CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title: RCTA Crescent City Project

Lead agency name: Redwood Coast Transit Authority

Address: 140 Williams Drive, Crescent City, California 95531

Contact person: Jeff Schwein **Phone number:** 530-781-2499

Project sponsor's name: Redwood Coast Transit Authority

Address: 140 Williams Drive, Crescent City, California 95531

Project Location: Assessor Parcel Number 118020033000

General plan description: Public Facilities

Zoning: Public Facility (PF)

Description of project:

The proposed project is the redevelopment of an existing bus maintenance and operations facility to add electric bus charging infrastructure. The project area is cumulatively 1.23 acres of an 84.77-acre lot, situated on the north end of the Del Norte County Fairgrounds. The project area is currently used as a maintenance vehicle parking area with a bus wash bay. Development of the proposed project includes upgrade electrical service equipment, paved driveways for access and circulation, an asphalt parking lot with car and transit vehicle parking aisles separated by concrete electric vehicle (EV) charging islands, EV charging infrastructure, fence upgrades, access gates, backup generator pad, solar arrays, lighting, and landscaping. The new transit center will serve 6 EV Star+ model, fully electric buses, each with a battery capacity of 118 kWh, a range of 150 miles, and a fuel economy of 48 miles per gallon equivalent. These improvements will meet the mandated requirements to transition bus fleets to alternative energy sources and the project prioritizes improved facilities in an underserved rural community.

Please see Appendix A for the Site Plan.

Surrounding land uses and setting:

The general vicinity of the project includes commercial, industrial, county resource, and residential land uses.

Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements)**:**

N/A

NATIVE AMERICAN CONSULTATION

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) section 21080.3.1? ☒ Yes ☐ No

If yes, ensure that consultation and heritage resource confidentiality follow PRC sections 21080.3.1 and 21080.3.2 and California Government Code 65352.4

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 4 for additional information.

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

DETERMINATION

On the basis of this initial evaluation (choose one):

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

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

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

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

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

Joseph Rye, Executive Director		10/31/2024
Print Name	Signature	Date

CEQA Environmental Checklist

DIST-CO-RTE: **PM/PM:** **EA/Project No.:**

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

DISCUSSION

The nearest officially designated scenic vista is Highway 101 (Redwood Highway), where it enters the Redwood National Forest in north-south direction, and ending just south of Elk Valley and Crescent City. There is one eligible scenic vista nearer to the project area, along Route 101, beginning south of Crescent City and ending at the northeast Highway 101 exit from Crescent City (California State Scenic Highway System Map 2024). The project will have no impact on these scenic vistas nor will it damage scenic resources, as there are no scenic resources within the vicinity or within the viewshed of the project area.

The project will not substantially degrade the existing visual character of the site or its surroundings as the site and its surroundings are currently developed with primarily commercial and industrial uses similar to that of the project area.

The project does include the addition of paved asphalt surfaces to the project area – however, this will not create substantial light or glare, and the project area is already paved. The primary sources of light in the area are vehicles, street and parking lighting at nearby industrial, commercial, and residential structures, lighting, and air traffic. The proposed project will not create light that can affect nighttime or daytime views as the level of urbanization and lighting in the area exceeds that of the project.

Therefore, the project will have no impact on aesthetics as a result of the project.

AGRICULTURE AND FOREST RESOURCES

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

Question	CEQA Determination
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?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
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))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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?	No Impact

DISCUSSION

The project is situated on Halfbluff-Tepona-Urban Land (145), 0 to 2 percent slopes which has a farmland classification of prime farmland if irrigated (Web Soil Survey 2024). The land is not zoned for agricultural use nor is it under a Williamson Act contract – and, the portion of the project area that is located on prime farmland if irrigated is already entirely developed with the existing building and associated paved and gravel parking areas.

Therefore, there will be no conversion of important farmlands and there will be no impact on agricultural resources as a result of the project.

Please see Appendix B for full Custom Soil Resource Report.

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

DISCUSSION

The proposed project would not exceed any applicable NCUAQMD recommended CEQA thresholds of significance, would not result in cumulatively considerable emissions, and is consistent with the applicable air quality plan. The project is also consistent with the local policies set out in the City of Crescent City General Plan to plan and implement additional services within and to the City that are timely, cost-effective and responsive to growth and ridership demand, especially in areas of high intensity use and/or focused commuter-employment areas.

The project's operational emissions would not result in a violation of the NAAQS or CAAQS, would not result in substantial adverse air quality-related effects on the environment and would not adversely affect public health.

Therefore, there will be no impact on air quality as a result of the project.

Please see Appendix C for Air Quality Technical Report including California Emissions Estimator Model (CalEEMod) for criteria pollutants emissions results for the project.

BIOLOGICAL RESOURCES

Would the project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
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?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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?	No Impact

DISCUSSION

The project area does not include suitable habitat for candidate, sensitive, or special status plant or wildlife species nor does it include sensitive natural communities or riparian areas. The project is not located in a wildlife corridor and does not conflict with any local, regional, or state policies, ordinances, or conservation plans (California State Portal 2023; Habitat Conservation Program Search. CDFW 2024a).

Therefore, there will be no impact on biological resources as a result of the project.

Please see Appendix D for Biological Reports from the California Natural Diversity Database (CNDDB), the California Native Plant Society (CNPS) inventory of rare and

endangered plants, and USFWS Information for Planning and Consulting (IPaC) list of federally listed species.

CULTURAL RESOURCES

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

DISCUSSION

Development activities on the project area would not impact any known tribal cultural resources, therefore there will be no impact to cultural resources as a result of the project.

Upon an unanticipated discovery of a potential tribal cultural resource, the project shall immediately stop all ground disturbance activities and contact all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project. In addition, a qualified archaeologist will conduct an onsite archeological assessment to determine the presence of cultural resources and make recommendations based on findings.

ENERGY

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

DISCUSSION

Project construction would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary power may also be provided for construction trailers and electric construction equipment. Energy use during construction would be temporary in nature and construction equipment used would be typical of similar-sized construction projects

in the region. Electrical power would be consumed to construct the proposed project, and the demand, to the extent required, would be supplied from existing electrical infrastructure in the area. Construction activities would require minimal electricity consumption and would not be expected to have any adverse impact on available electricity supplies or infrastructure.

Furthermore, in the interest of cost-efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary, such as scheduling unnecessary deliveries of materials or operating diesel-fueled equipment while not in use. Therefore, proposed project construction would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and construction impacts would be less than significant.

Operation of the project will utilize an existing transmission line to supply electricity to the electric buses. Onsite solar arrays will reduce the energy demand from the nearby transmission line.

Therefore, there will be a less than significant impact on energy as a result of the project.

GEOLOGY AND SOILS

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
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?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact

Question	CEQA Determination
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

DISCUSSION

The project area is in a seismically active region of Northern California; however, proposed project would comply with State standards for building design through the California Building Standards Code (CBC) (CCR, Title 24) which requires all construction in California to comply with established minimum standards to safeguard the public health, safety, and general welfare (Building Standards Commission 2022). The seismic design features of the proposed project and emergency procedures and training would minimize the potential for people or structures to be adversely impacted from seismic ground shaking in the event of an earthquake.

Construction of the proposed project would involve ground-disturbing activities, such as excavation, trenching, and grading. These activities could result in erosion in the project area during construction, though soil exposure would be temporary and short-term in nature. Best management practices will be followed to reduce wind and water erosion during construction. After construction is completed, the project area will be covered by pavement and/or gravel. A small proportion of the site would consist of landscaping (rock or mulch).

The project is not located within a CGS Seismic Hazards Program Liquefaction Zone and is not located on expansive soil (California State Geoportal 2022). The project area and surrounding area is relatively flat and is not located within an area that has potential for landslides, including seismically induced landslides. There are no known unique paleontological resources or unique geologic features within the project area. Therefore, there will be no impact to geology and soils as a result of the project.

GREENHOUSE GAS EMISSIONS

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

DISCUSSION

Both indirect and direct emissions of greenhouse gases (GHG) would result from the construction and operation of the project.

Sources of GHG emissions during construction of the project will include heavy-duty on-road and off-road equipment, deliveries of equipment and materials, trucks for soil and debris hauling, and general vehicular travel to and from the project area.

The project planning objective is to minimize impacts on the environment and the local community by:

- Operational measures, such as limiting equipment and vehicle idling time and shutting down equipment when not in use
- Regular preventive maintenance to prevent emission increases due to engine problems
- Use of newer, more fuel efficient or low-emitting diesel engines meeting federal/state emissions standards for construction equipment, whenever available

The measures described above would directly and indirectly minimize the emissions of GHGs during the project's construction and they are in accordance with the current best practices.

Operational emissions associated with the project would include pollutants associated with electricity consumption. Electric vehicles have zero tailpipe emissions and do not have upstream emissions to consider, such as the extraction, refinement, production, and transport of fuel. The electricity supplied to the project will be supplied through interconnection with an existing transmission line as well as onsite solar arrays. Emissions for the project primarily include those resulting from electricity production from the source electric power plant. A small number of employee vehicles that may be gas-powered will commute to and from the site daily.

There is no potential for the proposed project to conflict with GHG reduction plans as GHG emissions are regionally cumulative in nature, and it is highly unlikely construction of any individual project, especially one of this size, would generate GHG emissions of sufficient quantity to conflict with any applicable plan, policy, or regulation.

Unmitigated GHG emissions during both construction and operation of the project do not exceed industrial project thresholds and therefore, there will be a less than significant impact on GHG emissions as a result of the project.

Please see Appendix C for Air Quality Technical Report including California Emissions Estimator Model (CalEEMod) for GHG emissions results for the project.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
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?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) 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?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

DISCUSSION

The area evaluated for hazards and hazardous materials impacts includes the project area. First Transit Inc. a 140 Williams Drive (project area address) is listed as a Resource Conservation and Recovery Act (RCRA) site. The site was added for tracking purposes. There have been no violations or reports for this site. The project has no potential to affect nearby properties.

Off-site facilities identified in regulatory agency databases were determined to not be considered an environmental concern to the project area based on the nature of the database(s), regulatory case status, nature of the case, reported distance of the facilities from the project area, and/or location relative to the project area with respect to topography or expected groundwater flow direction.

There will be no impact to hazards and hazardous materials as a result of the project.

HYDROLOGY AND WATER QUALITY

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

DISCUSSION

Construction and operation of the proposed project would not utilize substantial amounts of groundwater nor deplete groundwater supplies and therefore no impacts are anticipated.

Development of the proposed project would incrementally increase impervious surface coverage on the property since the existing gravel lots will be paved as a result of the project. Due to the size of the site and the amount of existing pavement, this increase would be negligible.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project area is classified as Zone X (Area of Minimal Flood Hazard) and is not located in a 100-year flood zone. The project area is also not located in a tsunami or seiche zone and there is no risk of pollutant release with project inundation (which is unlikely) (FEMA 2024). The proposed project would not alter the course of a stream or river.

Therefore, the project is not expected to conflict with or obstruct a sustainable groundwater management plan and there will be no impact on hydrology and water quality as a result of the project.

Please see Appendix E for FEMA FIRMette Map.

LAND USE AND PLANNING

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

DISCUSSION

The proposed project would does not include features such as a highway, above-ground infrastructure, or an easement that would cause a permanent disruption to an established community or would otherwise create a physical barrier within an established community. The project would have no conflict with the General Plan and/or zoning regulations following the land use revision, and no significant environmental impact would occur from such a conflict (City of San Bernardino 2005).

Therefore, there will be no impact on land use and planning as a result of the project.

MINERAL RESOURCES

Would the project:

Question	CEQA Determination
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?	No Impact
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?	No Impact

DISCUSSION

Mineral resource sites within the State of California have been classified by the state geologist into Mineral Resource Zones (MRZ), according to the known or inferred mineral potential of such sites. The project area is not located in a MRZ and there are no known mineral resources on the project area or near the site. The project is not in an area with oil or gas reserves.

Therefore, the proposed project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, and no impact would occur as a result of the project.

NOISE

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 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?	No Impact

DISCUSSION

The proposed project would result in negligible increases in ambient noise levels during the construction phase due to the nature of the existing setting. The immediate area is zoned Industrial and Commercial and is surrounded by developed commercial, industrial, and residential lots. Existing noise includes passenger vehicles often during daytime hours, air traffic to and from McNamara Field (the County airport, which is utilized primarily by small general aviation propeller aircraft but also supports a few commercial aircraft), animals, and weather. Though minimal relative to existing noise, the project is expected to cause the ambient noise level for sensitive receptors within 0.5 miles to increase due to increased vehicle traffic and operation of any tools or equipment.

Construction activities are the only temporary or periodic activities associated with the proposed project that emit noise. There is one sensitive receptor within 0.5 miles of the project, residents of Totem Villa Apartments, which lay approximately 450 feet to the north. Noise levels at the nearest sensitive receptor and all other sensitive receptors are considered within the normally acceptable noise level for single-family residences (50-60 dBA).

The project area is located approximately 2.5 miles southeast of Del Norte County Airport (McNamara Field). According to the Del Norte County website, an airport land use plan has not been adopted for this area.

The project would not expose people residing or working in the vicinity of the project area to excessive noise levels. Therefore, there will be no impact on noise as a result of the project.

Please see Appendix F for Sensitive Receptors Noise Technical Report.

POPULATION AND HOUSING

Would the project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

DISCUSSION

The project area is situated in an industrial and commercial area. The project area does not contain any residential structures and no people live on the site under existing conditions. The proposed project would not promote population growth either directly or indirectly. It is anticipated that local personnel would be used throughout the construction phase and that these activities would not promote population growth. Implementation of the proposed project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, there will be no impact on population and housing as a result of the project.

PUBLIC SERVICES

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 following public services:

Question	CEQA Determination
a) Fire protection?	No Impact
b) Police protection?	No Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

DISCUSSION

The project is located within the Crescent Fire Protection District and is serviced by the Crescent City Fire and Rescue Station, located approximately 0.8 miles southwest of the project area. The proposed project would adhere to all California Fire Code requirements. There would be no change in the expected need for fire protection facilities or services during construction and operation of the project.

Police protection is provided to the project by Crescent City Police Department and the nearest station is approximately 0.6 miles southwest of the project area. The temporary activities occurring during construction of the project would not result in an increase in the demand for police services, nor would the continuing activity associated with the operation of the project.

The nearest schools to the project area are approximately 0.5 miles and farther. The project would not generate any school-aged children requiring public education. Therefore, the proposed project would not result in the need for new or physically altered school facilities.

The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks to maintain acceptable service ratios or other performance objectives.

The population and housing growth would not result from the proposed project during construction or operation; therefore, there are no other public services or public facilities, such as libraries or hospitals, for which significant impacts are anticipated.

Therefore, there will be no impacts on public services as a result of the project.

RECREATION

Question	CEQA Determination
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?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

DISCUSSION

The project area is located within the Crescent City General Plan planning area, within a land use area that is largely developed with commercial and industrial uses. There are few parks in the vicinity of the project area. The closest park or recreation facility to the project area is the fairground, directly south. There is also a county resource area to the east of the project area that is heavily forested. Construction and operation of the

proposed project would not include recreational facilities or require the construction or expansion of recreational facilities as the project will not result in substantial employment or population growth that would exceed the capacity of existing parks or affect the level of service of existing park facilities.

Therefore, there will be no impact on recreation as a result of the project.

TRANSPORTATION

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

DISCUSSION

Construction of the proposed project would generate an insignificant and temporary increase in traffic for deliveries of equipment and materials to the project area as well as construction worker traffic. Construction vehicles and equipment would be staged on the project area and would not affect transportation service levels in a manner that would conflict with City plans or policies related to transportation system performance. The proposed project would not increase hazards on area roadways due to a design feature or incompatible use.

The proposed project would not involve any physical changes to the access routes at or near the project area during construction or operation. Emergency access to the site would continue to be provided from the existing streets. Furthermore, there are no existing bicycle lanes or sidewalks along the project area's frontage and access point.

Therefore, there will be no impact on transportation as a result of the project.

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:

Question	CEQA Determination
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	No Impact
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

DISCUSSION

Rabe Consulting has submitted a CHRIS Access Agreement Short Form. Based on CHRIS recommendations, an archaeologist will be present during ground disturbing activities to conduct subsurface investigation and monitoring. Although it is not anticipated that intact tribal cultural resources are present on the project area, the potential for the recovery of buried cultural materials during proposed project construction activities cannot be completely ruled out. In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior's standards shall assess the find and make recommendations (National Park Service 1983).

There will be no impact to cultural resources as a result of the project. Please see Appendix G for CHRIS and Tribal correspondence.

UTILITIES AND SERVICE SYSTEMS

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact

Question	CEQA Determination
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

DISCUSSION

The construction of utility infrastructure necessary to serve the proposed project would not result in any significant physical effects on the environment that do not already existing with current utilities. Furthermore, the proposed project would not result in an increase in water demand or in the amount of wastewater generated.

The City of Crescent City is responsible for the operation and management of the solid waste disposal system for the project area, which is routed to the Crescent City Transfer Station owned by Del Norte County. Construction waste would be recycled and composed wherever possible, such that only a relatively small volume of solid waste would require disposal at a solid waste landfill within the state. Solid waste disposal during construction and operation of the proposed project would comply with federal, state, and local statutes and regulations.

There will be no impact on utilities and service systems as a result of the project.

WILDFIRE

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

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
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?	No Impact

Question	CEQA Determination
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

DISCUSSION

The project area and its adjacent area are not within a Fire Hazard Severity Zone (FHSZ) in the State Responsibility Area. It is within the Local Responsibility Area and is classified as a Moderate risk.

Construction and operation of the project is not expected to create risks of wildfire since the site is in an urbanized area of the city and is not adjacent to an area with slopes that can accelerate the spread of wildfire.

The Crescent Fire Protection District would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The nearest fire station that would respond to emergency calls at the project area would be Crescent City Fire and Rescue Station, approximately 0.8 miles southwest from the project area.

The project area would have one point of ingress and one point of egress from the west site of the site. As noted above, the project area is within an existing developed area of the city where roadways already exist and would not alter or impact any emergency access roads or evacuation routes.

There will be no impact to wildfire risks as a result of the project.

MANDATORY FINDINGS OF SIGNIFICANCE

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact
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)?	No Impact

Question	CEQA Determination
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

DISCUSSION

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS. As there are no potentially significant impacts as a result of the project, no mitigation is necessary for the project – however, best management practices will be implemented to further reduce effects to the environment. The project does not have impacts that are cumulatively considerable or that will cause substantial adverse impacts to the environment.

