 4.3.5d:* Prepare the Standards of Response Coverage Study and implement study recommendations.

*Mitigation Measure 4.3.5e.* **(Note: Not required as part of the current project phase.)** Humboldt County shall enter into an agreement with the Samoa Peninsula Fire Protection District, Arcata Fire Protection District, and the City of Eureka Fire Department to establish the level of fire protection services to be provided to the Master Plan Area (to be referred to as the

Agreement for Fire Protection Services to the Samoa Town Master Plan Area), and the manner of providing and the cost of such services. The Agreement for Fire Protection Services to the Samoa Town Master Plan Area shall contain either: (1) a finding that estimated revenue to the Samoa Peninsula Fire Protection District from property taxes and the current special assessment is adequate to support the agreed upon level of service, or (2) a requirement that Humboldt County impose a condition on the approval on any tentative subdivision map for the Samoa Town Master Plan Area requiring that the applicant vote to approve a special assessment to augment funding for fire protection services in an amount equal to the estimated cost of providing the agreed upon level of service.

**4.3.6:** Increased Demand for Solid Waste Disposal

**4.3.6a.** A recycling program shall be designed and implemented for the plan area

Property owner

Prior to first occupancy

Plan prepared; County Dept. of Public Health to confirm receipt of plan.

**4.3 Mitigation Measure 4.3.6b:** (Note: Not required as part of the current project phase.) Prior to commencement of operations, industrial and commercial users with the potential to generate large volumes of solid waste shall develop and implement waste reduction plans.

Industrial & commercial users

Prior to certificate of occupancy

Plan prepared; County Health & Human Services Dept.-Division of Environmental health to confirm receipt of plan.

**4.3.7:** Demand for Electrical and Gas Services

No mitigation required.

Property owners

Design and construction phases and ongoing

Program(s) implemented; Evidence of energy conservation Practices/programs made available to County CDS upon request.

**4.3.8:** Demand for Schools

No mitigation required.

**4.3.9:** No mitigation required.

Demand for  
Telecom-  
munications

#### SECTION 4.4 BIOLOGICAL RESOURCES

<b>4.4.1:</b> Loss of Wetlands	Same as Mitigation Measure 4.5.4a (see Section 4.5) with incorporation of native riparian tree and shrub species utilized in the bio-retention design to provide cover, forage and nesting habitat for wildlife to mitigate for loss of this habitat due to modification of the wastewater treatment facility.	Property owner	Stipulated as condition of subdivision approval	Same as 4.5.4a.
<b>4.4.1a.</b>	To improve the functional value of the two small “man-induced” wetlands located on the log deck, adjacent developed dunes shall be restored to native landscapes; fill material should be removed, and native vegetation should be planted within the setback area to provide a vegetative screen between these wetlands and residential areas. This measure is expected to improve the quality of the habitat by increasing species diversity, and aid in the uptake and treatment of storm water runoff to improve water quality. (Note: This measure remains unchanged from the Draft MEIR.) <i>Mitigation Measure 4.4.1b:</i> <del>To mitigate for loss of willow habitat associated with the relic dune hollow in the proposed location of the single-family housing complex west of Vance Avenue, restoration of similarly degraded relic hollows, of a similar size, in the vicinity of the buried Samoa water pipeline will be restored and/or enhanced. Fill material can be removed from a similar relic hollow located west of the proposed business park (reference wetland data form 12 in the Appendices) in order to restore wetland hydrology, and additional willow vegetation may be planted to increase habitat and functional wetland values for no net loss. (Mitigation Measure 4.4.1b is removed because the referenced willow habitat will be preserved and provided a 100-foot development setback, no impact will occur).</del>	Property owner	Stipulated as condition of subdivision approval	Restoration/landscape plan submitted with subdivision restoration done or monies bonded prior to final map recordation; County CDS to approve plan, and verify restoration activities or bond.

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The following mitigation measures are taken directly from the 2009 MEIR and apply to the Samoa Town Master Plan development as a whole. Modifications to the original mitigation measures are identified in **strikeout text to indicate deletions and underline to signify additions**. As the current project involves only involves development of the multi-family housing and associated infrastructure improvements, none of these measures are applicable to this phase of the project.