List of Preparers

Jessi Harris, Environmental Consultant

Andréa Rabe, Senior Environmental Consultant, MS, PWS

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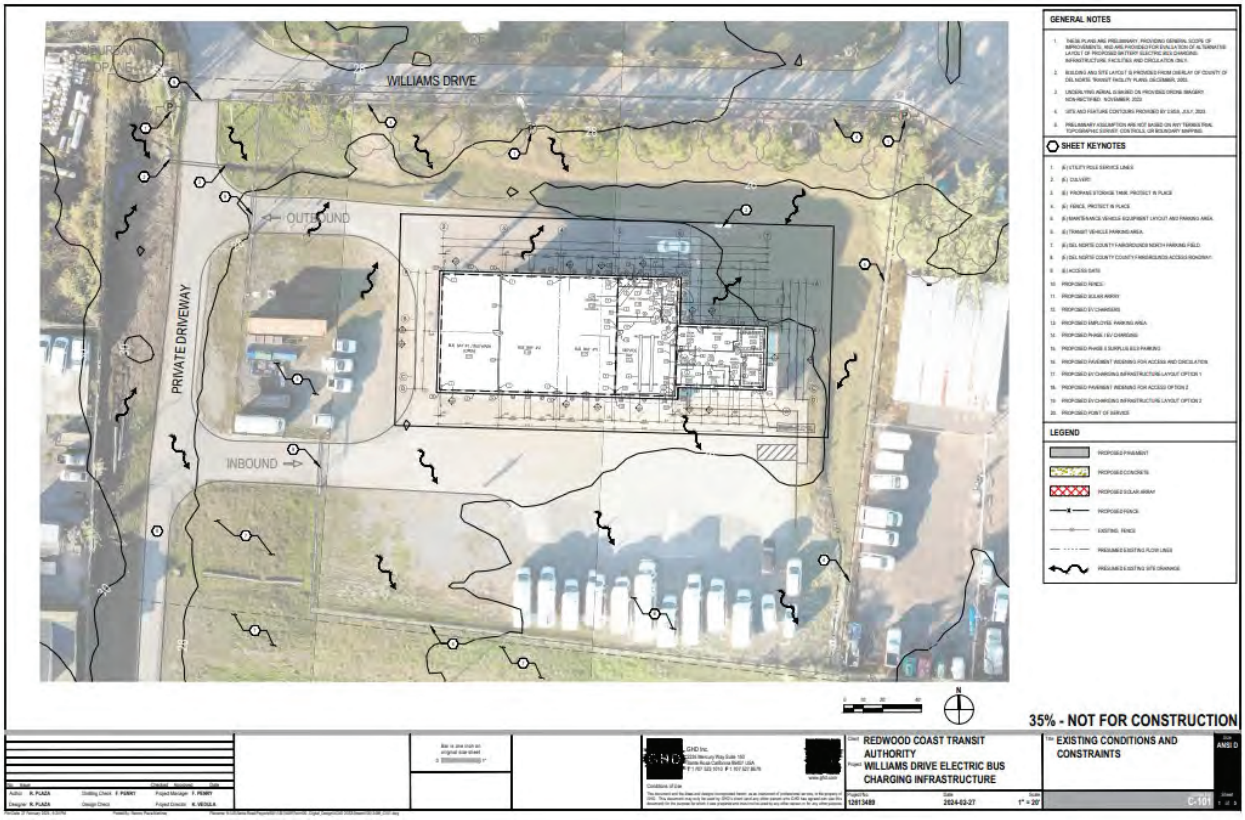
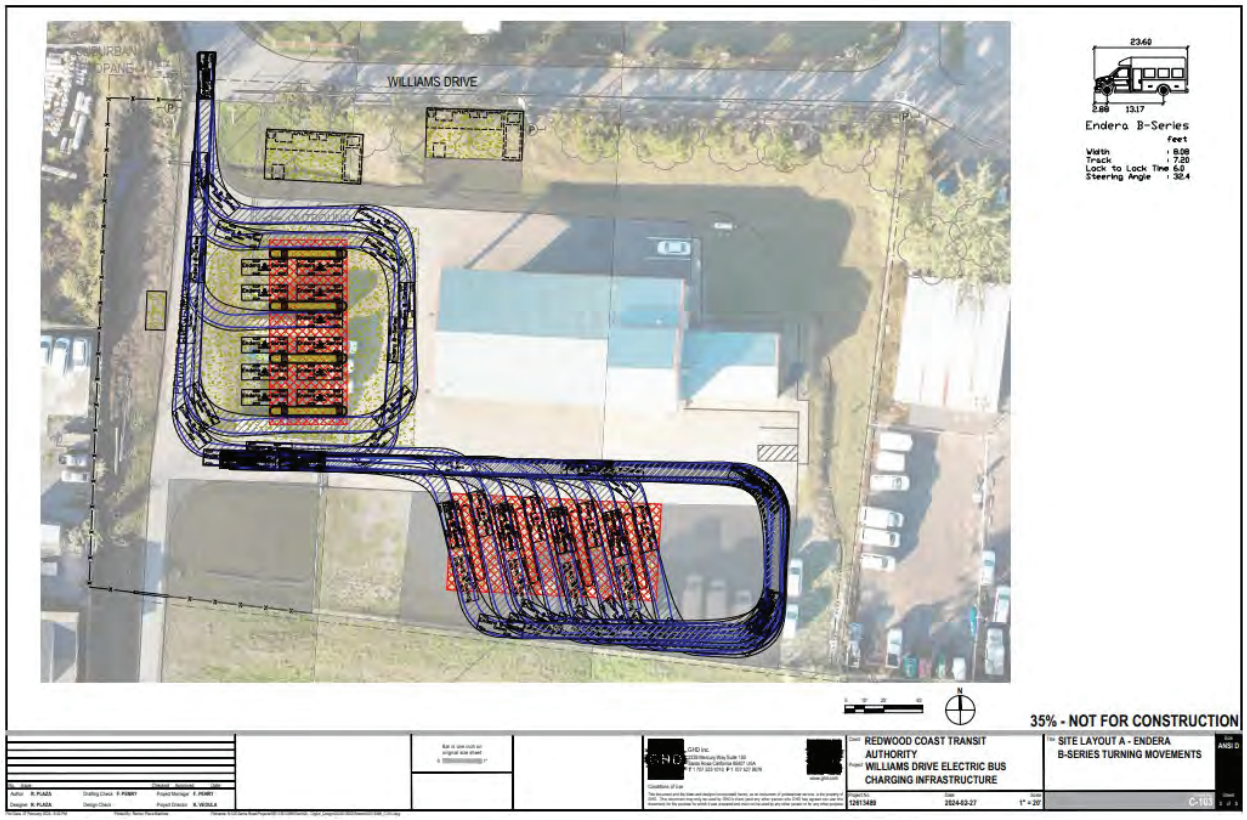
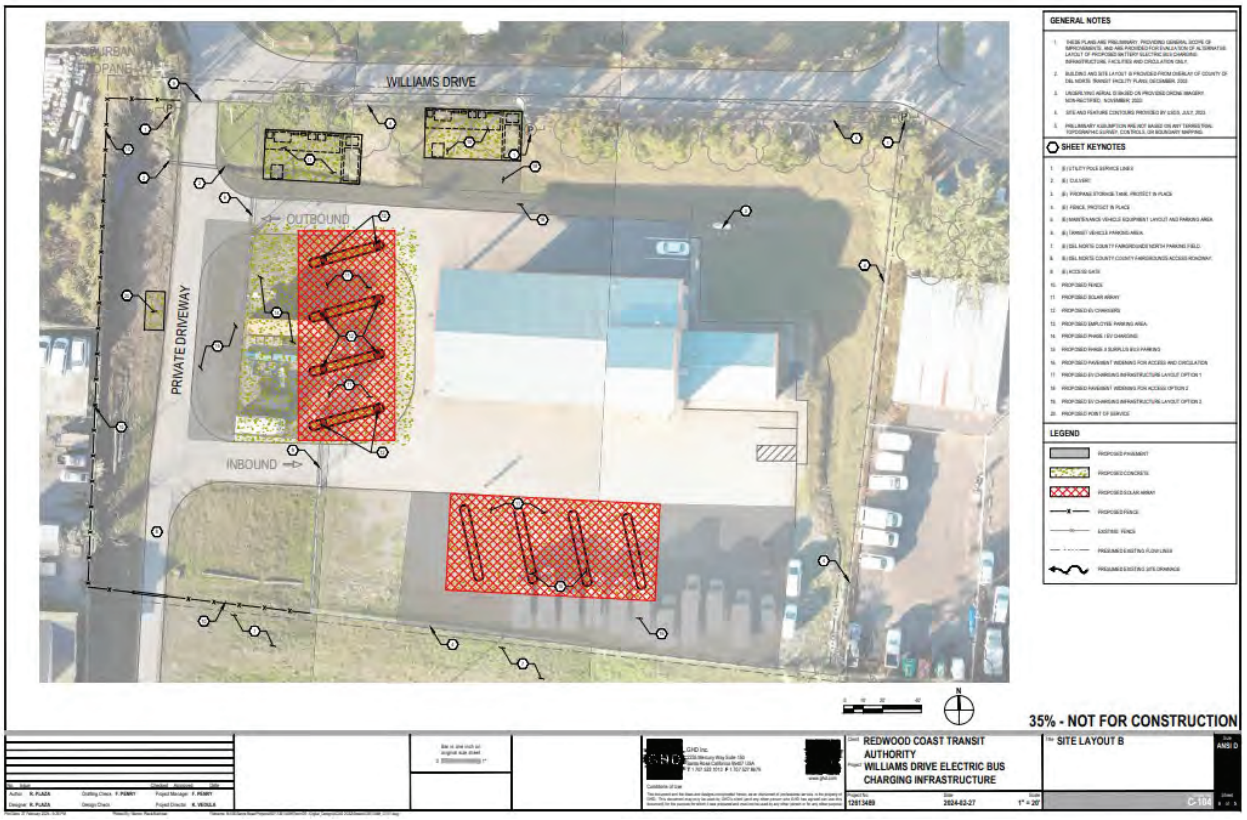
Appendices

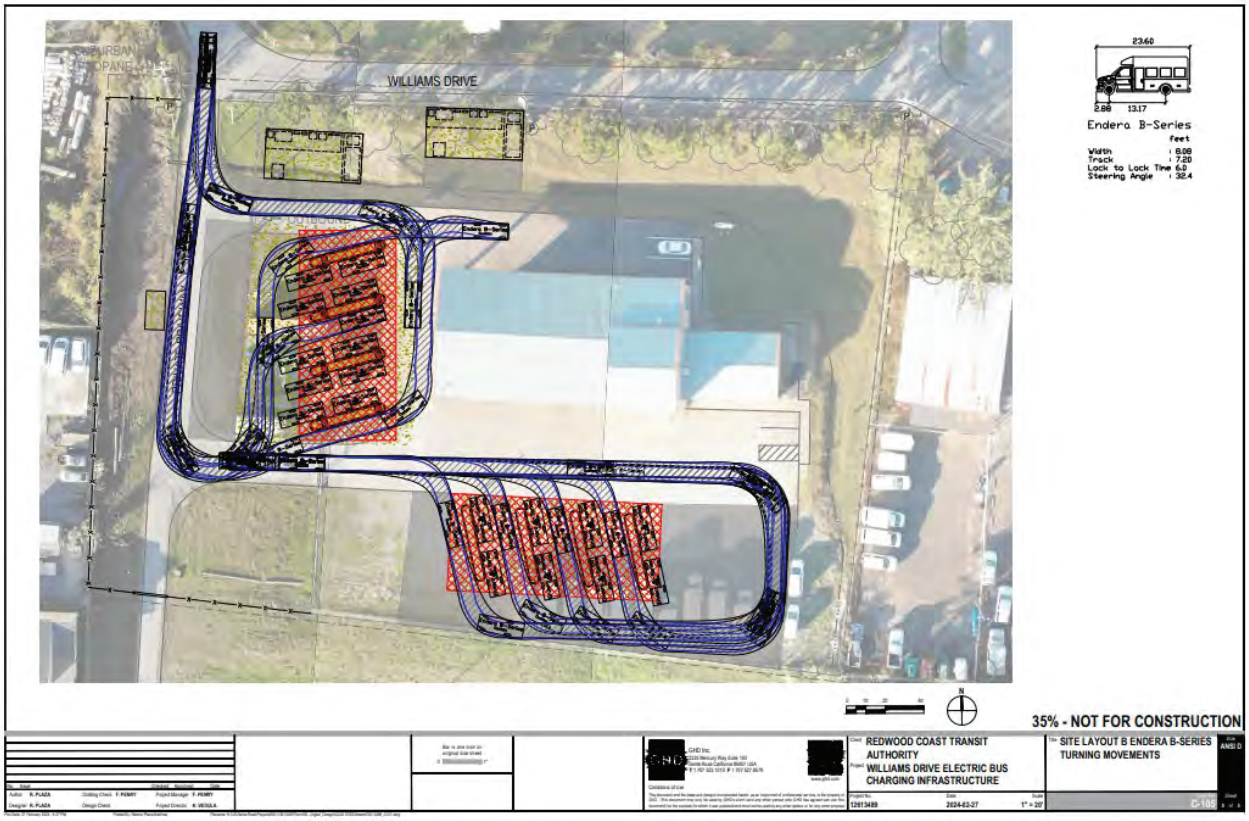
APPENDIX A – SITE PLANS AND PHOTOGRAPHS


WILLIAMS DRIVE
PRIVATE DRIVEWAY
OUTBOUND
INBOUND
GENERAL NOTES
SHEET KEYNOTES
LEGEND
35% - NOT FOR CONSTRUCTION
REDWOOD COAST TRANSIT AUTHORITY
WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE
EXISTING CONDITIONS AND CONSTRAINTS
C-101


WILLIAMS DRIVE
PRIVATE DRIVEWAY
OUTBOUND
INBOUND
GENERAL NOTES
SHEET KEYNOTES
LEGEND
35% - NOT FOR CONSTRUCTION
REDWOOD COAST TRANSIT AUTHORITY
WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE
SITE LAYOUT A

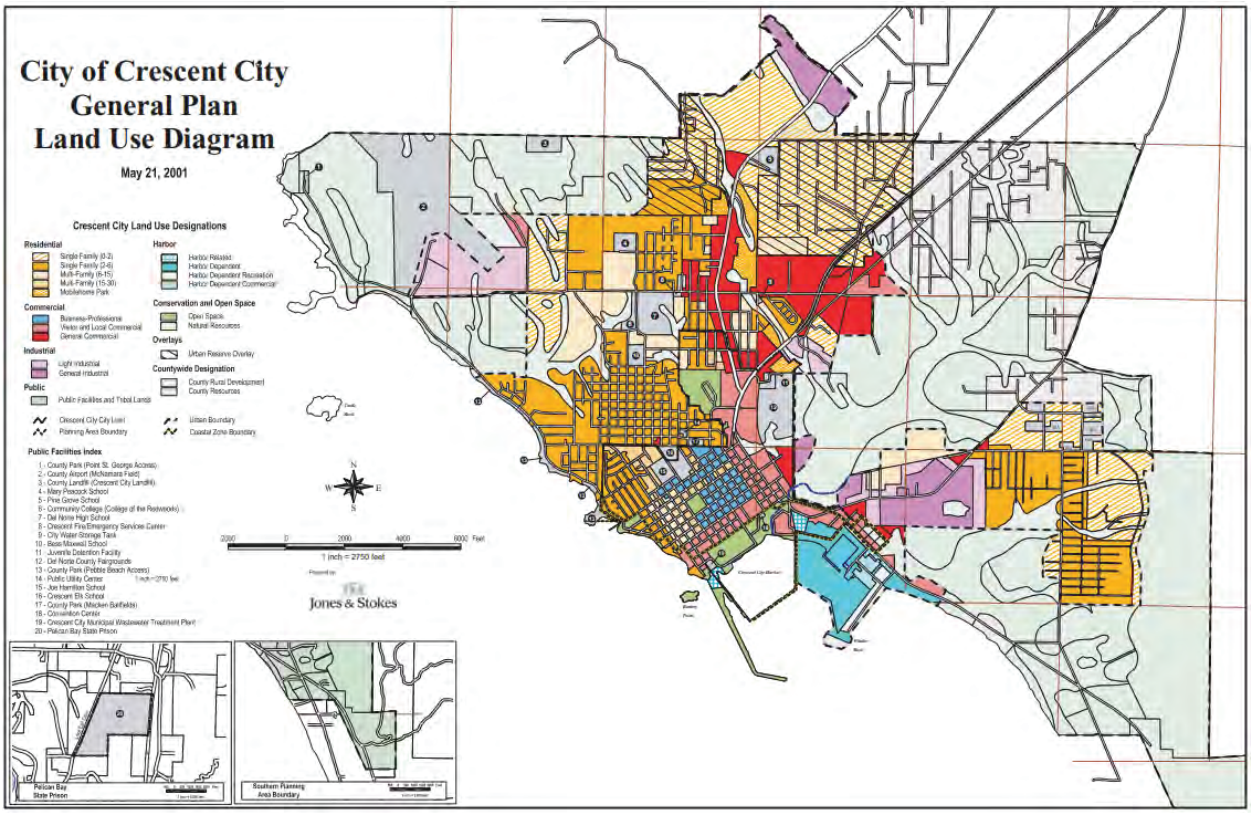

WILLIAMS DRIVE
23.60
2.89
13.17
Endera B-Series
feet
Width : 8.08
Track : 7.20
Lock to Lock Time 6.0
Steering Angle : 32.4
35% - NOT FOR CONSTRUCTION
REDWOOD COAST TRANSIT AUTHORITY
WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE
SITE LAYOUT A - ENDERA B-SERIES TURNING MOVEMENTS


WILLIAMS DRIVE
OUTBOUND
PRIVATE DRIVEWAY
INBOUND
GENERAL NOTES
SHEET KEYNOTES
LEGEND
35% - NOT FOR CONSTRUCTION
REDWOOD COAST TRANSIT AUTHORITY
WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE
SITE LAYOUT B
C-104


WILLIAMS DRIVE
23.60
2.88
13.17
Endera B-Series
feet
Width : 8.08
Track : 7.20
Lock to Lock Time 6.0
Steering Angle : 32.4
35% - NOT FOR CONSTRUCTION
REDWOOD COAST TRANSIT AUTHORITY
WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE
SITE LAYOUT B ENDERA B-SERIES TURNING MOVEMENTS
C-105

Photograph 1 Project Area

Photograph 2: Project Area


City of Crescent City
General Plan
Land Use Diagram
May 21, 2001
Crescent City Land Use Designations
Residential
Commercial
Industrial
Public
Harbor
Conservation and Open Space
Overlays
Countywide Designation
Public Facilities Index
1 inch = 2750 feet
Jones & Stokes
Pelican Bay State Prison
Southern Planning Area Boundary

APPENDIX B – CUSTOM SOIL RESOURCE REPORT

USDA United States Department of Agriculture

NRCS Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Humboldt and Del Norte Area, California

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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Contents

How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

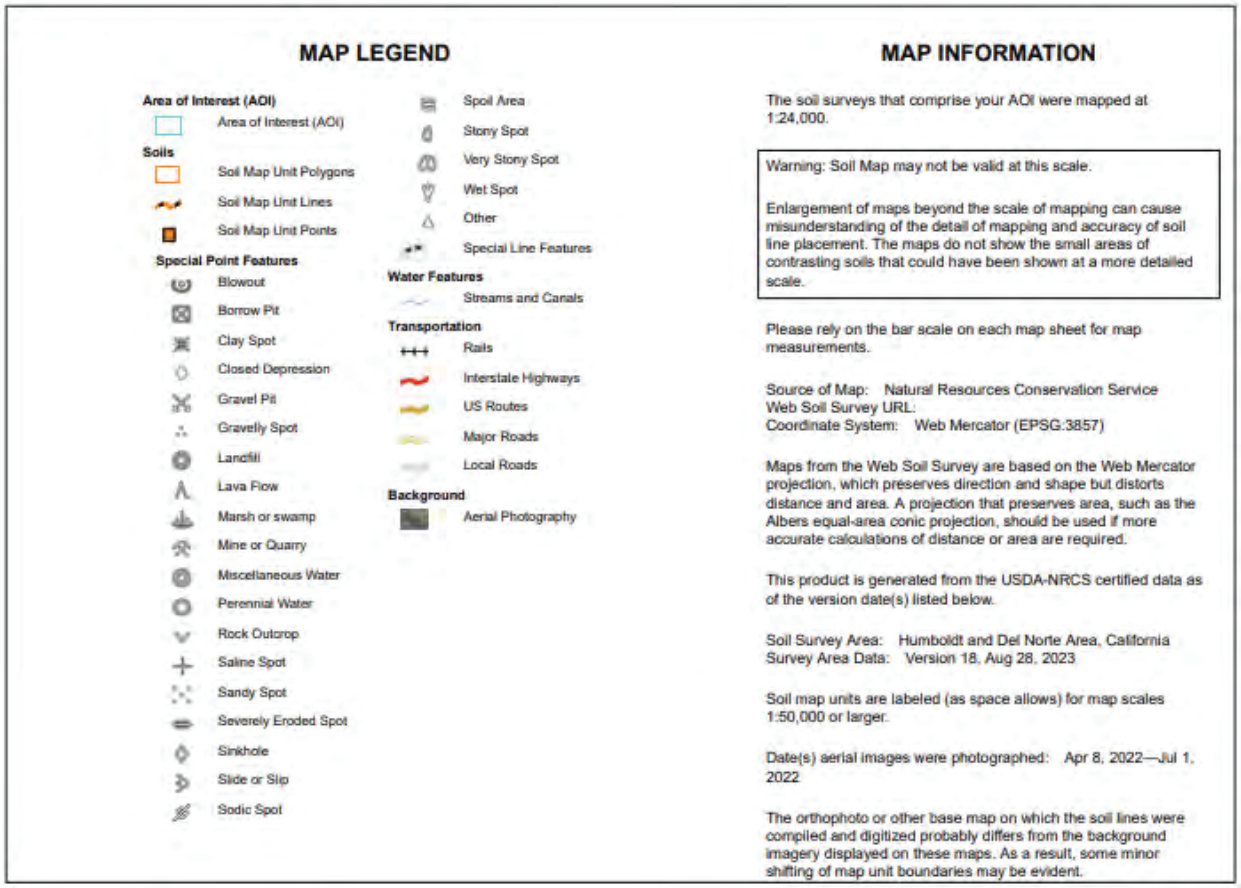
While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.



MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Humboldt and Del Norte Area, California
Survey Area Data: Version 18, Aug 28, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 8, 2022—Jul 1, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
145	Halfbluff-Tepona-Urban Land, 0 to 2 percent slopes	1.5	100.0%
Totals for Area of Interest		**1.5**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Humboldt and Del Norte Area, California

145—Halfbluff-Tepona-Urban Land, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 23d0g
Elevation: 10 to 120 feet
Mean annual precipitation: 35 to 90 inches
Mean annual air temperature: 50 to 54 degrees F
Frost-free period: 275 to 325 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Halfbluff and similar soils: 35 percent
Tepona and similar soils: 30 percent
Urban land, residential: 25 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Halfbluff

Setting

Landform: Marine terraces
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Marine deposits derived from sedimentary rock

Typical profile

A - 0 to 11 inches: fine sandy loam
BA - 11 to 18 inches: fine sandy loam
Bw - 18 to 35 inches: sandy loam
CB - 35 to 43 inches: sandy loam
2C1 - 43 to 55 inches: loamy sand
2C2 - 55 to 60 inches: loamy sand

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: About 30 to 39 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Moderate (about 7.9 inches)

Interpretive groups

Land capability classification (irrigated): 1
Land capability classification (nonirrigated): 2s
Hydrologic Soil Group: C
Ecological site: F004BX118CA - Sitka spruce-redwood/salal/western brackenfern, marine terraces, marine deposits, fine sandy loam

Hydric soil rating: No

Description of Tepona

Setting

Landform: Marine terraces
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Marine deposits derived from sedimentary rock

Typical profile

Oi - 0 to 2 inches: slightly decomposed plant material
A1 - 2 to 12 inches: loam
A2 - 12 to 25 inches: very fine sandy loam
Bw1 - 25 to 35 inches: sandy loam
Bw2 - 35 to 41 inches: sandy loam
C1 - 41 to 49 inches: sandy loam
C2 - 49 to 60 inches: sandy loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: About 30 to 39 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 9.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2s
Hydrologic Soil Group: C
Ecological site: F004BX118CA - Sitka spruce-redwood/salal/western brackenfern, marine terraces, marine deposits, fine sandy loam
Hydric soil rating: No

Description of Urban Land, Residential

Setting

Landform: Alluvial fans
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Convex

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Talawa

Percent of map unit: 5 percent
Landform: Marine terraces
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Hydric soil rating: Yes

Tillas

Percent of map unit: 3 percent
Landform: Alluvial fans
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Convex
Hydric soil rating: No

Hookton

Percent of map unit: 2 percent
Landform: Erosion remnants
Landform position (two-dimensional): Backslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

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APPENDIX C – AIR QUALITY TECHNICAL REPORT

Air Quality and Greenhouse Gas Emissions Technical Report

RCTA Crescent City Project

August 2024

Client: Redwood Coast Transit Authority

Prepared By:

Rabe Consulting

Jessi Harris, Environmental Consultant
Andréa Rabe, Senior Environmental Consultant
421 Commercial St.
Klamath Falls, OR 97601
andrea@rabeconsulting.com
541-891-2137

Table of Contents

1.0 Introduction

Redwood Coast Transit Authority is proposing to implement the RCTA Crescent City Project. During both the construction and operation of the RCTA Crescent City Project, criteria pollutant and greenhouse gas (GHG) emissions would be generated. The purpose of this technical study is to analyze the potential air quality and GHG impacts that could occur during construction and operation of the project.

The emissions and impacts discussions in this report are divided into four sections, as follows:

- Project Overview
- Existing Setting
- Air Quality (Criteria Pollutants)
- Greenhouse Gases

This technical report concludes that impacts on air quality and climate change due to emissions from the project will be insignificant.

2.0 Project Overview

The proposed project is the redevelopment of an existing bus maintenance and operations facility to add electric bus charging infrastructure. The project area is cumulatively 1.23 acres of an 84.77-acre lot, situated on the north end of the Del Norte County Fairgrounds. The project area is currently used as a maintenance vehicle parking area with a bus wash bay. Development of the proposed project includes upgrade electrical service equipment, paved driveways for access and circulation, an asphalt parking lot with car and transit vehicle parking aisles separated by concrete electric vehicle (EV) charging islands, EV charging infrastructure, fence upgrades, access gates, backup generator pad, solar arrays, lighting, and landscaping. The new transit center will serve 6 EV Star+ model, fully electric buses, each with a battery capacity of 118 kWh, a range of 150 miles, and a fuel economy of 48 miles per gallon equivalent. These improvements will meet the mandated requirements to transition bus fleets to alternative energy sources and the project prioritizes improved facilities in an underserved rural community.

Based on the construction schedule, the project would be constructed in 2025 and the first year of operation is assumed to be 2026. Construction will generally occur during daylight hours, Monday through Friday.

3.0 Regulatory and Regional Setting

3.1 Regional Setting

The project is located in the North Coast Unified Air Quality Management District (NCUAQMD) area in Del Norte County, California. The climate within the City is typical of other coastal areas found throughout the county, experiencing cool summers with frequent fog and mild winters with frequent rain. Predominant winds exhibit seasonal patterns, with strong north to northwesterly winds in the summer and an increase of southerly winds in the winter, as well as onshore and offshore winds year-round. The average annual wind speed in eight miles per hour.

The City of Crescent City, as part of the North Coast Air Basin, is currently in attainment for all air quality standards within the State and maintains excellent compliance with National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) regulations.

The State of California has been seeking to expand the availability of EV charging infrastructure and EVs, alternative fuel vehicles (AFVs), zero-emission vehicles (ZEVs) for high-mileage, on-demand public transportation services as well as residential and commercial entities throughout the State. The laws and incentives that have been enacted aim to improve air quality and reduce emissions by decreasing fossil fuel combustion, rates of oil and gas extraction, and gasoline refining activities.

3.2 Regulatory Setting

CARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The NCUAQMD is the local agency responsible for the administration and enforcement of air quality regulations for the County.

4.0 Air Quality

The following section is an analysis of criteria air quality impacts associated with construction and operation of the proposed project. Descriptions of Redwood Coast Transit Authority-proposed mitigation measures that would reduce construction and operation generated air quality emissions are included in this section.

4.1 Project Construction

Construction of the project would generate criteria pollutant emissions similar to those associated with any public facility or commercial construction project.

Onsite emissions would arise primarily from vehicles and equipment. Onsite fugitive dust emissions would also be generated during site earthwork and construction. Construction best management practices (BMPs) would be implemented for the project, including measures to minimize fugitive dust emissions, such as watering twice per day during grading. With the inclusion of these BMPs, emissions of all criteria pollutants would be below the daily thresholds during construction, and impacts would be less than significant.

Off-site emissions would occur from construction worker vehicles driving to and from the work site, as well as trucks delivering materials to the site. These construction-related emissions are transient in nature.

Construction emissions were estimated using project-specific information provided by Redwood Coast Transit Authority.

4.1.1 Methodology

The criteria pollutant for emissions from construction equipment comes from combustion of fuel to provide power for the operation of the equipment used for the construction activities. The result of the combustion generates criteria pollutant emissions—carbon monoxide (CO), volatile organic compounds

(VOC), nitrogen oxides (NO_x), sulfur oxides (SO_x), respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$).

The fugitive dust emissions from construction activities are a result of earthmoving such as grading and vehicle travel during construction of the proposed project. The emissions are PM_{10} and $PM_{2.5}$. Wind entrainment of fugitive dust can occur when stockpiled soils or recently disturbed soils are not adequately treated or covered.

The criteria pollutant emission from motor vehicles results from the combustion of fuel in motor vehicle engines. The results are generation of CO, NO_x, SO_x, PM_{10}, and $PM_{2.5}$ emissions. Motor vehicle brake and tire wear results in the generation of PM_{10} and $PM_{2.5}$ emissions.

Criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod; 2024). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and user-defined inputs.

Emissions from equipment used during each phase of the project were modeled separately in the Construction module of CalEEMod. Exhaust emissions from the equipment were modeled using the modules building construction stage. For each phase of construction, the model defaults for the type of equipment, number of pieces of equipment, power rating and daily usage rate were adjusted by project specific information. Annual fugitive dust emissions were estimated using the default level of detail in CalEEMod. Emissions from motor vehicles were calculated by multiplying the vehicle-miles-traveled for each type of vehicle used during the construction phase by emission factors in pounds. Emissions from worker trips and delivery vehicles were estimated in the NCUAQMD.

Details of the calculations and model input and output are provided in the Appendix.

4.1.2 Emissions Estimates and Impacts

The results for the emissions during the construction phase are detailed in Table 1 and in the Summary Report located in the Appendix. The values listed in Table 1 are unmitigated values. A five-day workweek was assumed with no overlap between the construction phases. The emissions are anticipated during the summer.

Table 1. Air Quality Emissions during Construction (pounds per day and tons per year for annual)

Time Period	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Average Daily Maximum Emissions	0.23	1.95	2.22	<0.005	0.34	0.20
Annual Emissions	0.05	0.36	0.40	<0.005	0.06	0.04

Annual PM_{10} and $PM_{2.5}$ would not exceed the applicable NCUAQMD thresholds. Nonetheless, Redwood Coast Transit Authority would be required to implement standard dust control measures required by NCUAQMD, including use of dust suppressants and control of vehicle speed on unpaved areas.

4.1.3 Construction Health Risk Impacts

The only toxic air pollutant emissions of potentially significant quantity would be those associated with the construction of the proposed project from diesel-powered equipment exhaust. The Office of Environmental Health Hazard Assessment describes the health risk from diesel exhaust entirely in terms of the amount of particulate, or PM_{10}, that is emitted. Currently, the health risk associated with diesel exhaust PM_{10} has a carcinogenic and chronic effect, but no short-term acute effect is recognized. The construction period of the project lasts a short period of time (approximately one season), relative to the length of time required for carcinogenic and chronic health impacts (i.e., 30 years). Therefore, project construction would not result in the exposure of sensitive receptors to substantial emissions of pollutants or toxic air contaminants, including emissions of diesel particulate matter (DPM) during construction, and the health risk associated with construction emissions would be less than significant.

4.2 Project Operation

Operational emissions associated with the project would include pollutants associated with electricity consumption. Electric vehicles have zero tailpipe emissions and do not have upstream emissions to consider, such as the extraction, refinement, production, and transport of fuel. The electricity supplied to the project will be supplied through an interconnection with an existing transmission line as well as the onsite solar arrays. Emissions for the project primarily include those resulting from electricity production from the source electric power plant. A small number of employee vehicles that may be gas-powered will commute to and from the site daily.

Emissions of all criteria pollutants during operation of the project would be below the daily thresholds, and impacts would be less than significant.

4.2.1 Methodology

Emissions from onsite motor vehicles used during operation were modeled using CalEEMod, with default values for industrial uses. Onsite vehicles used during operation include employee vehicles used for transportation to and around the site and are estimated to be approximately 2 vehicles per day, and the EV buses that will be charged at the site. The combustion of fuel in off-site vehicles would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions. Motor vehicle brake and tire wear and travel on paved roads with entrained road dust results in PM_{10} and $PM_{2.5}$ emissions.

4.2.2 Emissions Estimates and Impacts

Once operational, the proposed project would generate relatively low long-term emissions from vehicle trips and from energy sources (electricity).

The results for the emissions during the operation phase are detailed in the Appendix. The values listed in the CalEEMod Summary Report are unmitigated values for off-site vehicles that would visit the site monthly for routine maintenance. The annual emissions during operations of all pollutants are well below their respective CEQA thresholds and the NCUAQMD's recommended regional pollutant thresholds.

4.3 Impacts to Sensitive Receptors

One of the criteria identified by the CEQA Guidelines (Appendix G) to determine whether implementation of the project would result in significant air quality impacts is the exposure of nearby sensitive receptors to substantial pollutant concentrations. As stated in Appendix G of the CEQA

Guidelines, the significance thresholds established by the applicable air district may be relied upon to make this determination. Sensitive receptors are defined as land uses where sensitive population groups are likely to be located (e.g., children, the elderly, the acutely ill, and the chronically ill). These land uses include residences, schools, childcare centers, retirement homes, convalescent homes, medical care facilities, and recreational facilities. Sensitive receptors that may be adversely affected by the project include surrounding residential land uses.

The proposed project is in an area that has a relatively low population density. Land uses surrounding the project site consist commercial and industrial uses, natural resource land, and some residential development. The sensitive receptors that are in close proximity to the project are detailed in Table 2.

Table 2. Sensitive Receptors

Sensitive Receptor	Distance from Project (ft)	Direction from Project
Nearest Schools (within 1 mile)		
Del Norte Unified School District Preschool	2,200 ft	Northwest
Del Norte Community School	3,940 ft	West
Bass Maxwell Elementary School	4,420 ft	West
Del Norte High School	4,620 ft	Northwest
Crescent Elk Middle School	3,900 ft	Southwest
Joe Hamilton Elementary	4,560 ft	Southwest
Nearest Residence(s) (in each direction)		
Totem Villa Apartments	450 ft	North
Residences west of Northcrest Drive	1,480 ft	West
Residences south of M Street	3,000 ft	South
Residences east of Elk Creek and west of Sea Foam Drive	7,700 ft	East
Nearest Hospitals/Medical Centers (within 1 mile)		
Del Norte County Behavioral Health	3,560 ft	South
Del Norte County Community Health Center	3,525 ft	Northwest
Sutter Coast Community Hospital	3,300 ft	North
United Indian Health Services	4,230 ft	Northwest

All sensitive receptors except one are farther than 1,000 feet from the project area. The nearest sensitive receptor is the residents at Totem Villa Apartments. The project area is zoned Public Facility (PF). Due to the commercial and industrial nature of the vicinity surrounding the project and surrounding Totem Villa Apartments, the distance to other sensitive receptors, and the low-emissions

nature of the project, the impact on sensitive receptors will be negligible. The emissions are under the thresholds for CEQA.

During construction, impacts on sensitive receptors, particularly from dust, would vary depending on the level and type of activity, the silt content of the soil, and prevailing weather. As discussed above, construction and operational emissions of criteria pollutants would be below the yearly thresholds and would not adversely affect nearby sensitive receptors. The proposed project is found to have a less than significant impact related to exposure of sensitive receptors to substantial pollutant concentrations.

4.4 Carbon Monoxide

A carbon monoxide (CO) "hotspot" can occur when vehicles are idling at highly congested intersections. CO hotspots can adversely affect nearby sensitive receptors. CO hotspots are analyzed when a project increases traffic at an intersection or roadway which is already congested, a project involves adding signalization and/or channelization to an intersection, and sensitive receptors such as residences, schools, hospitals, etc. are located in the vicinity of the intersection or signalization. The project does not involve signalization or channelization of an intersection. Therefore, no CO hotspots will be created. As a result, no adverse effects to nearby sensitive receptors would occur. For these reasons, no impact with respect to CO hotspots would occur and further analysis of CO hotspots is not warranted.

4.5 Project Site Cumulative Impacts

Cumulative impacts result from the proposed project's incremental effect, together with other closely related past, present, and reasonably foreseeable future projects whose impacts may compound or increase the incremental effect of the proposed project (Public Resource Code § 21083; California Code of Regulations, Title 14 §§ 15064(h), 15130, 15355). The following analysis of cumulative air quality impacts is based on assessment of cumulative air quality impacts by estimating via a three-step process:

1. Evaluate localized impacts;
2. Evaluate consistency with existing air quality plans; and
3. Summarize air basin emissions.

4.5.1 Localized Impacts

The proposed project would generate criteria pollutant emissions during construction and operation of the project. Emissions related to the construction of the project would be temporary and would not exceed thresholds established by NCUAQMD. Emissions during the operation of the project would not exceed thresholds established by NCUAQMD. As such, the proposed project would not result in any air quality impacts during construction or operation of the transit center.

4.5.2 Regional Impacts During Project Construction and Operation

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. No single project is sufficient in size to, by itself, result in regional nonattainment of ambient air quality standards. Due to the large size of the North Coast Air Basin, the City of Crescent City has a relatively low impact on overall air quality. Rabe Consulting and Redwood Coast Transit Authority are not aware of any similar proposed plans or projects in this area. Therefore, the cumulative impact on air quality would be less than significant.

4.5.3 Consistency with Existing Air Quality Plans

Operation of the proposed project would not exceed any established NCUAQMD emissions thresholds. The proposed project would not generate population, households, or substantial employment within the general area. Therefore, the proposed project would be consistent with the growth forecast for the general area. The project would have no impact with respect to consistency with existing air quality plans.

5.0 Greenhouse Gases

This section provides an analysis of greenhouse gas (GHG) impacts associated with construction and operation of the proposed project.

GHGs of concern include the following compounds:

- Carbon dioxide (CO_2)
- Nitrous oxide (N_2O)
- Methane (CH_4)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF_6)

Only the first three of these six GHGs are combustion source related and will be emitted by the equipment and vehicles used for the project. The project is not expected to have emissions of HFCs, PFCs, and SF_6. The primary GHG of concern for this project is CO_2, as the emission rates of CH_4 and N_2O are orders of magnitude less than CO_2.

5.1 Project Construction

GHG emissions will be generated by the equipment used for construction activities and from both onsite and off-site motor vehicles.

5.1.2 Methodology

This section presents the methodology and assumptions used to estimate GHG emissions from construction of the project.

The combustion of fuel to provide power for the operation of equipment results in the generation of GHGs. The CO_2, N_2O, and CH_4 emissions from off-road equipment use were estimated using the same methodology discussed above the criteria pollutants from construction equipment. GHGs emissions were estimated using CalEEMod (2024).

The combustion of fuel in motor vehicle engines would also generate GHG emissions. GHG emissions from motor vehicles were using CalEEMod as described above for criteria pollutants from construction vehicles.

5.1.3 Construction GHG Emissions and Impacts

Table 3 and the CalEEMod Summary Report located in the Appendix provide the average daily maximum emissions (summer and winter) and annual emissions for construction related GHG emissions. Values are shown for unmitigated emissions.

Table 3. GHG Emissions from Construction (lbs./day for daily; metric ton/year for annual)

Time Frame	CO_2	N_2O	CH_4
Daily Maximum (Summer)	2,556	0.02	0.11
Annual Maximum	62.1	<0.005	<0.005

There is not a quantitative threshold over which construction GHG emissions are considered "significant" under CEQA. Best practices to reduce GHG emissions will be implemented during the construction of this project. The project planning objective is to minimize impacts on the environment and the local community by:

- Operational measures, such as limiting equipment and vehicle idling time and shutting down equipment when not in use;
- Regular preventive maintenance to prevent emission increases due to engine problems;
- Use of newer, more fuel efficient or low-emitting diesel engines meeting federal/state emissions standards for construction equipment, whenever available;
- Using disturbed land or land that has been previously degraded from prior use;
- Using existing electrical distribution facilities, rights-of-way (ROW), roads, and other existing infrastructure, where possible, to minimize the need for new electrical support facilities;
- Minimizing impacts on threatened or endangered species or their habitats, wetlands and waters of the United States, cultural resources, and sensitive land use;
- Minimizing water use.