*2009 MEIR Mitigation Measure 4.4.2a:* Establish a well-marked trail system to consolidate high use areas and minimize foot traffic through Environmentally Sensitive Habitat Areas west of New Navy Base Road. Existing main routes to the beach shall be utilized to the greatest extent possible. An assessment will need to be conducted to determine the least environmentally damaging alternative to biological resources prior to designating a trail system west of New Navy Base Road. Once established, access points to all bike trails and foot paths throughout the plan area are to be clearly marked with appropriate regulatory, educational, and/or interpretive signage. Erect signage and/or fencing at designated access points (trail heads).

*2009 MEIR Mitigation Measure 4.4.2b:* Establish for the Master Plan area a sustainable landscaping plan designed to protect existing natural resources. Assistance for developing such a plan is available from a number of resources, including the Sustainable Urban Landscape Information Series (SULIS) and the Greenscape Program, funded by the U.S. EPA.

*2009 MEIR Mitigation Measure 4.4.2c:* Establish a well-marked trail system to consolidate high use areas and minimize foot traffic through ESHAs west of New Navy Base Road. The existing pedestrian beach access corridor shall remain the only beach access. No vehicles shall be allowed to access the beach through this corridor.

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*2009 MEIR Mitigation Measure 4.4.2d: The 0.2 acres of European Beachgrass ESHA and 0.1 acres of native dune mat ESHA to be displaced associated with the development of the 1.5-acre visitor serving use area west of New Navy Base Road shall be replanted with native dune mat habitat on a 3:1 basis. This replanting shall occur west of New Navy Base Road within the confines of the area covered by Figure 4.4-1, with the decision on the specific location within this area to be at the discretion of the California Coastal Commission. Seeds or other propagule material (divisions, cuttings, etc.) from the native flora within the existing native dune mat ESHA to be removed shall be collected in late spring (or as appropriate) and spread in the replanted habitat. Exotics shall be removed by hand within the replanted habitat until such time as the new native flora has established itself. (Mitigation measure 4.4.2d is removed because European Beachgrass and native dune mat will no longer be displaced in this area).*

*2009 MEIR Mitigation Measure 4.4.2e: An exotic plant removal program shall be implemented within the 1.5-acre visitor serving use area and associated new parking area west of New Navy Base Road to avoid the potential for the spread of exotic plant species into adjacent ESHAs. This program shall include the removal of exotics from said area on a monthly basis for the life of the Master Plan.*

*2009 MEIR Mitigation Measure 4.4.2f: ESHA protection fencing shall be installed at the locations set forth in Figure 4.4-1 3.2-4 to inhibit persons and dogs from entering existing ESHA areas in the vicinity of the proposed 1.5-acre visitor serving use area west of New Navy Base Road. The fencing shall be 3-foot tall split rail fencing, and shall be maintained on a monthly basis for the life of the Master Plan.*

*2009 MEIR Mitigation Measure 4.4.2g: All persons with dogs*

utilizing the beach areas due west of the Master Plan area shall maintain dogs on a leash in all areas of said beach (1.5-acre visitor serving use area, parking lots, day use area, beach access corridor, backdunes, foredunes), with the exception of the wave slope where dogs can be unleashed.

~~2009 MEIR Mitigation Measure 4.4.2h: A new botanical survey and site reconnaissance shall be undertaken in 2008 by a qualified biologist, and a new habitat map shall be prepared by the biologist which replaces Figure 4.4-1 (habitat map). The botanical survey shall be conducted during the following periods: March-April for wallflower and layia; March-July for beach layia; April-July for dark-eyed gilia; and June-October for pink sand verbena. Figure 4.4.2 (fencing plan) shall be revised accordingly, but shall be no less stringent than it occurs in the MEIR. Mitigation Measures 4.4.2d and 4.4.2f shall be expanded to cover any additional ESHA area discovered during the 2008 survey/reconnaissance and shown on the revised habitat map, but shall be no less stringent. (A Botanical Survey for the STMP Coastal Access and Visitor Use Area was conducted in 2009 to comply with mitigation measure 4.4.2h. The updated habitat map showing the revised fencing plan and proposed parking is included in Appendix C).~~

#### SECTION 4.5 HYDROLOGY, DRAINAGE AND WATER QUALITY

	Property owner	Stipulated as condition of subdivision approval	Same as for Mitigation 4.5.1a and b.
<b>4.5.2:</b> Sedimentation and Pollution of Surface Waters Due to Surface Runoff			
	In order to assure the effectiveness of the best management practices (BMPs) implemented for the Master Plan, the following design parameters shall be applied:		
	1. The system of vegetated swales and detention basins/areas shall be designed so that flows generated during a 2-year storm event have an on-site detention time of 24 hours.		
	2. The concept of bio-retention shall be implemented to improve detention basin effectiveness.		