The measures described above would directly and indirectly minimize the emissions of GHGs during the project's construction and they are in accordance with the current best practices. Because these measures will be implemented for the project, the GHG impacts from construction activities would not be significant.

5.2 Project Operation

Direct operation related GHG emissions would be generated as a result of the project by means of vehicle use to, from, and around the site. Indirect GHG emissions would be generated due to electricity use.

5.2.1 Methodology

This section presents the methodology and assumptions used to estimate GHG emissions from the operation of the project. The CO_2 emissions from motor vehicles used during operation were estimated using the same methodology described above for criteria pollutants from operation-related vehicles using the CalEEMod.

Other sources of GHG emissions during the project's operation would include emissions from employees traveling to and from the project site as well as fugitive dust emissions from vehicle travel. GHG emissions were estimated using CalEEMod.

5.2.2 Operation GHG Emissions and Impacts

GHG emissions during operation are shown in Table 4 and in the CalEEMod Summary Report located in the Appendix. The values shown are unmitigated.

Table 4. GHG Emissions during Operation

Time Frame	CO_2	N_2O	CH_4
Daily Maximum (Summer)	1,202	<0.005	0.09
Daily Maximum (Winter)	1,202	<0.005	0.09
Annual Maximum	199	<0.005	0.02

The project has an estimated GHG emission rate below the standard threshold.

5.3 Total GHG Emissions

Combining the total construction and operation GHG emissions discussed above, the project will emit the following:

62.1 tonnes CO_{2e} during construction + 5,970 (199 x 30 years) tonnes CO_{2e} during operation, for a project total of 6,032.1 tonnes CO_{2e} of greenhouse gases.

As noted above, there is not a CEQA significance threshold for construction or operation related GHG emissions. Furthermore, NCUAQMD has not established trigger levels for emissions. The operation related GHG emissions from the proposed project would not have a significant impact on climate change.

5.4 Conclusion

As described in this memo, the proposed project would not exceed any applicable NCUAQMD recommended CEQA thresholds of significance, would not result in cumulatively considerable emissions, and is consistent with the applicable air quality plan. The project is also consistent with the local policies set out in the City of Crescent City General Plan to plan and implement additional services within and to the City that are timely, cost-effective and responsive to growth and ridership demand, especially in areas of high intensity use and/or focused commuter-employment areas.

The project's operational emissions would not result in a violation of the NAAQS or CAAQS, would not result in substantial adverse air quality-related effects on the environment, would not adversely affect public health, and the impact would be less than significant.

6.0 References

California Air Pollution Control Officers Association. California Emissions Estimator Model. Accessed 2024. https://www.caleemod.com/

The Climate Registry. Accessed 2024. https://theclimateregistry.org/

Appendix

CalEEMod Summary Report

RCTA Crescent City Project Summary Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	RCTA Crescent City Project
Construction Start Date	4/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.80
Precipitation (days)	0.00
Location	41.764232117623834, -124.19433808319357
County	Del Norte
City	Crescent City
Air District	North Coast Unified APCD
Air Basin	North Coast
TAZ	101
EDFZ	0-B
Electric Utility	PacifiCorp
Gas Utility	—
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Light Industry	1.00	1000sqft	1.23	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-3	Use Local Construction Contractors
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Transportation	T-14*	Provide Electric Vehicle Charging Infrastructure
Transportation	T-30*	Use Cleaner-Fuel Vehicles
Transportation	T-32*	Orient Project Toward Transit, Bicycle, or Pedestrian Facility
Transportation	T-46*	Improve Transit Access, Safety, and Comfort
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.86	1.57	14.1	15.6	0.02	0.64	7.13	7.77	0.59	3.44	4.03	—	2,556	2,556	0.11	0.02	0.26	2,566
Mit.	1.86	1.57	14.1	15.6	0.02	0.64	7.12	7.77	0.59	3.43	4.03	—	2,553	2,553	0.11	0.02	0.25	2,563
% Reduced	—	—	< 0.5%	< 0.5%	—	—	< 0.5%	< 0.5%	—	—	—	—	< 0.5%	< 0.5%	—	—	5%	< 0.5%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.27	0.23	1.95	2.22	< 0.005	0.08	0.26	0.34	0.07	0.12	0.20	—	375	375	0.02	< 0.005	0.01	377

Mit.	0.27	0.23	1.95	2.22	< 0.005	0.08	0.26	0.34	0.07	0.12	0.20	—	375	375	0.02	< 0.005	0.01	376
% Reduced	—	—	—	< 0.5%	—	—	—	—	—	—	—	—	< 0.5%	< 0.5%	—	—	—	< 0.5%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.04	0.36	0.40	< 0.005	0.01	0.05	0.06	0.01	0.02	0.04	—	62.1	62.1	< 0.005	< 0.005	< 0.005	62.3
Mit.	0.05	0.04	0.36	0.40	< 0.005	0.01	0.05	0.06	0.01	0.02	0.04	—	62.1	62.1	< 0.005	< 0.005	< 0.005	62.3
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	—	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	< 0.5%	< 0.5%	5%	< 0.5%

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.02	0.01	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.67	1,201	1,202	0.09	< 0.005	0.05	1,205
Mit.	0.03	0.02	0.01	0.10	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.67	13.7	14.4	0.07	< 0.005	0.05	16.4
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	99%	99%	28%	78%	—	99%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.02	0.02	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.67	1,201	1,202	0.09	< 0.005	< 0.005	1,205
Mit.	0.03	0.02	0.02	0.11	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.67	13.6	14.3	0.07	< 0.005	< 0.005	16.3
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	99%	99%	28%	76%	—	99%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.02	0.01	0.09	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.67	1,200	1,201	0.09	< 0.005	0.02	1,204
Mit.	0.02	0.02	0.01	0.09	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.67	12.4	13.1	0.07	< 0.005	0.02	15.1

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	99%	99%	28%	78%	—	99%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.11	199	199	0.02	< 0.005	< 0.005	199
Mit.	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.11	2.05	2.17	0.01	< 0.005	< 0.005	2.49
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	99%	99%	28%	78%	—	99%

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	3	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A

Extreme Precipitation	3	1	1	3
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	58.0
Healthy Places Index Score for Project Location (b)	30.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

APPENDIX D – BIOLOGICAL REPORT

Biological Report

for

RCTA Crescent City Project

August 2024

Client: Redwood Coast Transit Authority

Prepared By:

Jessi Harris, Environmental Consultant
Andréa Rabe, Senior Environmental Consultant
421 Commercial St.
Klamath Falls, OR 97601
andrea@rabeconsulting.com
541-891-2137

Introduction

Redwood Coast Transit Authority has contracted Rabe Consulting for the preparation of a biological report for the proposed RCTA Crescent City Project at 140 Williams Drive in Crescent City (Del Norte County), California. This biological report is to analyze the potential impacts to sensitive species including Federally listed and California State listed Threatened and Endangered species which may occur within the RCTA Crescent City Project. The biological report was prepared to support Del Norte County's California Environmental Quality Act (CEQA) compliance process for the RCTA Crescent City Project.

Site Description

The project area consists of a 1.23-acre portion of an 84.77-acre lot (Parcel ID 118020033000) at 140 Williams Drive in Crescent City (Del Norte County), California. The project's centroid coordinates are latitude 41.764109, longitude -124.194244 and the legal description is Township 16 North, Range 1 West, Section 21.

The site is situated on the north end of the Del Norte County Fairgrounds and is currently used as a maintenance vehicle parking area with a bus wash bay. There is a building on the lot, surrounded by a mixture of paved and native surface parking, which is bordered by tree lines to the east and to the north. There is a ditch that borders the west side of the subject property. There are no wetlands on or adjacent to the subject property and the project area is in an area of minimal flood hazard (Zone X), according to FEMA's National Flood Hazard Layer Viewer. The project area is approximately 43 feet (13 meters) above mean sea level.

The project area is considered to have a temperate climate with mild temperatures throughout the year as a result of intense maritime moderation. Average annual precipitation is 58 inches.

Crescent City is situated along California's coastline, making its biological resources productive and diverse. However, due to the urbanization of Crescent City, opportunities for the occurrence of a variety of habitats and wildlife species are limited. In fact, the incorporated area of Crescent City contains very little native vegetation. There are natural communities in the vicinity of the project (outlying the incorporated area of Crescent City) such as coastal dune and scrub habitats, coniferous forests, and grasslands. The project area, being developed with the existing parking lot and structures, does not exhibit characteristics of these habitats.

The project area does not overlap with wetlands and is not located within a floodplain. The project will not significantly increase the area of impervious surfaces or result in increased levels of runoff into local waterways, including those that flow to the Pacific Ocean.

The project will not convert important agricultural resources (i.e. land under the Williamson Act contract or land designated as Prime Farmland, Farmland of Statewide Importance or Unique Farmland).

Project Description

Development of the proposed project includes upgrade electrical service equipment, paved driveways for access and circulation, an asphalt parking lot with car and transit vehicle parking aisles separated by

concrete EV charging islands, EV charging infrastructure, fence upgrades, access gates, backup generator pad, solar arrays, lighting, and landscaping.

Authorities

City of Crescent City General Plan

Section 6-4 of the 2001 City of Crescent City General Plan outlines the goals, policies, and programs associated with biological resources in the general plan area. The project is consistent with all applicable City of Crescent City General Plan goals, policies, and programs.

County of Del Norte General Plan

Section 1-8 of the 2003 Del Norte County General Plan outlines the goals, policies, and programs associated with biological resources in Del Norte County. The project is consistent with all applicable Del Norte County General Plan goals, policies, and programs.

California Endangered Species Act

The California Endangered Species Act (CESA) of 1984, in combination with the California Native Plant Protection Act of 1977, regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the state. The State of California also lists Species of Special Concern based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value.

Federal Endangered Species Act

The Endangered Species Act (ESA) of 1973, administered by the United States Fish and Wildlife Service (FWS) and the National Marine Fisheries Service (NMFS), provides a framework to designate imperiled species and to conserve and protect these endangered and threatened species as well as their habitats.

Database Research

Prior to field surveys and site visits, a database search was conducted. Primary data sources reviewed to evaluate the occurrence potential of sensitive status species included: the California Natural Diversity Database (CNDDB), the California Native Plant Society (CNPS) inventory of rare and endangered plants, and USFWS Information for Planning and Consulting (IPaC) list of federally listed species.

On July 22, 2024, a 9-quad search was conducted on the CNDDB website to determine which species of concern may be present in or near the project area. CNPS List 1A, 1B, and 2 species are considered special-status plant species.

On July 18, 2024, an IPaC report (see Appendix) was obtained from USFWS. The project code is 2024-0118525 (Project Name: RCTA Crescent City Project). This list is provided pursuant to Section 7 of the Endangered Species Act and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

Migratory Corridors and Linkages

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or

migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species.

The project area is not located within any local or regional designated migratory corridors or linkages.

The project area is not located within a local, regional, or state habitat conservation plan boundary. Therefore, no additional analysis was conducted to address local, regional, or state habitat conservation plan areas.

Sensitive Species Potentially in Project Area

CNDDB Sensitive Status Plants

There are 69 sensitive status plant species that are known in the general project area based on CNDDB results. These plant species have the potential to occur in the general area of the project. Of the 48 sensitive species, the species have different designations including Federally endangered; state endangered, threatened, and candidate threatened; and CNPS sensitive (List 1 or 2). List 1 and 2 are category designations for plants presumed extinct in California; plants rare and endangered in California and elsewhere; and plants rare and endangered in California, but more common elsewhere. The CNDDB search identified sensitive species which are known to potentially occur in the USGS 9-quadrangle map area around the project area for the Aspen Creek Subdivision. Table 1 lists the number of species in each designation category.

Table 1 Sensitive Plant Designations

Designation Category	Number of Species in 9 Quad Area
Federally Endangered/State Endangered	2
Federally Threatened/State Endangered	0
Federally Endangered/State Threatened	0
Federally Endangered	2
State Candidate Threatened	0
State Endangered	2
CNPS Sensitive Species (List 1 and 2)	69