(Note: This measure remains unchanged from the Draft MEIR.)

SECTION 4.6 AIR QUALITY

<p><b>4.6.1:</b> Release of PM<sub>10</sub> During Construction Activities</p>	<p><b>4.6.1a.</b> Dust control measures:</p> <ol style="list-style-type: none"> <li>1. During dry periods, water all earth surfaces when construction involves clearing, grading, earthmoving, and other site preparation activities. Watering shall be conducted at least twice daily. This would include unpaved roadways used during construction.</li> <li>2. Use watering to control dust generation during demolition of structures or break-up of pavement.</li> <li>3. Cover trucks hauling construction and demolition debris from the site.</li> <li>4. Provide regular clean-up of mud and dirt carried onto paved streets from the site.</li> </ol> <p>(Note: this measure remains unchanged from the Draft MEIR.)</p> <p><b>4.6.1b.</b> Controls on diesel-powered construction equipment:</p> <ol style="list-style-type: none"> <li>1. Maintain construction vehicles to maximize efficiency and minimize exhaust emissions.</li> <li>2. Prohibit excessive equipment idling time (for diesel powered equipment).</li> <li>3. Stage diesel-powered equipment as far as possible from residences or other sensitive receptors.</li> </ol> <p>(Note: This measure remains unchanged from the Draft MEIR.)</p>	<p>Property owner</p>	<p>Monitor during construction</p> <p>Construction completed in compliance with mitigation measures; County Building Inspector to monitor air quality conditions during all inspections and file any non-conformance to NCUAQMD; NCUAQMD to respond to complaints.</p>
<p><b>4.6.2:</b> Emissions of Criteria Air Pollutants from Master Plan Buildout</p>	<p><b>4.6.2a.</b> Circulation improvements to reduce motor vehicle use:</p> <ol style="list-style-type: none"> <li>1. Incorporate infrastructure that facilitates pedestrian and bicycle travel modes. Such infrastructure would include continuous sidewalks and bicycle lanes or paths that interconnect with different plan components and New Navy Base Road. Any improvements to New Navy Road should incorporate bicycle lanes. Specific improvements may include the following:             <ol style="list-style-type: none"> <li>a. On new residential streets (outside of the potential historic district), each side of the street should have sidewalks or pedestrian walkways. A walkway separated from the roadway is most desirable.</li> </ol> </li> </ol> <p>(Note: This measure remains unchanged from the Draft MEIR.)</p>	<p>Property owner</p>	<p>Stipulated as condition of subdivision approval</p> <p>Circulation plans in compliance with mitigation measures submitted and bond secured prior to final map recordation; County Planning Division/Public Works to approve plans and verify construction or bond prior to final map recordation.</p>

b. Existing residential streets (e.g., Vance Avenue, Sunset Avenue, Cadman Court, and Rideout Avenue) shall be designated by signage as bike routes.

2. Encourage the development of retail services that serve the plan area and reduce automobile trips to Eureka and Arcata.

(Note: This measure remains unchanged from the Draft MEIR.)

<b>4.6.2b.</b> For units designed for fireplaces/ wood burning appliances, limit such devices to one EPA Phase III or better device per residence to reduce emissions from wood burning appliances. All new residences shall be provided with natural gas powered heating systems. Developers should be encouraged to provide natural gas fireplaces in new residences. (Note: This measure remains unchanged from the Draft MEIR.)	Property owner	Certificate of Occupancy inspections	Units designed according to mitigation measure; County Building Division to verify conformance prior to Certificate of Occupancy.
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**4.6.3:** Air

Quality  
Impacts from  
Traffic

<b>4.6.4:</b> Exposure to Objectionable Odors	Property owner or wastewater r system operator	Periodic monitoring	No objectionable odors detected; County Planning-Code Enforcement to respond to any complaints.
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#### SECTION 4.7 GEOLOGY SOIL AND RISK ASSESSMENT