Table 2 Species Habitat Requirements; Species and Habitat Presence

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Plants					
Viola palustris	Alpine marsh violet	State Rare Plant Rank 2B.2	Moist meadows, marshes, and stream banks in northern parts of North America and Eurasia.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Ramalina thrausta	Angel's hair lichen	State Rare Plant Rank 2B.1	On bark, trunks, branches, twigs, cork, and plant surfaces of forested peatland, wet forest, and cliff communities.	**No, preferred habitat is not present**	**No**
Lysimachia europaea	Arctic starflower	State Rare Plant Rank 2B.2	Bogs and swamps, low to mid-elevations mainly in pine, birch and oak woodland and moorland in the mountains.	**No, preferred habitat is not present**	**No**
Empetrum nigrum	Black crowberry	State Rare Plant Rank 2B.2	Sphagnum bogs or muskegs, open tundra, rock fields, conifer forests, coastal bluffs, and exposed sea cliffs.	**No, preferred habitat is not present**	**No**
Erysimum concinnum	Bluff wallflower	State Rare Plant Rank 1B.2	Coastal bluffs, dunes, and prairies at elevations up to 400 meters.	**No, preferred habitat is not present**	**No**
Downingia willamettensis	Cascade downingia	State Rare Plant Rank 2B.2	Marshes, wet meadows and edges of ponds.	**No, preferred habitat is not present**	**No**
Sidalcea oregana ssp. eximia	Coast checkerbloom	State Rare Plant Rank 1B.2	Lower montane coniferous forest, meadows and seeps, and north coast coniferous forest.	**No, preferred habitat is not present**	**No**
Erythronium revolutum	Coast fawn lily	State Rare Plant Rank 2B.2	Open woods, meadows and along stream banks mostly in coastal areas, from southwestern British Columbia to northwestern California.	**No, preferred habitat is not present**	**No**
Gilia millefoliata	Dark-eyed gilia	State Rare Plant Rank 1B.2	Dune and sandy grasslands where sandy soils are exposed between vegetation in coastal habitats as far north as Lincoln County, Oregon and south to San Mateo County, California.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Eriogonum nudum var. paralinum	Del Norte buckwheat	State Rare Plant Rank 2B.2	Sandy to gravelly flats, mesas, or coastal bluffs, mixed grassland and manzanita communities, oak and scattered conifer woodlands.	**No, preferred habitat is not present**	**No**
Pyrrocoma racemosa var. congesta	Del Norte pyrrocoma	State Rare Plant Rank 2B.3	Wetlands and coastal and salt-marsh areas in California and Oregon.	**No, preferred habitat is not present**	**No**
Potamogeton foliosus ssp. fibrillosus	Fibrous pondweed	State Rare Plant Rank 2B.3	Warm waters of shallow lakes, springs, streams, and rivers.	**No, preferred habitat is not present**	**No**
Monotropa uniflora	Ghost-pipe	State Rare Plant Rank 2B.2	In humus in deep, shady woods at low to moderate elevations.	**No, preferred habitat is not present**	**No**
Erythronium oregonum	Giant fawn lily	State Rare Plant Rank 2B.2	In meadows and open woodlands, at low to mid-elevations in the Pacific Coast Ranges from southwestern British Columbia to northern California.	**No, preferred habitat is not present**	**No**
Sanguisorba officinalis	Great burnet	State Rare Plant Rank 2B.2	Damp meadows and along stream and riverbanks in western North America.	**No, preferred habitat is not present**	**No**
Carex viridula ssp. viridula	Green yellow sedge	State Rare Plant Rank 2B.3	Wetlands in north coastal coniferous forest.	**No, preferred habitat is not present**	**No**
Cochlearia groenlandica	Greenland cochlearia	State Rare Plant Rank 2B.3	Open ground, typically beaches, tidal flats, gravelly or sandy ground and mud flat bird nesting sites.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Erythronium hendersonii	Henderson's fawn lily	State Rare Plant Rank 2B.3	Dry woodlands, woodland openings, mixed woods, meadows, and open patches in the Siskiyou Mountains of southern Oregon and northern California.	**No, preferred habitat is not present**	**No**
Silene hookeri	Hooker's catchfly	State Rare Plant Rank 2B.2	Dry rocky or sandy slopes, oak or coniferous woodlands, and grassy meadows in the coastal and inland mountains of Oregon and northwestern California.	**No, preferred habitat is not present**	**No**
Pinguicula macroceras	Horned butterwort	State Rare Plant Rank 2B.2	Moist slopes and serpentine banks along creeks and rivers.	**No, preferred habitat is not present**	**No**
Erythronium howellii	Howell's fawn lily	State Rare Plant Rank 1B.3	Yellow pine forests on serpentine substrates in lower montane coniferous areas in Curry, Josephine, and Jackson Counties in Oregon, and in Siskiyou, Trinity, and Del Norte Counties in California.	**No, preferred habitat is not present**	**No**
Streptanthus howellii	Howell's jewelflower	State Rare Plant Rank 1B.2	Dry, serpentine slopes, mixed evergreen forests, open pine woods or brushy areas in California and Oregon.	**No, preferred habitat is not present**	**No**
Montia howellii	Howell's montia	State Rare Plant Rank 2B.2	Moist to wet habitat, including vernal pools and meadows in western North America from British Columbia to northern California.	**No, preferred habitat is not present**	**No**
Sabulina howellii	Howell's sandwort	State Rare Plant Rank 1B.3	Serpentine soils in chaparral and woodland habitat from southern Washington to California and Nevada.	**No, preferred habitat is not present**	**No**
Boechera koehleri	Koehler's stipitate rockcress	State Rare Plant Rank 1B.3	Cracks and crevices on rocky bluffs and cliffs in serpentine substrate.	**No, preferred habitat is**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
				not present	
Carex lenticularis var. limnophila	Lagoon sedge	State Rare Plant Rank 2B.2	Wet meadows and lakeshores in western North American.	**No, preferred habitat is not present**	**No**
Viola langsdorffii	Langsdorf's violet	State Rare Plant Rank 2B.1	Bogs, moist meadows, stream banks, and snow beds from lowlands to middle elevations.	**No, preferred habitat is not present**	**No**
Vaccinium scoparium	Little-leaved huckleberry	State Rare Plant Rank	Coniferous forests, ravines, or on open slopes.	**No, preferred habitat is not present**	**No**
Carex lyngbyei	Lyngbye's sedge	State Rare Plant Rank 2B.2	Coastal salt marshes and tidal flats on the west coast of North America from Alaska to California.	**No, preferred habitat is not present**	**No**
Asplenium trichomanes ssp. trichomanes	Maidenhair spleenwort	State Rare Plant Rank 2B.1	Moist, rocky habitats like cliffs, talus slopes, and rocky outcroppings.	**No, preferred habitat is not present**	**No**
Lathyrus palustris	Marsh pea	State Rare Plant Rank 2B.2	Damp meadows, on riverbanks, on the margins of ponds, by lakes and near the sea.	**No, preferred habitat is not present**	**No**
Arabis mcdonaldiana	McDonald's rockcress	Federally and State Endangered ; State Rare Plant Rank 1B.1	Rocky serpentine soils in dry, open woods or on brushy slopes, endemic to Red Mountain in Mendocino County but also thought to be in Del Norte County.	**No, preferred habitat is not present**	**No**
Gentiana setigera	Mendocino gentian	State Rare Plant Rank 1B.2	Serpentine wet meadows in yellow pine forests, red fir forests, and wetland-riparian communities.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Fissidens perculus	Minute pocket moss	State Rare Plant Rank 1B.2	Sand, clay, or sandstone rock in swamps and ravines, also streambanks and mesic forests in British Columbia, Washington, northern Oregon and California.	**No, preferred habitat is not present**	**No**
Carex arcta	Northern clustered sedge	State Rare Plant Rank 2B.2	Swampy, coniferous woods and thickets and in wet meadows.	**No, preferred habitat is not present**	**No**
Carex praticola	Northern meadow sedge	State Rare Plant Rank 2B.2	Moist to wet meadows, open dry woods, and rocky areas.	**No, preferred habitat is not present**	**No**
Cascadia nuttallii	Nuttall's saxifrage	State Rare Plant Rank 2B.1	Wet, shaded cliffs and ledges in California, Oregon, and Washington.	**No, preferred habitat is not present**	**No**
Lewisia oppositifolia	Opposite-leaved lewisia	State Rare Plant Rank 2B.2	Spring-wet places in sparse pine and cedar woods, often on serpentine, at low to mid-elevations in southwestern Oregon and Del Norte County, California.	**No, preferred habitat is not present**	**No**
Castilleja litoralis	Oregon coast paintbrush	State Rare Plant Rank 2B.2	Steep rocky slopes, headlands, ledges, sea cliffs, coastal scrub, and dune swales.	**No, preferred habitat is not present**	**No**
Polemonium carneum	Oregon polemonium	State Rare Plant Rank 2B.2	Woody thickets, moist open forests, meadows, prairie edges, roadsides, and along fence rows in northwestern United States.	**No, preferred habitat is not present**	**No**
Gilia capitata ssp. pacifica	Pacific gilia	State Rare Plant Rank 1B.2	Open, sandy or rocky soils, grassy hillsides in California and Oregon.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Lasthenia californica ssp. macrantha	Perennial goldfields	State Rare Plant Rank 1B.2	Coastal bluff scrub, coastal dunes, and coastal scrub habitats in California and Oregon.	**No, preferred habitat is not present**	**No**
Abronia umbellata var. breviflora	Pink sand-verbena	State Rare Plant Rank 1B.1	Open, sandy habitats like beaches and dunes, usually at or near sea level.	**No, preferred habitat is not present**	**No**
Phacelia argentea	Sand dune phacelia	Federally Threatened; State Rare Plant Rank 1B.1	Open sand above the high tide line, open and partly stabilized sand dunes further inland, and coastal bluffs along the Pacific coast of northern California and southern Oregon.	**No, preferred habitat is not present**	**No**
Sagittaria sanfordii	Sanford's arrowhead	State Rare Plant Rank 1B.2	Shallow freshwater marshes and swamps along the coast and in the Central California Valley.	**No, preferred habitat is not present**	**No**
Silene scouleri ssp. scouleri	Scouler's catchfly	State Rare Plant Rank 2B.2	Prairies, forest openings, and meadows from low elevations to the alpine in western North America from British Columbia to California to Colorado.	**No, preferred habitat is not present**	**No**
Packera bolanderi var. bolanderi	Seacoast ragwort	State Rare Plant Rank 2B.2	Wet coastal forests and woodlands in California and the west coast of the United States.	**No, preferred habitat is not present**	**No**
Cardamine angulata	Seaside bittercress	State Rare Plant Rank 2B.1	Moist ground, stream banks, and damp or swampy woods west of the Cascades crest.	**No, preferred habitat is not present**	**No**
Lathyrus japonicus	Seaside pea	State Rare Plant Rank 2B.1	Sandy or stony seashores in the Northern Hemisphere.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Silene serpentinicola	Serpentine catchfly	State Rare Plant Rank 1B.2	Chaparral and coniferous forests in serpentine openings of the Smith River basin in Del Norte County, California.	**No, preferred habitat is not present**	**No**
Carex serpenticola	Serpentine sedge	State Rare Plant Rank 2B.3	Seasonally moist uplands, road ditches, abandoned roadbeds, dry creek terraces and edges of seeps.	**No, preferred habitat is not present**	**No**
Carex sheldonii	Sheldon's sedge	State Rare Plant Rank 2B.2	Wet meadows, lakeshores, open moist forests along streams in western North America.	**No, preferred habitat is not present**	**No**
Hesperevax sparsiflora var. brevifolia	Short-leaved evax	State Rare Plant Rank 1B.2	Sandy, grassy, or wooded coastal bluffs, dunes, and terraces from the San Francisco Bay area to southwestern Oregon.	**No, preferred habitat is not present**	**No**
Sidalcea malviflora ssp. patula	Siskiyou checkerbloom	State Rare Plant Rank 1B.2	Open coastal forests and grassy areas in northwest California.	**No, preferred habitat is not present**	**No**
Castilleja elata	Siskiyou paintbrush	State Rare Plant Rank 2B.2	Serpentine bogs and wetlands in California and Oregon.	**No, preferred habitat is not present**	**No**
Kopsiopsis hookeri	Small groundcone	State Rare Plant Rank 2B.3	Sandy coastal areas in thickets from southern B.C. to California.	**No, preferred habitat is not present**	**No**
Sedum patens	Smith River stonecrop	State Rare Plant Rank 1B.2	Serpentine soils in low elevation canyons in Del Norte County, California.	**No, preferred habitat is not present**	**No**
Calicium adspersum	Spiral-spored gilded-head pin lichen	State Rare Plant Rank 2B.2	On the bark of old-growth conifers in dry, open forests	**No, preferred habitat is**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
			and occasionally on coastal hardwoods.	**not present**	
Calamagrostis crassiglumis	Thurber's reed grass	State Rare Plant Rank 2B.1	Moist meadows, sphagnum bogs, and grasslands associated with rivers and streams.	**No, preferred habitat is not present**	**No**
Romanzoffia tracyi	Tracy's romanzoffia	State Rare Plant Rank 2B.3	Coastal bluffs and rocks west of the Cascades crest along the coast from southwestern Washington to northern California.	**No, preferred habitat is not present**	**No**
Sulcaria spiralifera	Twisted horsehair lichen	State Rare Plant Rank 1B.2	Coastal dune forests in western North America.	**No, preferred habitat is not present**	**No**
Anthoxanthum nitens ssp. nitens	Vanilla-grass	State Rare Plant Rank 2B.3	Moist to wet meadows, grassy fields, riverbanks, and lakeshores.	**No, preferred habitat is not present**	**No**
Arabis aculeolata	Waldo rockcress	State Rare Plant Rank 2B.2	Rocky hillsides and serpentine soils in the counties of Del Norte and Siskiyou in California.	**No, preferred habitat is not present**	**No**
Eriogonum pendulum	Waldo wild buckwheat	State Rare Plant Rank 2B.2	Serpentine soils of the Klamath Mountains in Josephine County, Oregon, and Del Norte County, California.	**No, preferred habitat is not present**	**No**
Lilium occidentale	Western lily	Federally and State Endangered; State Rare Plant Rank 1B.1	Coastal prairies and scrub in California and margins of coastal bogs in Oregon.	**No, preferred habitat is not present**	**No**
Viola primulifolia ssp. occidentalis	Western white bog violet	State Rare Plant Rank 1B.2	Semi-open and acidic freshwater marshes, bogs, and fens.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Piperia candida	White-flowered rein orchid	State Rare Plant Rank 1B.2	Chaparral and mixed evergreen forests in coastal and inland mountain ranges.	**No, preferred habitat is not present**	**No**
Oenothera wolfii	Wolf's evening-primrose	State Rare Plant Rank 1B.1	Sandy soil in grasslands, coastal strand, roadsides, and coastal bluffs	**No, preferred habitat is not present**	**No**
Moneses uniflora	Woodnymph	State Rare Plant Rank 2B.2	Coastal prairie, dunes, and coastal forest and woodlands along the coastlines of southern Oregon and northern California.	**No, preferred habitat is not present**	**No**

Based on the habitat requirements for specific species and the field visits, it was determined that the project area does not provide suitable habitat for 69 sensitive status plant species known to occur in the general vicinity of the project area.

CNDDB Special Status Wildlife Species

There are 45 sensitive status wildlife species that are known in the general area of the project according to the CNDDB results. These wildlife species have the potential to occur in the project area. Of the 40 sensitive species, the species have different designations including Federally endangered and threatened; state endangered, threatened, and candidate threatened; and California Department of Fish and Wildlife (CDFW) sensitive. CDFW sensitive category designations for wildlife include Species of Special Concern (SSC), California Fully Protected (FP) and Watch List (WL). The CNDDB search identified sensitive species which are known to potentially occur in the USGS 9-quadrangle map area around the project area for the Aspen Creek Subdivision. Table 3 lists the number of species in each designation category.

Table 3 Sensitive Wildlife Designations

Designation Category	Number of Species in 9 Quad Area
Federally Endangered/State Endangered	0
Federally Threatened/State Endangered	2
Federally Threatened/State Threatened	2
Federally Endangered/State Candidate Endangered	0
Federally Delisted/State Endangered	1
Federally Threatened	8

Designation Category	Number of Species in 9 Quad Area
Federally Endangered	1
State Threatened	4
State Endangered	3
State Candidate Endangered	1
CDFW Sensitive Species (SSC/FP/WL)	45

Table 4 Sensitive Wildlife Species by Animal Type

Animal Type	Number of Species in 9 Quad Area
Amphibians	5
Birds	21
Fish	10
Crustaceans	0
Insects	2
Mammals	6
Reptiles	1

Table 5 Species Habitat Requirements; Species and Habitat Presence

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Amphibians					
Rana boylii pop. 1	Foothill yellow-legged frog	CDFW Species of Special Concern	Streams and rivers in woodland, chaparral, and forest near water, especially near riffles where there are rocks, rocky substrate, and sunny banks – in the mountain ranges of the western US.	**No, preferred habitat is not present**	**No**
Ascaphus truei	Pacific tailed frog	CDFW Species of Special Concern	Cold, clear, fast-flowing streams in the Pacific Northwest region of the United States and Canada.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Plethodon elongatus	Del Norte salamander	CDFW Watch List	Temperate forests and rocky areas in southwestern Oregon and northwestern California.	**No, preferred habitat is not present**	**No**
Rana aurora	Northern red-legged frog	CDFW Species of Special Concern	Humid forests, woodlands, grasslands, and emergent vegetation near deep, still or slow-moving ponds or intermittent streams.	**No, preferred habitat is not present**	**No**
Rhyacotriton variegatus	Southern torrent salamander	CDFW Species of Special Concern	Cool, clear, freshwater streams, seeps, and springs in the forested regions of the Pacific Northwest.	**No, preferred habitat is not present**	**No**
Birds					
Accipiter striatus	Sharp-shinned hawk	CDFW Watch List	Primarily boreal forest and open woodland, coniferous, mixed, or deciduous, primarily in coniferous in more northern and mountainous portion of range.	**No, preferred habitat is not present**	**No**
Haliaeetus leucocephalus	Bald eagle	Federally Delisted / State Endangered / CDFW Fully Protected	Breeds in coastal areas, bays, rivers, lakes, reservoirs, or other bodies of water that reflect the general availability of primary food sources including fish, waterfowl, or seabirds. Nests in tall trees or on pinnacles or cliffs near water.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Pandion haliaetus	Osprey	CDFW Watch List	Found within 6 to 7 miles of large lakes, rivers, and coastal waters, in areas that are generally open.	**No, preferred habitat is not present**	**No**
Nannopterum auritum	Double-crested cormorant	CDFW Watch List	Lakes, ponds, rivers, lagoons, swamps, coastal bays, marine islands, and seacoasts; usually within sight of land. Nests on the ground or in trees in freshwater situations, and on coastal cliffs (usually high sloping areas with good visibility).	**No, preferred habitat is not present**	**No**
Riparia riparia	Bank swallow	State Threatened	Open and partly open situations, frequently near flowing water – in North American and Eurasia. Nests are in steep sand, dirt, or gravel banks, in burrows dug near the top of the bank, along the edge of inland water, or along the coast, or in gravel pits.	**No, preferred habitat is not present**	**No**
Strix occidentalis caurina	Northern spotted owl	Federally and State Threatened	Old growth conifer forests with moderate to high canopy closure, heavy accumulation of woody debris on forest floor, and considerable open space within and beneath the canopy – from British Columbia to northern California.	**No, preferred habitat is not present**	**No**
Coturnicops noveboracensis	Yellow rail	CDFW Species of Special Concern	Breeds in emergent wetlands, grass or sedge marshes and wet meadows and winters both freshwater and brackish marshes, as well as in dense, deep grass.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Falco peregrinus anatum	American peregrine falcon	Federally and State Delisted	Open habitats from tundra, savannah, and coastal areas to high mountains in North America.	**No, preferred habitat is not present**	**No**
Cypseloides niger	Black swift	CDFW Species of Special Concern	Forages over forests and in open areas, nests behind or next to waterfalls and wet cliffs, on sea cliffs and in caves.	**No, preferred habitat is not present**	**No**
Poecile atricapillus	Black-capped chickadee	CDFW Watch List	Mixed deciduous/coniferous forest and woodland, willow thickets, cottonwood groves, old fields, and wooded suburban areas.	**No, preferred habitat is not present**	**No**
Branta hutchinsii leucopareia	Cackling (Aleutian Canada) goose	Federally Delisted; CDFW Watch List	Nests on grassy hillsides, along streams, in marshes and lagoons, and on rugged sea cliffs cut by watercourses; winters in in marshes, pastures and grass crops, harvested agriculture fields and flood-irrigated and non-irrigated land.	**No, preferred habitat is not present**	**No**
Pelecanus occidentalis californicus	California brown pelican	Federally and State Delisted	Breeds primarily on islands off southern California and western Mexico and migrates along the Pacific Coast north as far as British Columbia, Canada inhabiting near shore areas like bays, mouths of rivers, lagoons, shrub-scrub wetlands, and coastal dune and scrub areas.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Ptychoramphus aleuticus	Cassin's auklet	CDFW Species of Special Concern	Nests in burrow dug in ground or under rock on offshore islands, mostly in areas with low vegetation and migrates along rocky seacoasts.	**No, preferred habitat is not present**	**No**
Hydrobates furcatus	Fork-tailed storm-petrel	CDFW Species of Special Concern	Nests in found or made burrows on island or on grassy slopes as far as a mile inland. Prefers rocky areas in California and Oregon.	**No, preferred habitat is not present**	**No**
Brachyramphus marmoratus	Marbled murrelet	Federally Threatened, State Endangered	Breeds in coastal areas such as bays and sounds and offshore of large tracts of old-growth coastal coniferous forest; nests in mature/old growth coniferous forest near the coast.	**No, preferred habitat is not present**	**No**
Circus hudsonius	Northern harrier	CDFW Species of Special Concern	Nests on the ground, usually near water, or in tall grass, open fields, and clearings. Forage in forest openings.	**No, preferred habitat is not present**	**No**
Cerorhinca monocerata	Rhinoceros auklet	CDFW Watch List	Nests on slopes along coasts, on forested or grassy islands with dense vegetation. Forages close to shore.	**No, preferred habitat is not present**	**No**
Bonasa umbellus	Ruffed grouse	CDFW Watch List	Forested, deep thickets, or sheltered swamps from the Appalachian Mountains across Canada to Alaska.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Fratercula cirrhata	Tufted puffin	CDFW Species of Special Concern	Winters in ice-free areas of the open ocean; breeds in coastal cliffs and nests on maritime slopes and tops of islands.	**No, preferred habitat is not present**	**No**
Charadrius nivosus nivosus	Western snowy plover	Federally Threatened; CDFW Species of Special Concern	Nests in sandy and sparsely-vegetated shoreline above the high tide line; winters on beaches, dry mud or salt flats, sandy shores of rivers, lakes, and ponds.	**No, preferred habitat is not present**	**No**
Elanus leucurus	White-tailed kite	CDFW Fully Protected	Savanna, open woodland, marshes, partially cleared lands and cultivated fields, mostly in lowland situations; nests in trees, often near a marsh.	**No, preferred habitat is not present**	**No**
Fish					
Oncorhynchus kisutch pop. 2	Coho salmon - southern Oregon / northern California ESU	Federally Threatened / State Threatened	Smaller rivers and tributaries along the Pacific coast and over the continental shelf when in the ocean.	**No, preferred habitat is not present**	**No**
Oncorhynchus mykiss irideus pop. 1	Steelhead	CDFW Species of Special Concern	Ocean, in rivers, and in creeks, and in some large inland lakes in southern Oregon and northern California.	**No, preferred habitat is not present**	**No**
Oncorhynchus tshawytscha pop. 14	Chinook salmon - southern Oregon/northern California coastal	CDFW Species of Special Concern	Marine waters off Oregon and California and spawning streams from Euchre Creek, Oregon, to the lower Klamath River, California.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Oncorhynchus clarkii clarkii	Coast cutthroat trout	CDFW Species of Special Concern	Small to moderately large, clear, well-oxygenated, shallow rivers with gravel bottoms.	**No, preferred habitat is not present**	**No**
Thaleichthys pacificus	Eulachon	CDFW Species of Special Concern	Near shore and in coastal inlets and rivers from northern California to southwest Alaska.	**No, preferred habitat is not present**	**No**
Acipenser medirostris pop. 2	Green sturgeon - northern DPS	CDFW Species of Special Concern	Coastal estuarine waters and freshwater streams along the Pacific Coast of North America, from Alaska to Mexico.	**No, preferred habitat is not present**	**No**
Spirinchus thaleichthys	Longfin smelt	Federally Proposed Endangered, State Threatened	Open water of estuaries, both in seawater and freshwater areas along the northern Pacific coast of North America.	**No, preferred habitat is not present**	**No**
Entosphenus tridentatus	Pacific lamprey	CDFW Species of Special Concern	In burrows in sandy river bottoms, in shallow areas along stream banks and in silt, mud, and sand, and in gravel riffles and runs of clear coastal streams along the Pacific Coast of North America and Asia.	**No, preferred habitat is not present**	**No**
Eucyclogobius newberryi	Tidewater goby	CDFW Species of Special Concern	Brackish water habitats along the California coast, including estuaries, lagoons, and marshes.	**No, preferred habitat is not present**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
Lampetra richardsoni	Western brook lamprey	CDFW Species of Special Concern	Soft sediment of slow-moving and relatively small freshwater streams in the Pacific slope of North America from McDonald Lake in Alaska to the Umpqua River drainage in Oregon.	**No, preferred habitat is not present**	**No**
Insects					
Bombus occidentalis	Western bumble bee	State Candidate Endangered	Mixed woodlands, farmlands, urban areas, montane meadows and into the western edge of the prairie grasslands from southern British Columbia to central California, northern Arizona, and northern New Mexico.	**No, preferred habitat is not present**	**No**
Speyeria zerene hippolyta	Oregon silverspot butterfly	Federally Threatened	Open grasslands near the Pacific Ocean, including coastal salt spray meadows, stabilized dunes, and montane meadows.	**No, preferred habitat is not present**	**No**
Mammals					
Pekania pennanti	Fisher	CDFW Species of Special Concern	Dense coniferous or mixed forests, including early successional forest with dense overhead cover in northern North America. Avoids areas human disturbance.	**No, preferred habitat is not present**	**No**
Corynorhinus townsendii	Townsend's big-eared bat	CDFW Species of Special Concern	Limestone caves, lava tubes, and human-made structures in coastal lowlands, cultivated valleys, and hills covered with mixed vegetation across the mid and western US into western Canada.	**No, preferred habitat is not present**	**No**
Martes caurina humboldtensis	Humboldt marten	Federally Threatened, State Endangered;	Old-growth coastal redwood forests, forests with dense shrub cover, areas with serpentine soils,	**No, preferred habitat is**	**No**

Scientific	Common	Status	General Habitat	Habitat Present in Action Area	Species Present in Action Area
		CDFW Species of Special Concern	and forested areas with dense understory cover.	**not present**	
Arborimus pomo	Sonoma tree vole	CDFW Species of Special Concern	Humid coastal old-growth forests of northern California and Oregon.	**No, preferred habitat is not present**	**No**
Enhydra lutris nereis	Southern sea otter	Federally Threatened; CDFW Fully Protected	Marine coastal areas along the central California coastline, including rocky and sandy areas along the exposed outer coast and protected areas such as bays and estuaries.	**No, preferred habitat is not present**	**No**
Eumetopias jubatus	Steller sea lion	Federally Delisted;	Near the outer continental shelf in the North Pacific Ocean, from Japan to Central California.	**No, preferred habitat is not present**	**No**

Based on the habitat requirements for specific species and the field visits, it was determined that the project area does not provide suitable habitat for 45 sensitive status wildlife species known to occur in the general vicinity of the project area.