<b>4.7.1:</b> Impacts Due to a Seismic Event	Property owner	Stipulated as condition of development / construction permit	Evaluations conducted according to stipulations; County Planning-Building Division to approve designs prior to permit approval.
<b>4.7.1a.</b> Site-specific evaluations in accordance with state and local regulations shall be conducted during the engineering design process to evaluate the liquefaction potential and ground failure potential for specific construction areas. (Note: This measure remains unchanged from the Draft MEIR.)	Property owner	Stipulated as condition of development /construction-	Studies conducted according to stipulations; County Planning-Building Division to approve
<b>4.7.1b.</b> Site specific studies completed during the engineering design process should evaluate the vertical and lateral variation in soil properties and evaluate the potential for seismically induced settlement and differential settlement. If lateral variation is identified	Property owner	Stipulated as condition of development /construc-	Studies conducted according to stipulations; County Planning-Building Division to approve

<p>and/or anticipated, foundation designs should accommodate for differential settlement. (Note: This measure remains unchanged from the Draft MEIR.)</p>	<p>tion permit</p>	<p>designs prior to permit approval.</p>
<p><b>4.7.1c.</b> Effective engineering design of foundation elements shall be implemented based on liquefaction analysis of site soils. CDMG Special Publication 117 (SP 117) (CDMG, 1997) provides guidelines for mitigation of seismic hazards and states that the hazard assessment required for plan sites shall:</p> <p>(a) demonstrate that liquefaction at a proposed site poses a sufficiently low hazard as to satisfy the defined acceptable level of risk criteria, or</p> <p>(b) result in implementation of suitable mitigation recommendations to effectively reduce the hazard to acceptable levels (CCR Title 14, Article 10, Section 3721).</p>	<p>Property owner</p>	<p>Engineering designs prepared according to stipulations; County Planning-Building Division to approve designs prior to permit approval.</p>
<p>Adequate mitigation for lateral spread hazards may be provided by, but not limited to, the following SP 117 guidelines:</p>		
<ul style="list-style-type: none"> <li>• Edge containment structures;</li> <li>• Removal or treatment of liquefiable soils to reduce liquefaction potential;</li> <li>• Modification of site geometry to reduce the risk of translational site instability; and/or</li> <li>• Drainage to lower groundwater table below liquefiable soils.</li> </ul>		
<p>Adequate mitigation for other liquefaction-related, localized hazards including potential bearing failure, settlements, and lateral displacements, may be provided by adhering to the following guidelines stated in SP 117:</p>		
<ul style="list-style-type: none"> <li>• Excavation and removal or recompaction of potentially liquefiable soils;</li> <li>• In-situ ground densification;</li> <li>• Other types of ground improvements (e.g. permeation grouting, surcharge pre-loading, etc.);</li> <li>• Deep foundations that have been designed to accommodate liquefaction effects;</li> </ul>		

<ul style="list-style-type: none"> <li>Reinforced shallow foundations; and/or</li> <li>Design of the proposed structures or facilities to withstand predicted ground softening and/or predicted vertical and lateral ground displacements to an acceptable level of risk.</li> </ul> <p>(Note: This measure remains unchanged from the Draft MEIR.)</p>	<p><b>4.7.1d.</b> Where appropriate, impose localized lateral spreading setback distances for structures from any native or fill slope free faces. (Note: This measure remains unchanged from the Draft MEIR.)</p>	Property owner	Stipulated as condition of development / construction permit	Site designs with setbacks prepared according to stipulations; County Planning-Building Division to approve designs prior to permit approval.
<p><b>4.7.1:</b> Impacts Due to a Seismic Event</p>	<p><b>4.7.1e.</b> Effective engineering design of foundation elements shall be implemented based on settlement and differential settlement analysis of site soils. (Note: This measure remains unchanged from the Draft MEIR.)</p>	Property owner	Stipulated as condition of development / construction permit	Engineering designs prepared according to stipulations; County Planning-Building Division to approve designs prior to permit approval.
	<p><b>4.7.1f.</b> All structures shall be constructed to comply with Zone 4 requirements using the latest edition of the California Building Code and it may be appropriate to exceed the requirements to minimize potential damage from ground shaking. (Note: This measure remains unchanged from the Draft MEIR.)</p>	Property owner	Stipulated as condition of development / construction permit	Site designs prepared according to stipulations; County Planning-Building Division to approve designs prior to permit approval.
	<p><b>4.7.1g.</b> Foundation and building structural design shall be performed by a Structural Engineer licensed in the State of California to ensure that strengthening and reinforcement measures are incorporated into building designs. (Note: This measure remains unchanged from the Draft MEIR.)</p>	Property owner	Stipulated as condition of development / construction permit	Site designs prepared according to stipulations; County Planning-Building Division to approve designs prior to permit approval.
	<p><b>4.7.1h.</b> Strengthening structural foundations and applying safety measures for natural gas utilities shall be implemented. (Note: This measure remains unchanged from the Draft MEIR.)</p>	Property owner	Certificate of Occupancy	Safety measures implemented as stipulated; County

	inspections	Building Division to confirm compliance prior to Certificate of Occupancy.
<p><b>4.7.2: Primary and Secondary Tsunami Impacts</b></p> <p><b>4.7.2a.</b> A Tsunami Safety Plan shall be implemented. A Tsunami Safety Plan will be submitted to the County as a condition of subdivision approval.</p> <ul style="list-style-type: none"> <li>▪ The Tsunami Safety Plan, including designated routes will also include information on tsunami warning devices and techniques and a public information and education program targeted at Samoa residents and visitors.</li> <li>▪ The applicant will submit a proportional share of the fee towards a fund for the installation and maintenance of a warning siren in the town of Samoa. (If warning siren funding becomes available prior to the collection of sufficient funds from each newly proposed residence, the fund can be used for tsunami education, identification of evacuation routes, signage and subsidized weather radios to Samoa residents)</li> </ul> <p>(Note: Language removed from this measure in the Recirculation Draft 2 MEIR has been omitted.)</p>	<p>Property owner at time of project approval</p> <p>Stipulated as condition of subdivision approval</p>	<p>Signage installed; County Building Division to confirm compliance prior to subdivision approval.</p>
<p><b>4.7.2: Primary and Secondary Tsunami Impacts</b></p> <p><b>4.7.2b.</b> Prohibit use of the proposed water tower for vertical evacuation because of its proximity to the commercial gas station and the potential for a fire hazard that could cut off access to higher ground. (Note: This measure remains unchanged from the Draft MEIR.)</p>	<p>Property owner</p> <p>Stipulated as condition of subdivision approval</p>	<p>Signage installed as stipulated; County Building Division to confirm compliance prior to subdivision approval.</p>
<p><b>4.7.2c.</b> A tsunami evacuation route and plan for the plan areas shall be developed, submitted, and approved by the County and kept on file at the Samoa Peninsula Fire Department in the Samoa Block Building. The plan shall include information on tsunami warning devices and techniques (e.g. fire department sirens, etc.) and a public information and education program targeted at Samoa residents. The applicant shall be required to submit a proportional share of the fee towards a fund for the installation and maintenance of a warning siren in the town of Samoa. This fund shall be administered by the County of</p>	<p>Property owner at time of project approval</p> <p>Stipulated as condition of subdivision approval</p>	<p>Routes and signage installed as stipulated, and shown on final map; County Planning-Building Division to approve construction and signage prior to subdivision approval.</p>

Humboldt, Office of Emergency Services and the National Weather Service. If funding for a warning siren becomes available prior to the collection of sufficient funds from each newly proposed residence, the fund can be used for tsunami education, identification of evacuation routes, signage and subsidized weather radios to residents of Samoa. (Note: Language removed from this measure in the Recirculation Draft 2 MEIR has been omitted.)

**4.7.2d.** Single family occupancy will be restricted to areas where the lowest habitable floor will be at an elevation 30 feet msl (Note: Language removed from this measure in the Recirculation Draft 2 MEIR has been omitted.)

Property owner at time of project	Stipulated as condition of subdivision approval	Vegetation Plan submitted with subdivision map; County Planning to approve plan prior to subdivision approval.
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**4.7.2:**  
Primary and Secondary  
Tsunami  
Impacts

**4.7.2e.** For proposed Public Facilities areas, it is recommended that critical facilities be constructed above elevation 26-feet because they are centers of population concentrations and/or may be necessary for first response. Critical facilities located between elevations 26 and 30 feet should be designed and constructed to resist tsunami forces. Emergency vehicles shall be parked above elevation 30 feet to reduce the potential for damage to first response vehicles. (Note: this measure remains unchanged from the Draft MEIR. In addition, the following language is added to this measure.)