IPaC Federally Listed Species

ESA-Listed Threatened and Endangered Species

On July 18, 2024, an IPaC report (see Appendix) was obtained from USFWS. The project code is 2024- 0118525 (Project Name: RCTA Crescent City Project). This list is provided pursuant to Section 7 of the Endangered Species Act and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

There are no designated critical habitats in the proposed project.

Table 5 IPaC list of federally listed species with the potential to be affected by the project

Scientific	Common	Federal Status	General Habitat*	Habitat Present within Action Area (Yes/No)	Species Present in Action Area (Yes/No)
Mammals					
Martes caurina	Pacific marten	Threatened	Dense deciduous, mixed, or coniferous upland and lowland forest.	**No, preferred habitat is not present**	**No**
Birds					
Strix occidentalis caurina	Northern spotted owl	Threatened	Old growth conifer forests with moderate to high canopy closure, heavy accumulation of woody debris on forest floor, and considerable open space within and beneath the canopy – from British Columbia to northern California.	**No, preferred habitat is not present**	**No**
Coccyzus americanus	Yellow-billed cuckoo	Threatened	Breeding in deciduous riparian woodland, especially including dense stands of cottonwood and willow. Nests in dense riparian understory foliage.	**No, preferred habitat is not present**	**No**
Brachyramphus marmoratus	Marbled murrelet	Threatened	Breeds in coastal areas such as bays and sounds and offshore of large tracts of old-growth coastal coniferous forest; nests in mature/old growth coniferous forest near the coast.	**No, preferred habitat is not present**	**No**
Charadrius nivosus nivosus	Western snowy plover	Threatened	Nests in sandy and sparsely-vegetated shoreline above the high tide line; winters on beaches, dry mud or salt flats, sandy shores of rivers, lakes, and ponds.	**No, preferred habitat is not present**	**No**
Reptiles					

Scientific	Common	Federal Status	General Habitat*	Habitat Present within Action Area (Yes/No)	Species Present in Action Area (Yes/No)
Actinemys marmorata	Northwestern Pond Turtle	Proposed Threatened	Naturally occurring habitats include rivers, creeks, small lakes, ponds, and marshes as well as man-made or man-modified aquatic habitats in rural and urban settings including reservoirs, canals, cattle ponds, and sewage-treatment ponds.	**No, preferred habitat is not present**	**No**
Insects					
Danaus plexippus	Monarch butterfly	Candidate	Open areas with patches of milkweed.	**No, preferred habitat is not present**	**No**
Flowering Plants					
Lupinus constancei	Lassic's lupine	Endangered	In serpentine soils near the summits of remote mountains in northern California called the Lassics.	**No, preferred habitat is not present**	**No**
Lilium occidentale	Western lily	Endangered	Coastal prairies and scrub in California and margins of coastal bogs in Oregon.	**No, preferred habitat is not present**	**No**
***Information on General Habitat comes from website links provided in the IPaC Resource List (USFWS 2024) attached at the end of this report.**					

Based on review of site conditions and habitat requirements, none of the above-listed species have habitat within the project area. Therefore, the proposed project will have no effect on these 10 species and these 10 species will not be discussed further in this analysis.

Surveys and Site Visits

A site visit was conducted on July 20, 2024 by Rabe Consulting biologist Andrea Rabe to assess habitat conditions within the project area.

The site visit showed the project site as developed with the existing maintenance lot. As there is no suitable habitat for the above-listed CNDDB sensitive status plants, CNDDB special status wildlife, or IPaC Federally listed species, there are no recommendations for surveys at this time.

Direct and Indirect Impacts

Impacts, both direct and indirect, of project implementation will be discussed in this section. Biological resources may be directly or indirectly impacted by project implementation. Impacts may be permanent or temporary in nature. Direct impacts are defined as any alteration, disturbance, or destruction of biological resources that would result from project actions. For example, machinery physically moving an active nest of a sensitive bird species. Indirect impacts are results of impacts which are not direct. For example, noise from machinery disturbing an active nest of a sensitive bird species. Temporary impacts would be considered those which occur during the project construction. Temporary impacts are viewed as reversible when the disturbance has concluded whereas permanent impacts would result over the duration of the project operation.

Construction Disturbance

Construction disturbance will occur during the construction of the transit center. The construction impacts will be temporary in nature and last the duration of the construction period, but not extend during the operation of the transit center.

Project Conservation Measures

Implementation of project conservation measures will decrease and avoid impacts from the project on sensitive plant and wildlife species.

1. *Invasive Species* Preventing the spread of noxious weeds will occur through cleaning vehicles and equipment prior to entering the project area, so as not to introduce seeds or vegetation pieces to the project area.

Significant Unavoidable Impacts

Biological impacts associated with the project would be less than significant. No significant unavoidable impacts to biological resources would occur. With the implementation of the project conservation measures, no effect will occur to federally or state listed species.

Appendix

IPaC Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arcata Fish And Wildlife Office
1655 Heindon Road
Arcata, CA 95521-4573
Phone: (707) 822-7201 Fax: (707) 822-8411

In Reply Refer To: 07/18/2024 21:43:38 UTC
Project Code: 2024-0118525
Project Name: RCTA Crescent City Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arcata Fish And Wildlife Office
1655 Heindon Road
Arcata, CA 95521-4573
(707) 822-7201

PROJECT SUMMARY

Project Code: 2024-0118525
Project Name: RCTA Crescent City Project
Project Type: New Constr - Above Ground
Project Description: Development of a new transit center at the site of an existing maintenance vehicle parking area.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.7641028,-124.19417239859732,14z

Counties: Del Norte County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 10 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Pacific Marten, Coastal Distinct Population Segment *Martes caurina* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9081	Threatened

BIRDS

NAME	STATUS
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Northern Spotted Owl *Strix occidentalis caurina* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123	Threatened
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

REPTILES

NAME	STATUS
Northwestern Pond Turtle *Actinemys marmorata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

FISHES

NAME	STATUS
Tidewater Goby *Eucyclogobius newberryi* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species.	Candidate

NAME	STATUS
Species profile: https://ecos.fws.gov/ecp/species/9743	

FLOWERING PLANTS

NAME	STATUS
Lassics Lupine *Lupinus constancei*	Endangered
Population: There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7976	
Western Lily *Lilium occidentale*	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/998	

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Mar 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

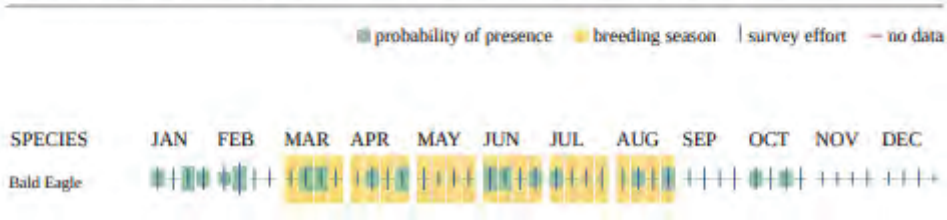
Probability of Presence (▪)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (▪)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Non-BCC
Vulnerable

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Allen's Hummingbird *Selasphorus sasin* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15

NAME	BREEDING SEASON
Ancient Murrelet *Synthliboramphus antiquus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11929	Breeds Mar 10 to Sep 10
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Mar 1 to Aug 31
Black Oystercatcher *Haematopus bachmani* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Swift *Cypseloides niger* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Black Turnstone *Arenaria melanocephala* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10557	Breeds elsewhere
Brandt's Cormorant *Urile penicillatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11903	Breeds Apr 15 to Sep 15
California Gull *Larus californicus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10955	Breeds Mar 1 to Jul 31
Cassin's Auklet *Ptychoramphus aleuticus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6967	Breeds Mar 21 to Sep 21
Cassin's Finch *Haemorhous cassinii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Chestnut-backed Chickadee *Poecile rufescens rufescens* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11913	Breeds Mar 1 to Jul 31

NAME	BREEDING SEASON
Clark's Grebe *Aechmophorus clarkii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10575	Breeds Jun 1 to Aug 31
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Marbled Godwit *Limosa fedoa* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Oak Titmouse *Baeolophus inornatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Red Knot *Calidris canutus roselaari* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8880	Breeds elsewhere
Rufous Hummingbird *Selasphorus rufus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Short-billed Dowitcher *Limnodromus griseus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds Jun 1 to Aug 10
Western Grebe *aechmophorus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

NAME	BREEDING SEASON
Western Gull *Larus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/11969	Breeds Apr 21 to Aug 25
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10669	Breeds elsewhere
Wrentit *Chamaea fasciata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10668	Breeds Mar 15 to Aug 10

PROBABILITY OF PRESENCE SUMMARY

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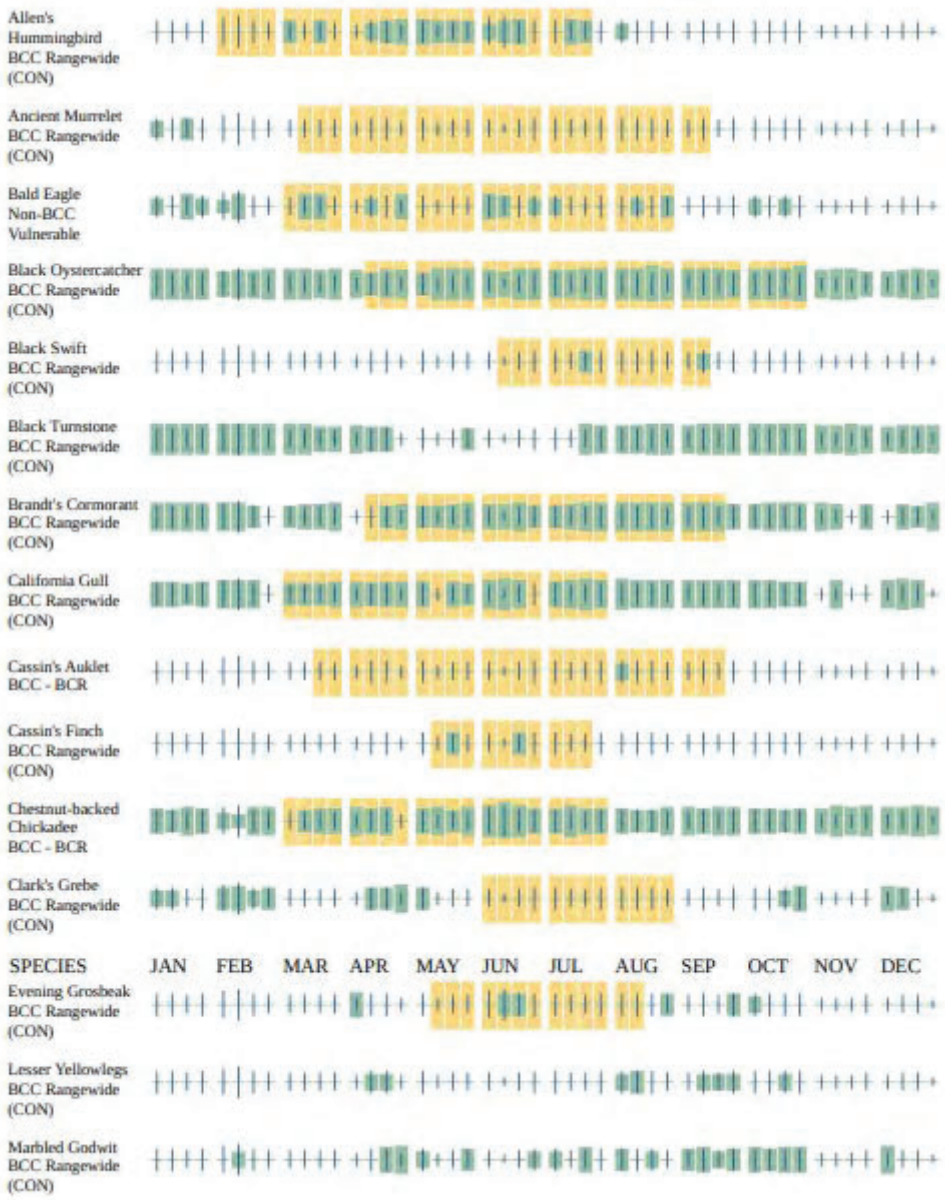
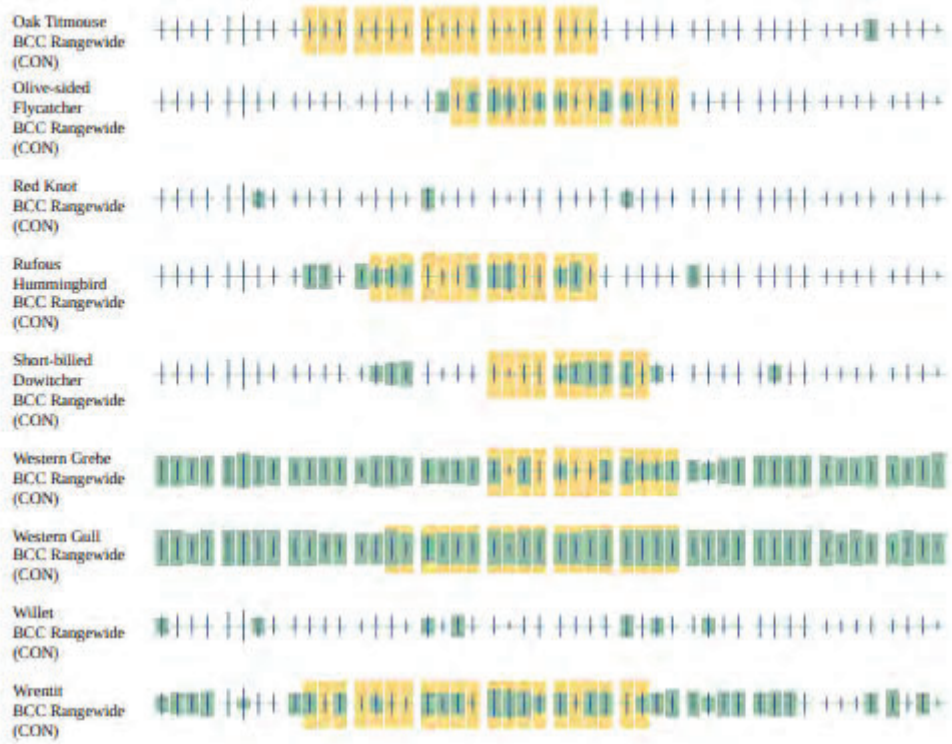
▪ probability of presence ▪ breeding season | survey effort – no data

SPECIES	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC


Allen's Hummingbird BCC Rangewide (CON)
Ancient Murrelet BCC Rangewide (CON)
Bald Eagle Non-BCC Vulnerable
Black Oystercatcher BCC Rangewide (CON)
Black Swift BCC Rangewide (CON)
Black Turnstone BCC Rangewide (CON)
Brandt's Cormorant BCC Rangewide (CON)
California Gull BCC Rangewide (CON)
Cassin's Auklet BCC - BCR
Cassin's Finch BCC Rangewide (CON)
Chestnut-backed Chickadee BCC - BCR
Clark's Grebe BCC Rangewide (CON)
SPECIES
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
Evening Grosbeak BCC Rangewide (CON)
Lesser Yellowlegs BCC Rangewide (CON)
Marbled Godwit BCC Rangewide (CON)



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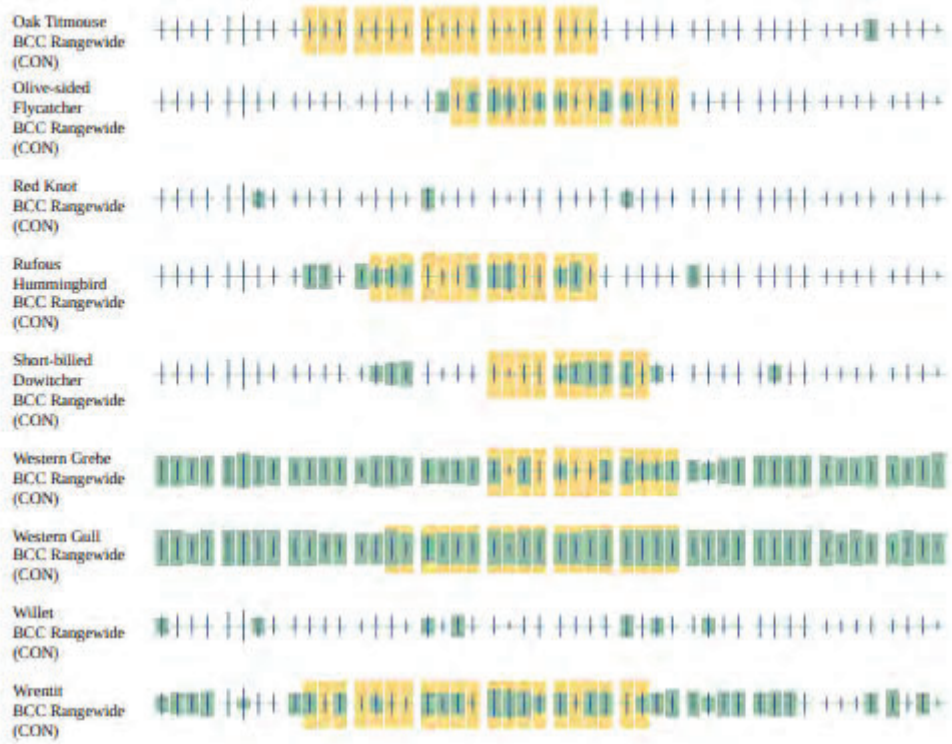
WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.