Multi-family occupancy will be restricted to areas where the lowest habitable floor will be at an elevation 30 feet msl. Any buildings first floor elevations below that can be used for non-residential use such as parking. Residential use could occur on upper floors.

**4.7.2f.** For proposed public and critical facilities, it is recommended that they be constructed above elevation 40 feet because they are centers of population concentrations and/or may be necessary for first response and recovery. Preservation or enhancement of eco-system features to reduce tsunami wave effects. (Note: This measure remains unchanged from the Recirculation Draft 2 MEIR.)

**4.7.2:**  
Primary and Secondary

Property owner at time of project	Stipulated as condition of development	Critical facilities constructed as required;
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Tsunami Impacts

*Dune Preservation*

**4.7.2g.** Designated pathways and trails to Samoa Beach will be constructed in order to avoid creation of non-designated trails. This measure will be stipulated as a condition of subdivision approval. (Note: This measure remains unchanged from the Recirculation Draft 2 MEIR.)

**4.7.2h.** Interpretation signage at the parking areas to inform recreation users of sensitive biological resources in the plan area. This measure will be stipulated at a condition of subdivision approval. (Note: This measure remains unchanged from the Recirculation Draft 2 MEIR.)

*Vegetation*

**4.7.2i.** Preservation and enhancement of vegetation in dune areas adjacent to New Navy Base Road and elsewhere will strengthen existing dunes and reduce likelihood of degradation. Plantings will both reduce effects of tsunami while contributing to soil stabilization. (Note: This measure remains unchanged from the Recirculation Draft 2 MEIR.)

**4.7.2j.** For proposed Natural Resource and Public Recreation areas, a vegetative planting plan will be developed to reduce the potential for mobilizing large woody debris that could impact structures below the 26 foot elevation. Planting of deep rooted species such as shore pine and shrubs instead of Eucalyptus tress (which are very brittle) in these areas would reduce potential impacts. Also, some species are highly flammable, including Eucalyptus. Removal of “danger” species within the plan area is recommended. (Note: This measure remains unchanged from the Recirculation Draft 2 MEIR.)

*Wetlands*

**4.7.2k.** Existing wetlands on the site will be expanded. To improve the functional value of the two small wetlands, adjacent developed dunes will be restored to native landscapes, fill material will be removed and native vegetations will be planted within the setback area. (Note: This measure remains unchanged from the Recirculation

project / County Building Division to approve construction permit prior to subdivision approval.

Draft 2 MEIR.				
		Property owner	Stipulated as condition of subdivision approval	Permit approval; County Building Division to approve plans and construction prior to subdivision approval.
<b>4.7.3:</b> Potential Landslides, Soil Instability, and Soil Erosion	<b>4.7.3a.</b> If significant cuts and fills or additional loading are planned, then appropriate, site-specific measures shall be implemented in order to prevent slope instabilities resulting from the construction of structures and/or roads. (Note: This measure remains unchanged from the Draft MEIR.)			
	<b>4.7.3b.</b> If expansive soils are encountered during construction of structures and/or roads, then appropriate design measures shall be designated by a licensed geotechnical engineer or designee. (Note: This measure remains unchanged from the Draft MEIR.)			
	<b>4.7.3c.</b> A temporary erosion and sedimentation control plan shall be developed during the engineering design process and implemented during construction. Long term erosion and sedimentation control should be addressed in the landscape plan. (Note: This measure remains unchanged from the Draft MEIR.)	Property owner	Stipulated as condition of subdivision approval	Short-term plan prepared and implemented, and long-term plan (landscape plan) prepared. Plans approved by County CDS prior to subdivision approval.
	<b>4.7.3d.</b> During structure and/or road construction of plan improvements, sediment should be prevented from entering wetlands by initiating standard erosion control practices. These practices may include installation of sediment barriers and implementation of an erosion control program as required for construction sites by the state Water Resources Control Board. (Note: This measure remains unchanged from the Draft MEIR.)	Property owner	Building inspections and compliance as a condition of subdivision approval	Prepare and implement erosion control program; County Building Inspector to verify implementation of erosion control practices during all inspections and confirm compliance prior to subdivision approval.

SECTION 4.8 LAND USE

<b>4.8.1</b> Divide a community	No mitigation required.
<b>4.8.3</b> Plan Conflict	No mitigation required

**SECTION 4.9 AESTHETICS AND VISUAL RESOURCES**

<p><b>4.9.1: Effects on the Visual Character or Visual Quality of the Site Or Its Surroundings</b></p>	<p><b>4.9.1a.</b> Visual screening shall be used as a buffer to separate residential uses from and non-residential uses. Also any new development that is not compatible in size (mass), architectural style, or layout (e.g. setbacks from street, density, orientation, etc.) with adjacent use(s) shall have visual screening to minimize impacts to the existing visual quality. Visual screening can be provided by landscape screening and shall be contiguous to achieve maximum visual continuity and visual separation from existing qualities.</p>	<p>Property owner</p>	<p>Stipulated as condition of subdivision approval</p>	<p>Visual screening installed; County Planning-Building Division to confirm installation prior to subdivision approval.</p>
<p>Screening to visually separate existing and Master Plan new development shall include:</p>				
<ul style="list-style-type: none"> <li>● Visual separation between the existing town, existing historic resources, and new residential development.</li> <li>● Visual separation between residential and non-residential uses, including visual screening along Vance Avenue.</li> <li>● Visual screening by retaining existing vegetation along the north end of Samoa Park to minimize visual impacts with nearby historic resources.</li> <li>● Visual screening by retaining existing vegetation and landscaping west of Vance Avenue opposite Samoa Park, in the area proposed for new vacation rental units to minimize visual impacts with nearby historic resources;</li> <li>● Existing Monterey Cypress trees located between the proposed soccer arena and Samoa Cookhouse shall be retained to screen proposed new soccer buildings and structures from adjacent historic resources. Site design and visual screening shall be required between the proposed RV Park and adjacent land uses in the Samoa Cookhouse area shall be employed to minimize impacts. Visual screening and open space areas between proposed new single family housing areas, vacation rental housing units, and existing residences on Sunset Avenue, Rideout Road, and</li> </ul>				

Sanda Court.

- The design, siting, height and scale of new housing, visitor serving uses, and site development shall be visually compatible with existing housing areas on Sunset Avenue, Rideout Road, and Sanda Court and comply with Design Guidelines. New development shall be consistent with Design Guidelines and building regulations required for tsunami safety. Visual screening between proposed new single family housing areas and historic houses.

- (Note: Language has been added in the Recirculation Draft 3 MEIR.)

	Areas not occupied by buildings, parking, walkways, bikeways, or other associated residential or commercial activities shall be fully and permanently landscaped with live plant materials and shall be permanently maintained. (Note: This measure remains unchanged from the Draft MEIR.)	Property owner at time of project	Stipulated as condition of subdivision approval	Landscape plan approved, landscaping installed; County Planning to approve plan prior to subdivision approval.
	All pedestrian/bike linkages and commercial/business parking lots shall consist of attractive hardscape and landscape. (Note: This measure remains unchanged from the Draft MEIR.)	Property owner	Stipulated as condition of subdivision approval	Hardscapes /landscapes installed; County Planning to approve landscape plan and Building Division to confirm compliance prior to map recordation.
	All building façades shall be broken down to small scale and given individual design character compatible with the existing historic architectural style of the town. (Note: This measure remains unchanged from the Draft MEIR.)	Property owner	Stipulated as condition of Coastal Development Permit (CDP) approval	Building permit; County Planning to approve design and Building Division to confirm compliance prior to permit approval.
4.9.2: Effects on a Scenic Vista or Viewshed	Visual screening shall be used as a buffer to protect the views from across the bay. Structures that are incompatible in height and/or mass compared to the existing view shall have visual screening to minimize impacts to the existing visual quality. Visual screening can	Property owner	Stipulated as condition of subdivision approval	Final map recordation and/or permit approval; County Planning to

be provided by landscape screening and shall be contiguous to achieve maximum visual continuity. New structures and development shall conform to design guidelines and standards and design review. (Note: This measure remains unchanged from the Draft MEIR.)

approve landscape plan and Building Division to confirm compliance prior to subdivision approval.

**4.9.2b.** Landscape plantings, including native trees such as shore pine, shall be installed along New Navy Base Road and along roadways as shown in the Illustrative Master Plan. Landscape plans and design shall be consistent with Design Guidelines and standards. (Note: This measure remains unchanged from the Draft MEIR.)