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WETLANDS

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IPAC USER CONTACT INFORMATION

Agency: Rabe Consulting
Name: Andrea Rabe
Address: 421 Commercial Street
City: Klamath Falls
State: OR
Zip: 97601
Email andrea@rabeconsulting.com
Phone: 5418912137

BIOS Map depicting California Essential Habitat Connectivity, Core Linkages, Wildlife Movement Barriers, and Essential Connectivity Areas

Map Legend

Essential Connectivity Areas - California Essential Habitat Connectivity (CEHC) [ds620]

- 1_More_Permeable
- 2
- 3
- 4
- 5_Less_Permeable

Terrestrial Connectivity - ACE [ds2734]

Terrestrial Connectivity - ACE [ds2734]

- 5 - Irreplaceable and Essential Corridors
- 4 - Conservation Planning Linkages
- 3 - Connections with Implementation Flexibility
- 2 - Large Natural Habitat Areas
- 1 - Limited Connectivity Opportunity

CNDDB 9-Quad Results

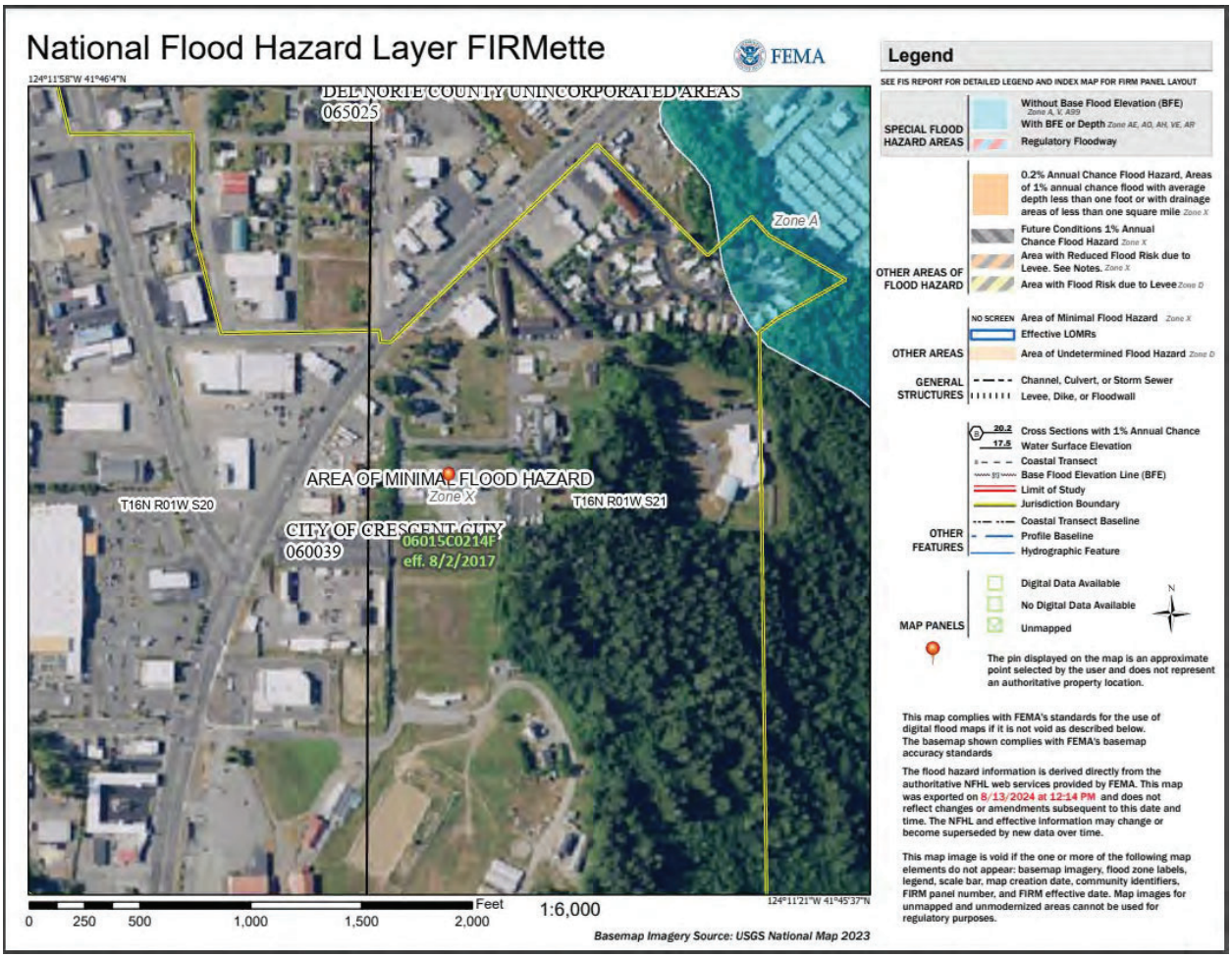
Element Type	Scientific Name	Common Name	Federal Status	State Status	CDFW Status	CA Rare Plant
Animals - Amphibians	Ascaphus truei	Pacific tailed frog	None	None	SSC	-
Animals - Amphibians	Plethodon elongatus	Del Norte salamander	None	None	WL	-
Animals - Amphibians	Rana aurora	northern red-legged frog	None	None	SSC	-
Animals - Amphibians	Rana boylii pop. 1	foothill yellow-legged frog - nort	None	None	SSC	-
Animals - Amphibians	Rhyacotriton variegatus	southern torrent salamander	None	None	SSC	-
Animals - Birds	Accipiter striatus	sharp-shinned hawk	None	None	WL	-
Animals - Birds	Circus hudsonius	northern harrier	None	None	SSC	-
Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-
Animals - Birds	Haliaeetus leucocephalus	bald eagle	Delisted	Endangered	FP	-
Animals - Birds	Brachyramphus marmoratus	marbled murrelet	Threatened	Endangered	-	-
Animals - Birds	Cerorhinca monocerata	rhinoceros auklet	None	None	WL	-
Animals - Birds	Fratercula cirrhata	tufted puffin	None	None	SSC	-
Animals - Birds	Ptychoramphus aleuticus	Cassins auklet	None	None	SSC	-
Animals - Birds	Branta hutchinsii leucopareia	cackling (=Aleutian Canada) go	Delisted	None	WL	-
Animals - Birds	Cypseloides niger	black swift	None	None	SSC	-
Animals - Birds	Charadrius nivosus nivosus	western snowy plover	Threatened	None	SSC	-
Animals - Birds	Falco peregrinus anatum	American peregrine falcon	Delisted	Delisted	-	-
Animals - Birds	Riparia riparia	bank swallow	None	Threatened	-	-
Animals - Birds	Hydrobates furcatus	fork-tailed storm-petrel	None	None	SSC	-
Animals - Birds	Pandion haliaetus	osprey	None	None	WL	-
Animals - Birds	Poecile atricapillus	black-capped chickadee	None	None	WL	-
Animals - Birds	Pelecanus occidentalis californ	California brown pelican	Delisted	Delisted	-	-
Animals - Birds	Nannopterum auritum	double-crested cormorant	None	None	WL	-
Animals - Birds	Bonasa umbellus	ruffed grouse	None	None	WL	-
Animals - Birds	Coturnicops noveboracensis	yellow rail	None	None	SSC	-
Animals - Birds	Strix occidentalis caurina	Northern Spotted Owl	Threatened	Threatened	-	-
Animals - Fish	Acipenser medirostris pop. 2	green sturgeon - northern DPS	None	None	SSC	-
Animals - Fish	Eucyclogobius newberryi	tidewater goby	Endangered	None	SSC	-
Animals - Fish	Spirinchus thaleichthys	longfin smelt	Proposed End	Threatened	-	-
Animals - Fish	Thaleichthys pacificus	eulachon	Threatened	None	SSC	-
Animals - Fish	Entosphenus tridentatus	Pacific lamprey	None	None	SSC	-
Animals - Fish	Lampetra richardsoni	western brook lamprey	None	None	SSC	-

Animals - Fish	Oncorhynchus clarkii clarkii	coast cutthroat trout	None	None	SSC	-
Animals - Fish	Oncorhynchus kisutch pop. 2	coho salmon - southern Oregon	Threatened	Threatened	-	-
Animals - Fish	Oncorhynchus mykiss irideus p	steelhead - Klamath Mountains	None	None	SSC	-
Animals - Fish	Oncorhynchus tshawytscha po	chinook salmon - southern Ore	None	None	SSC	-
Animals - Insects	Bombus occidentalis	western bumble bee	None	Candidate End	-	-
Animals - Insects	Speyeria zerene hippolyta	Oregon silverspot butterfly	Threatened	None	-	-
Animals - Mammals	Arborimus pomo	Sonoma tree vole	None	None	SSC	-
Animals - Mammals	Enhydra lutris nereis	southern sea otter	Threatened	None	FP	-
Animals - Mammals	Martes caurina humboldtensis	Humboldt marten	Threatened	Endangered	SSC	-
Animals - Mammals	Pekania pennanti	Fisher	None	None	SSC	-
Animals - Mammals	Eumetopias jubatus	Steller sea lion	Delisted	None	-	-
Animals - Mammals	Corynorhinus townsendii	Townsends big-eared bat	None	None	SSC	-
Animals - Reptiles	Actinemys marmorata	northwestern pond turtle	Proposed Thre	None	SSC	-
Plants - Bryophytes	Fissidens pauperculus	minute pocket moss	None	None	-	1B.2
Plants - Lichens	Sulcaria spiralifera	twisted horsehair lichen	None	None	-	1B.2
Plants - Lichens	Calicium adspersum	spiral-spored gilded-head pin li	None	None	-	2B.2
Plants - Lichens	Ramalina thrausta	angels hair lichen	None	None	-	2B.1
Plants - Vascular	Sagittaria sanfordii	Sanfords arrowhead	None	None	-	1B.2
Plants - Vascular	Asplenium trichomanes ssp. tri	maidenhair spleenwort	None	None	-	2B.1
Plants - Vascular	Hesperevax sparsiflora var. bre	short-leaved evax	None	None	-	1B.2
Plants - Vascular	Lasthenia californica ssp. macr	perennial goldfields	None	None	-	1B.2
Plants - Vascular	Packera bolanderi var. bolande	seacoast ragwort	None	None	-	2B.2
Plants - Vascular	Pyrrocoma racemosa var. cong	Del Norte pyrrocoma	None	None	-	2B.3
Plants - Vascular	Arabis aculeolata	Waldo rockcress	None	None	-	2B.2
Plants - Vascular	Arabis mcdonaldiana	McDonalds rockcress	Endangered	Endangered	-	1B.1
Plants - Vascular	Boechera koehleri	Koehlers stipitate rockcress	None	None	-	1B.3
Plants - Vascular	Cardamine angulata	seaside bittercress	None	None	-	2B.1
Plants - Vascular	Cochlearia groenlandica	Greenland cochlearia	None	None	-	2B.3
Plants - Vascular	Erysimum concinnum	bluff wallflower	None	None	-	1B.2
Plants - Vascular	Streptanthus howellii	Howells jewelflower	None	None	-	1B.2
Plants - Vascular	Downingia willamettensis	Cascade downingia	None	None	-	2B.2
Plants - Vascular	Sabulina howellii	Howells sandwort	None	None	-	1B.3
Plants - Vascular	Silene hookeri	Hookers catchfly	None	None	-	2B.2

Plants - Vascular	Silene scouleri ssp. scouleri	Scoulers catchfly	None	None	-	2B.2
Plants - Vascular	Silene serpentinicola	serpentine catchfly	None	None	-	1B.2
Plants - Vascular	Sedum patens	Smith River stonecrop	None	None	-	1B.2
Plants - Vascular	Carex arcta	northern clustered sedge	None	None	-	2B.2
Plants - Vascular	Carex lenticularis var. limnophil	lagoon sedge	None	None	-	2B.2
Plants - Vascular	Carex lyngbyei	Lyngbyes sedge	None	None	-	2B.2
Plants - Vascular	Carex praticola	northern meadow sedge	None	None	-	2B.2
Plants - Vascular	Carex serpenticola	serpentine sedge	None	None	-	2B.3
Plants - Vascular	Carex sheldonii	Sheldons sedge	None	None	-	2B.2
Plants - Vascular	Carex viridula ssp. viridula	green yellow sedge	None	None	-	2B.3
Plants - Vascular	Empetrum nigrum	black crowberry	None	None	-	2B.2
Plants - Vascular	Vaccinium scoparium	little-leaved huckleberry	None	None	-	2B.2
Plants - Vascular	Lathyrus japonicus	seaside pea	None	None	-	2B.1
Plants - Vascular	Lathyrus palustris	marsh pea	None	None	-	2B.2
Plants - Vascular	Gentiana setigera	Mendocino gentian	None	None	-	1B.2
Plants - Vascular	Phacelia argentea	sand dune phacelia	Threatened	None	-	1B.1
Plants - Vascular	Romanzoffia tracyi	Tracys romanzoffia	None	None	-	2B.3
Plants - Vascular	Pinguicula macroceras	horned butterwort	None	None	-	2B.2
Plants - Vascular	Erythronium hendersonii	Hendersons fawn lily	None	None	-	2B.3
Plants - Vascular	Erythronium howellii	Howells fawn lily	None	None	-	1B.3
Plants - Vascular	Erythronium oregonum	giant fawn lily	None	None	-	2B.2
Plants - Vascular	Erythronium revolutum	coast fawn lily	None	None	-	2B.2
Plants - Vascular	Lilium occidentale	western lily	Endangered	Endangered	-	1B.1
Plants - Vascular	Sidalcea malviflora ssp. patula	Siskiyou checkerbloom	None	None	-	1B.2
Plants - Vascular	Sidalcea oregana ssp. eximia	coast checkerbloom	None	None	-	1B.2
Plants - Vascular	Monotropa uniflora	ghost-pipe	None	None	-	2B.2
Plants - Vascular	Lewisia oppositifolia	opposite-leaved lewisia	None	None	-	2B.2
Plants - Vascular	Montia howellii	Howells montia	None	None	-	2B.2
Plants - Vascular	Lysimachia europaea	arctic starflower	None	None	-	2B.2
Plants - Vascular	Abronia umbellata var. breviflor	pink sand-verbena	None	None	-	1B.1
Plants - Vascular	Oenothera wolfii	Wolfs evening-primrose	None	None	-	1B.1
Plants - Vascular	Piperia candida	white-flowered rein orchid	None	None	-	1B.2
Plants - Vascular	Castilleja elata	Siskiyou paintbrush	None	None	-	2B.2
Plants - Vascular	Castilleja litoralis	Oregon coast paintbrush	None	None	-	2B.2
Plants - Vascular	Kopsiopsis hookeri	small groundcone	None	None	-	2B.3
Plants - Vascular	Anthoxanthum nitens ssp. niten	vanilla-grass	None	None	-	2B.3
Plants - Vascular	Calamagrostis crassiglumis	Thurbers reed grass	None	None	-	2B.1
Plants - Vascular	Gilia capitata ssp. pacifica	Pacific gilia	None	None	-	1B.2
Plants - Vascular	Gilia millefoliata	dark-eyed gilia	None	None	-	1B.2
Plants - Vascular	Polemonium carneum	Oregon polemonium	None	None	-	2B.2
Plants - Vascular	Eriogonum nudum var. paralinu	Del Norte buckwheat	None	None	-	2B.2
Plants - Vascular	Eriogonum pendulum	Waldo wild buckwheat	None	None	-	2B.2
Plants - Vascular	Potamogeton foliosus ssp. fibril	fibrous pondweed	None	None	-	2B.3
Plants - Vascular	Moneses uniflora	woodnymph	None	None	-	2B.2
Plants - Vascular	Sanguisorba officinalis	great burnet	None	None	-	2B.2
Plants - Vascular	Cascadia nuttallii	Nuttalls saxifrage	None	None	-	2B.1
Plants - Vascular	Viola langsdorffii	Langsdorfs violet	None	None	-	2B.1
Plants - Vascular	Viola palustris	alpine marsh violet	None	None	-	2B.2
Plants - Vascular	Viola primulifolia ssp. occident	western white bog violet	None	None	-	1B.2

impact of the project on its surroundings. Given these results, there will be no impact from noise on the sensitive receptors nearest the project area.

APPENDIX E – FEMA FLOOD HAZARD LAYER FIRMETTE



APPENDIX F – SENSITIVE RECEPTORS NOISE REPORT

Noise Assessment

for the

RCTA Crescent City Project

August 2024

Client: Redwood Coast Transit Authority

Prepared By:

Rabe Consulting

Jessi Harris, Environmental Consultant
Andréa Rabe, Senior Environmental Consultant
421 Commercial St.
Klamath Falls, OR 97601
andrea@rabeconsulting.com
541-891-2137

Introduction

The following report is a noise analysis for the RCTA Crescent City Project to analyze the potential noise impacts associated with the proposed project. Due to the proximity of the project site to residential areas, an assessment of the potential for project-related noise impacts was required as part of the project's environmental review.

Environmental Setting

Sound technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement is decibels (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted Scale" (dBA) reflects the normal range of human hearing, with the normal scale extending from 3-140 dBA.

Noise is generally defined as an unwanted sound. The degree to which humans can be impacted by noise ranges from low levels (annoyance) to high levels (nuisance) which can cause adverse health effects including hearing loss. Human response varies and can be subjective. Factors that influence the individual's response include intensity, frequency, and pattern of noise; background noise level; and the nature of human activity (i.e., sleeping, working, studying) that is exposed to the noise. Land uses that are considered sensitive to noise impacts are called "sensitive receptors". Sensitive receptors include, but are not limited to, schools, residences, libraries, hospitals, and other medical facilities.

Noise level decreases as the distance from the noise to receptors increases. Noise generated by a stationary source will decrease by approximately six decibels over hard surfaces and nine decibels over soft surfaces for each doubling of the distance.

The noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}). CNEL Is an average sound level during a 24-hour day. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Humans tolerate noises 5 dB higher during the day (7 am to 10 pm) as compared to nighttime (10 pm to 7 am).

L_{eq} is the average noise level over a specific period of time. L_{eq} can be thought of as the continuous noise which has the same energy as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Sensitive Receptors

The sensitive receptors that are in close proximity to project area in detailed in Table 1.

Table 1 Sensitive Receptors

Sensitive Receptor	Distance from Project (ft)	Direction from Project
Nearest Schools (within 1 mile)		
Del Norte Unified School District Preschool	2,200 ft	Northwest
Del Norte Community School	3,940 ft	West
Bass Maxwell Elementary School	4,420 ft	West
Del Norte High School	4,620 ft	Northwest
Crescent Elk Middle School	3,900 ft	Southwest
Joe Hamilton Elementary	4,560 ft	Southwest
Nearest Residence(s) (in each direction)		
Totem Villa Apartments	450 ft	North
Residences west of Northcrest Drive	1,480 ft	West
Residences south of M Street	3,000 ft	South
Residences east of Elk Creek and west of Sea Foam Drive	7,700 ft	East
Nearest Hospitals/Medical Centers (within 1 mile)		
Del Norte County Behavioral Health	3,560 ft	South
Del Norte County Community Health Center	3,525 ft	Northwest
Sutter Coast Community Hospital	3,300 ft	North
United Indian Health Services	4,230 ft	Northwest

Existing Noise Environment

The existing noise environment of the project area includes passenger vehicles often during daytime hours, air traffic to and from McNamara Field (the County airport, which is utilized primarily by small general aviation propeller aircraft but also supports a few commercial aircraft), animals, and weather. Though the project is surrounded by industrial and commercial properties, none within the vicinity of the project are known to be significant sources of noise.

Thresholds of Significance

The proposed project would result in increases in ambient noise levels during the construction phase due to the nature of the project. The project site is zoned Public Facility (PF) and the immediate area is zoned for commercial and industrial uses. The site is surrounded by developed, commercial and

industrial parcels. Existing noise includes passenger vehicles often during daytime hours, air traffic to and from McNamara Field (the County airport, which is utilized primarily by small general aviation propeller aircraft but also supports a few commercial aircraft), animals, and weather.

The project is expected to cause the ambient noise level for sensitive receptors within 0.5 miles to increase due to increased vehicle traffic and operation of tools and equipment. There is one sensitive receptor within 0.5 miles of the project, residents of Totem Villa Apartments, which lay approximately 450 feet to the north.

The City of Crescent City does not have noise ordinances or acceptable noise levels in place for residential, public, industrial, commercial, or recreational areas at this time – nor does the County of Del Norte have a specific noise regulation ordinance. Therefore, the California Office of Noise Control standard acceptable noise levels (Table 2) will be considered in this analysis.

Table 2. Land Use Compatibility for Community Noise Environments

Land Use category	Normally Acceptable (dBA, CNEL)	Conditionally Acceptable (dBA, CNEL)	Normally Unacceptable (dBA, CNEL)	Clearly Unacceptable (dBA, CNEL)
Residential-Single Family	50-60	55-70	70-75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	Above 80
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	Above 75	--

Source: California Office of Noise Control, Department of Health Services.

Project Impacts

Construction and Operation Noise Impacts

Construction of the proposed project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, the type of equipment and duration of use, the distance between the noise source and receptor, and the presence or absence of noise attenuation barriers.

Construction activities require the use of numerous noise-generating equipment. Typical noise levels from various types of equipment and activities that may be used during construction are listed in Table 3 and Table 4.