Property owner

Stipulated as condition of subdivision approval  
 County Planning to approve landscape plan and Building Division to confirm compliance prior to final map recordation.

**4.9.3:** Exterior lighting, whether installed for security, safety, signage, or landscape design purposes, shall be shielded and/or positioned in a manner that broadcasts light downward and that will not shine light or allow light glare to exceed the boundaries of the lot, or subsequent subdivision parcel, on which it is placed. Exterior lighting, consistent with design guidelines and standards, shall be designed to use the lowest intensity lamp/wattage compatible with safety. (Note: This measure remains unchanged from the Draft MEIR.)

Property owner

Stipulated as condition of CDP approval

Permit approval;  
 County Building Division to confirm compliance prior to permit approval.

**4.9.3b.** Buildings shall be constructed with non-glare exterior, and consistent with design guidelines and standards. (Note: This measure remains unchanged from the Draft MEIR.)

**4.9.3c.** Non reflective surfaces and materials of new development and uses shall be used to limit potential glare impacts.

SECTION 4.10 NOISE

**4.10.1:** Construction Noise

**4.10.1a.** Implement standard construction controls:

- Limit construction to the hours of 7:00 AM to 7:00 PM on weekdays, and 9:00 AM to 5:00 PM on Saturdays, with no noise-generating construction on Sundays or holidays.
- Equip all internal combustion engine-driven equipment with appropriate mufflers in good condition.

Property owner

Stipulated as condition of subdivision approval and monitoring

Construction noise controls implemented and monitored until construction complete;  
 County Building Inspector verifies

<ul style="list-style-type: none"> <li>Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.</li> <li>Locate stationary noise-generating equipment as far as possible from sensitive receptors adjoining or near construction areas.</li> <li>Prohibit unnecessary idling of internal combustion engine.</li> <li>When construction occurs within 200 feet of noise-sensitive uses, designate a “noise disturbance coordinator” who would be responsible for responding to local.</li> </ul> <p>(Note: This measure remains unchanged from the Draft MEIR.)</p>	<p>during construction</p> <p>compliance during all site inspections.</p>
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**4.10.3:** Traffic Noise Impacts

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No mitigation required.

SECTION 4.11 POPULATION AND HOUSING

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<p><b>4.11.1:</b> Population Growth</p>	<p>No mitigation required.</p>
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<p><b>4.11.2:</b> Displace Housing or People</p>	<p>No mitigation required.</p>
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SECTION 4.12 PUBLIC HEALTH, HAZARDS, AND HAZARDOUS MATERIALS

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<p><b>4.12.1:</b> Human Exposure to Hazardous Materials</p>	<p>Not applicable to the current project.</p>
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SECTION 4.13 RECREATION & OPEN SPACE

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<p><b>4.13.1:</b> Changes in On-site Recreation</p>	<p><i>Mitigation Measure 4.13.1a. (Note: Not required as part of the current project phase.)</i> Signage and, where necessary, fencing shall be incorporated into the Master Plan design to limit intrusion into</p> <p>Property owner</p> <p>Stipulated as condition of subdivision approval</p> <p>Signage and fencing construction installed as stipulated;</p>
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Facilities	sensitive biological resource areas (ESHAs) or wastewater treatment areas. Signage shall educate visitors and residents about sensitive resources that occur in the Master Plan area.	County Building Division to approve installation prior to final map.
<p><i>Mitigation Measure 4.13.1b. (Note: Not required as part of the current project phase.)</i> Designated pathways and trails to Samoa Beach shall be constructed in order to avoid the creation of non-designated trails. The location and construction of bicycle and pedestrian trails and routes within the Master Plan area shall meet County standards for safety and design, and comply with Design Guidelines. Signage, including trail markers, directional signage, maps, and identifying trail and bicycle routes shall be provided and meet County standards and Design Guidelines.</p>	Property owner	Stipulated as condition of subdivision approval County Building Division to approve construction prior to final map.
<p><i>Mitigation Measure 4.13.1c.</i> (Mitigation Measure 4.13.1c is not applicable as it referred to a RV Park that was proposed to the east New Navy Base Road and south of Sunset Avenue in a prior Master Plan version. The RV Park land use has been removed from this location in the September 2007 Master Plan).</p>		