Table 3. Noise from Construction Equipment

Noise Source	Noise Level (dBA)[a]	
	50 Feet	100 Feet
Steamroller	83	77
Jackhammer	82	76
Street Paver	80	74
Backhoe	83	77
Street Compressor	67	61

Front-end Loader	79	73
Street Cleaner	70	64
Idling Haul Truck	72	66
Cement Mixer	72	66

[a] *Assumes a six-decibel drop-off rate for noise and traveling over hard surfaces. Measured noise levels of the equipment listed in this table were taken at distances of 10 and 30 feet from the noise source.*

Source: Cowan, James P., Handbook of Environmental Acoustics, 1994.

Table 4. Outdoor Construction Noise Levels

Construction Phase	Noise Level (dBA, L_{eq})	
	50 Feet	50 Feet with Mufflers
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Table 4 also accounts for the use of noise-attenuating devices such as mufflers. The sound level reduction attributable to the use of mufflers can range from 1 dBA to 3 dBA. With muffler utilization, the grading and finishing phases of construction would have the greatest noise impacts, producing noise levels up to 86 dBA at a reference distance of 50 feet. The noise source is presumed to be active for 40 percent of the eight-hour workday (consistent with EPA studies of construction noise).

Project operation noise levels will be less than significant as the only sensitive receptor within 0.5 miles of the project will not experience noise levels that exceed the California Office of Noise Control's standards (shown in Table 5).

Noise Impacts on Sensitive Receptors

The noise impacts for the specific sensitive receptors are shown in the table below. The noise level at the specific sensitive receptor from this project is based on the noise level of the activity and the distance to the sensitive receptor. For example, idling hauling trucks (72 dBA) are reduced by 6 dBA over hard surfaces per each 50 feet to the residence 500 feet away. The sensitive receptor would hear this noise at 12 dBA, which is below the normally acceptable noise level for single family residences (50-60 dBA, CNEL). The table below shows the noise level heard at each specific receptor with the project serving as a noise source.

Table 5 Noise Level at the Sensitive Receptor

Sensitive Receptor	Distance from Receptor to Project (ft)	Activity Noise Level at Sensitive Receptor (dB)				
		Grading	Ground Clearing	Finishing	Idling Haul Truck	Backhoe
Schools						
Del Norte Unified School District Preschool	2,200 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Del Norte Community School	3,940 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Bass Maxwell Elementary School	4,420 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Del Norte High School	4,620 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Crescent Elk Middle School	3,900 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Joe Hamilton Elementary	4,560 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Residences						
Totem Villa Apartments	450 ft	< 35 dB	< 30 dB	< 35 dB	< 18 dB	< 29 dB
Residences west of Northcrest Drive	1,480 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Residences south of M Street	3,000 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Hospitals/Medical Centers						
Del Norte County Behavioral Health	3,560 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Del Norte County Community Health Center	3,525 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
Sutter Coast Community Hospital	3,300 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB
United Indian Health Services	4,230 ft	< 0 dB	< 0 dB	< 0 dB	< 0 dB	< 0 dB

Results from Impacts

Based on the types of activities within the project construction and operation phases and the distance to sensitive receptors, the noises are not going to exceed the normally acceptable noise levels. No mitigation measures are proposed during the project construction and operation phases to reduce

APPENDIX G – CHRIS and TRIBAL CORRESPONDENCE

Gmail **Andrea Rabe <rabeconsulting98@gmail.com>**

Attention Jillian #24-0087

5 messages

Andrea Rabe <rabeconsulting98@gmail.com> Mon, Aug 26, 2024 at 8:56 AM
To: Northwest Information Center <nwic@sonoma.edu>

Hi Jillian,

I am reaching out regarding the recommendation for a survey on the Redwood Coast Transit Authority Electric Bus Charging Facility project area. The area is a graveled lot that has undergone previous construction and has been heavily previously disturbed. I am hoping to discuss the request for a survey since there has previously been extensive ground disturbance. Please give me a call at 720-648-0205 whenever it is convenient for you!

Thank you!

Madison Barr

Madison Barr
Project Manager
Rabe Consulting
421 Commercial Street
Klamath Falls, OR 97601
720-648-0205
www.rabeconsulting.com

My work hours may not align with yours. Please do not feel obligated to respond to this email outside of your normal work day.

Northwest Information Center <nwic@sonoma.edu> Mon, Aug 26, 2024 at 10:12 AM
To: Andrea Rabe <rabeconsulting98@gmail.com>
Cc: Bryan Much <much@sonoma.edu>

Good Morning Andrea and Madison,

I rechecked the information you previously provided for NWIC file # 24-0087 Redwood Coast Transit Authority Electric Bus Charging Facility project, including the original records search request email sent in on July 17, 2024, as well as the RCTA Yard ZEB plan set. I based my recommendations on the information provided, and the sensitivity of the area. According to the aerial maps of the project area, there appears to be areas of low grasses that are not paved or graveled, in areas of proposed disturbance. If you can provide more specific information on the depth of previous disturbance of the project parcel, and the depth of expected ground disturbance for the many components of the proposed project, that would be helpful for me to reassess your project.

Jillian Guldenbrein
NWIC Staff
Northwest Information Center

Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, CA 94928-3609
707-588-8455
nwic@sonoma.edu
http://nwic.sonoma.edu
[Quoted text hidden]

Andrea Rabe <rabeconsulting98@gmail.com> Tue, Sep 3, 2024 at 11:21 AM
To: Northwest Information Center <nwic@sonoma.edu>

Hi Jillian,

The estimated excavation depth will be 4' deep for the footings of the solar canopy. Since the lot where the infrastructure is going is a gravel parking area, our archaeologist believes it is going to be difficult to shovel test pits due to the fill and gravel. Our plan would be to have a qualified SOI archaeologist on site during excavation. Attached is a photo of the lot.

Thank you!

Andrea Rabe, MS, PWS
Senior Environmental Consultant
Rabe Consulting
421 Commercial Street
Klamath Falls, OR 97601
541-891-2137
www.rabeconsulting.com
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3124K

Northwest Information Center <nwic@sonoma.edu> Tue, Sep 3, 2024 at 11:28 AM
To: Andrea Rabe <rabeconsulting98@gmail.com>

Hi Andrea,

Thank you for this additional information. I will finish your records search as soon as possible.

Jillian Guldenbrein
NWIC Staff
Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, CA 94928-3609
707-588-8455

nwic@sonoma.edu
http://nwic.sonoma.edu
[Quoted text hidden]

Northwest Information Center <nwic@sonoma.edu> Tue, Sep 3, 2024 at 11:31 AM
To: Andrea Rabe <rabeconsulting98@gmail.com>

I will reword the recommendations and send you the revised results.

Jillian Guldenbrein
NWIC Staff
Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, CA 94928-3609
707-588-8455
nwic@sonoma.edu
http://nwic.sonoma.edu
[Quoted text hidden]

Gmail

Andrea Rabe <rabeconsulting98@gmail.com>

Revised Results for NWIC File # 24-0087 Redwood Coast Transit Authority Electric Bus Charging Infrastructure

1 message

Northwest Information Center <nwic@sonoma.edu> Tue, Sep 3, 2024 at 12:33 PM
To: Andrea Rabe <rabeconsulting98@gmail.com>
Cc: Bryan Much <much@sonoma.edu>

Good Afternoon Andrea and Madison,

I have revised your records search recommendations as per the additional information you provided.

Jillian Guldenbrein
NWIC Staff
Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, CA 94928-3609
707-588-8455
nwic@sonoma.edu
http://nwic.sonoma.edu

NWIC File # 24-0087 Redwood Coast Transit Authority Electric Bus Charging Infrastructure Revised Results Letter.pdf
322K

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

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SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
https://nwic.sonoma.edu

ACCESS AGREEMENT SHORT FORM

File Number: 24-0087

I, the the undersigned, have been granted access to historical resources information on file at the Northwest Information Center of the Califronia Historical Resources Information System.

I understand that any CHRIS Confidential Information I receive shall not be disclosed to individuals who do not qualify for access to such information, as specified in Section III(A-E) of the CHRIS Information Center Rules of Operation Manual, or in publicly distributed documents without written consent of the Information Center Coordinator.

I agree to submit historical Resource Records and Reports based in part on the CHRIS information released under this Access Agreement to the Information Center within sixy (60) calendar days of completion.

I agree to pay for CHRIS services provided under this Access Agreement within sixty (60) calendar days of receipt of billing.

I understand that failure to comply with this Access Agreement shall be grounds for denial of access to CHRIS Information.

Print Name: Andrea Rabe Date:

Signature:

Affiliation: Rabe Consulting

Address: City/State/ZIP:

Billing Address (if different from above):

Special Billing Information

Telephone: (541) 891-2137 Email: rabeconsulting98@gmail.com

Purpose of Access:

Reference (project name or number, title of study, and street address if applicable):

Redwood Coast Transit Authority Electric Bus Charging Infrastructure

County: DNO USGS 7.5' Quad: Crescent City

credit card

This is not an invoice. Sonoma State University will send separate Invoice

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

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Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
https://nwic.sonoma.edu

September 3, 2024 Revised NWIC File No.: 24-0087

Andrea Rabe
Rabe Consulting
421 Commercial Street
Klamath Falls, OR 97601

Re: Record search results for the proposed Redwood Coast Transit Authority (RCTA) Electric Bus Charging Infrastructure Project

Dear Andrea Rabe:

Per your request received by our office on the 17th of July, 2024, with additional information provided on the 26th of August, 2024 and the 3rd of September, 2024 a records search was conducted and revised for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for Del Norte County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

The proposed Redwood Coast Transit Authority Electric Bus Charging Infrastructure Project is located in Crescent City. The project includes switchgear, charging equipment, conduit, pads, back up generators, parking reconfiguration, drainage and circulation improvements. The area is a graveled lot that has undergone previous construction and has been heavily previously disturbed. For a portion of the project, the footings of the solar canopy, has an estimated excavation depth of 4' deep.

Review of the information at our office indicates that there has been no cultural resource study that covers the RCTA Electric Bus Charging Infrastructure project area. This RCTA Electric Bus Charging Infrastructure project area contains no recorded archaeological resources. The State Office of Historic Preservation Built Environment Resources Directory (OHP BERD), which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places, lists no recorded buildings or structures within or adjacent to the proposed project area. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the proposed project area.

At the time of Euroamerican contact, the Native Americans that lived in the area were speakers of the Tolowa language, which is part of the Athapaskan language family (Gould 1978:128). There are Native American resources in the general area of the proposed RCTA Electric Bus Charging Infrastructure project area near the coast and margins of Lake Earl that are referenced in the ethnographic literature (Drucker 1937, Weaver 1997).

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of Del Norte County have been found in areas marginal to the Pacific Ocean and inland near intermittent and perennial watercourses. The RCTA Electric Bus Charging Infrastructure project area is located in Del Norte County in the northeastern portion of Crescent City in the Elk Valley area adjacent to the County Hospital and North of the Fairgrounds. The project area is located approximately 0.25 miles west of a tributary of Elk Creek, approximately 0.5 miles northwest of Elk Creek and approximately one mile from the Pacific Ocean. Aerial maps indicate an area with paved driveways, parking areas, buildings, areas of low grasses, and a line of trees. Given the similarity of these environmental factors and the ethnographic sensitivity of the area, there is a moderately high potential for unrecorded Native American resources to be within the proposed RCTA Electric Bus Charging Infrastructure project area.

Review of historical literature and maps gave no indication of historic-period activity within the RCTA Electric Bus Charging Infrastructure project area. With this information in mind, there is a low potential for unrecorded historic-period archaeological resources to be within the proposed RCTA Electric Bus Charging Infrastructure project area.

The 1952 Crescent City USGS 15-minute topographic quadrangle fails to depict any buildings or structures within the RCTA Electric Bus Charging Infrastructure project area; therefore, there is a low potential for any buildings or structures 45 years or older to be within the project area.

RECOMMENDATIONS:

1) There is a moderate to high potential for Native American archaeological resources and a low potential for historic-period archaeological resources to be within the RCTA Electric Bus Charging Infrastructure project area. Given the potential for archaeological resources in the proposed project area, our usual recommendation would include archival research and a field examination. The proposed project area, however, has been highly developed and is presently covered with asphalt, buildings, or fill that obscures the visibility of original surface soils, which negates the feasibility of an adequate surface inspection.

Therefore, prior to demolition or other ground disturbance, we recommend a qualified archaeologist conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface.

Field study may include, but is not limited to, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of buried archaeological resources. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

2) We recommend the lead agency contact the local Native American tribe(s) regarding traditional, cultural, and religious heritage values. For a complete listing of tribes in the vicinity of the project, please contact the Native American Heritage Commission at 916/373-3710.

3) If the proposed project area contains buildings or structures that meet the minimum age requirement, prior to commencement of project activities, it is recommended that this resource be assessed by a professional familiar with the architecture and history of Del Norte County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

4) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

5) If archaeological resources are encountered **during construction,** work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

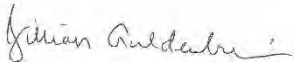
6) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: https://ohp.parks.ca.gov/?page_id=28351

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,



Jillian Guldenbrein
Researcher

LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Northwest Information Center of the Historical Resources Information System, the following literature was reviewed:

Baumhoff, Martin A.
1958 *California Athabascan Groups*. University of California Publications, Anthropological Records 16(5):157-237. Berkeley and Los Angeles. (Reprint by Kraus Reprint Corporation, New York, 1976).

Bright, William
1928 1500 California Place Names; Their Origin and Meaning. University of California Press, Berkeley. (Reprinted by the Regent of the University of California, 1998)

Bright, William
1978 Karok. In *California*, edited by Robert F. Heizer, pp. 180-189. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Cook, S.F.
1956 *The Aboriginal Population of the North Coast of California*. University of California Anthropological Records 16(3):81-130. Berkeley and Los Angeles.

Drucker, Philip
1937 *The Tolowa and their Southwest Oregon Kin*. University of California Publications in American Archaeology and Ethnology 36(4):221-300. Berkeley.

Fickewirth, Alvin A.
1992 *California Railroads*. Golden West Books, San Marino, CA.

General Land Office
1856 Survey Plat for Township 16 North/Range 1 West, HB&M

Gould, Richard A.
1978 Tolowa. In *California*, edited by Robert F. Heizer, pp. 128-136. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Gudde, Erwin G.
1969 *California Place Names: The Origin and Etymology of Current Geographical Names*. Third Edition. University of California Press, Berkeley and Los Angeles.

Hart, James D.
1987 *A Companion to California*. University of California Press, Berkeley and Los Angeles.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, revised by William N. Abeloe
1966 *Historic Spots in California*. Third Edition. Stanford University Press, Stanford, CA.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, William N. Abeloe, revised by Douglas E. Kyle
1990 *Historic Spots in California*. Fourth Edition. Stanford University Press, Stanford, CA.

Kroeber, A.L.
1925 *Handbook of the Indians of California*. Bureau of American Ethnology, Bulletin 78, Smithsonian Institution, Washington, D.C. (Reprint by Dover Publications, Inc., New York, 1976)

Roberts, George, and Jan Roberts
1988 *Discover Historic California*. Gem Guides Book Co., Pico Rivera, CA.

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2022 *Built Environment Resources Directory*. Listing by City (through September 23, 2022). State of California Office of Historic Preservation, Sacramento.

Thornton, Mark V.
1993 An Inventory and Historical Significance Evaluation of CDF Fire Lookout Stations. CDF Archaeological Reports No. 12.

Williams, James C.
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Works Progress Administration
1984 *The WPA Guide to California*. Reprint by Pantheon Books, New York. (Originally published as California: A Guide to the Golden State in 1939 by Books, Inc., distributed by Hastings House Publishers, New York.)

**Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
https://nwic.sonoma.edu

ACCESS AGREEMENT SHORT FORM

File Number: 24-0087

I, the the undersigned, have been granted access to historical resources information on file at the Northwest Information Center of the Califronia Historical Resources Information System.

I understand that any CHRIS Confidential Information I receive shall not be disclosed to individuals who do not qualify for access to such information, as specified in Section III(A-E) of the CHRIS Information Center Rules of Operation Manual, or in publicly distributed documents without written consent of the Information Center Coordinator.

I agree to submit historical Resource Records and Reports based in part on the CHRIS information released under this Access Agreement to the Information Center within sixy (60) calendar days of completion.

I agree to pay for CHRIS services provided under this Access Agreement within sixty (60) calendar days of receipt of billing.

I understand that failure to comply with this Access Agreement shall be grounds for denial of access to CHRIS Information.

Print Name: Andrea Rabe Date:

Signature:

Affiliation: Rabe Consulting

Address: City/State/ZIP:

Billing Address (if different from above):

Special Billing Information

Telephone: (541) 891-2137 Email: rabeconsulting98@gmail.com

Purpose of Access:

Reference (project name or number, title of study, and street address if applicable):

Redwood Coast Transit Authority Electric Bus Charging Infrastructure

County: DNO USGS 7.5' Quad: Crescent City

credit card

This is not an invoice. Sonoma State University will send separate Invoice

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
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September 3, 2024 Revised NWIC File No.: 24-0087

Andrea Rabe
Rabe Consulting
421 Commercial Street
Klamath Falls, OR 97601

Re: Record search results for the proposed Redwood Coast Transit Authority (RCTA) Electric Bus Charging Infrastructure Project

Dear Andrea Rabe:

Per your request received by our office on the 17th of July, 2024, with additional information provided on the 26th of August, 2024 and the 3rd of September, 2024 a records search was conducted and revised for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for Del Norte County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

The proposed Redwood Coast Transit Authority Electric Bus Charging Infrastructure Project is located in Crescent City. The project includes switchgear, charging equipment, conduit, pads, back up generators, parking reconfiguration, drainage and circulation improvements. The area is a graveled lot that has undergone previous construction and has been heavily previously disturbed. For a portion of the project, the footings of the solar canopy, has an estimated excavation depth of 4' deep.

Review of the information at our office indicates that there has been no cultural resource study that covers the RCTA Electric Bus Charging Infrastructure project area. This RCTA Electric Bus Charging Infrastructure project area contains no recorded archaeological resources. The State Office of Historic Preservation Built Environment Resources Directory (OHP BERD), which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places, lists no recorded buildings or structures within or adjacent to the proposed project area. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the proposed project area.

At the time of Euroamerican contact, the Native Americans that lived in the area were speakers of the Tolowa language, which is part of the Athapaskan language family (Gould 1978:128). There are Native American resources in the general area of the proposed RCTA Electric Bus Charging Infrastructure project area near the coast and margins of Lake Earl that are referenced in the ethnographic literature (Drucker 1937, Weaver 1997).

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of Del Norte County have been found in areas marginal to the Pacific Ocean and inland near intermittent and perennial watercourses. The RCTA Electric Bus Charging Infrastructure project area is located in Del Norte County in the northeastern portion of Crescent City in the Elk Valley area adjacent to the County Hospital and North of the Fairgrounds. The project area is located approximately 0.25 miles west of a tributary of Elk Creek, approximately 0.5 miles northwest of Elk Creek and approximately one mile from the Pacific Ocean. Aerial maps indicate an area with paved driveways, parking areas, buildings, areas of low grasses, and a line of trees. Given the similarity of these environmental factors and the ethnographic sensitivity of the area, there is a moderately high potential for unrecorded Native American resources to be within the proposed RCTA Electric Bus Charging Infrastructure project area.

Review of historical literature and maps gave no indication of historic-period activity within the RCTA Electric Bus Charging Infrastructure project area. With this information in mind, there is a low potential for unrecorded historic-period archaeological resources to be within the proposed RCTA Electric Bus Charging Infrastructure project area.

The 1952 Crescent City USGS 15-minute topographic quadrangle fails to depict any buildings or structures within the RCTA Electric Bus Charging Infrastructure project area; therefore, there is a low potential for any buildings or structures 45 years or older to be within the project area.

RECOMMENDATIONS:

1) There is a moderate to high potential for Native American archaeological resources and a low potential for historic-period archaeological resources to be within the RCTA Electric Bus Charging Infrastructure project area. Given the potential for archaeological resources in the proposed project area, our usual recommendation would include archival research and a field examination. The proposed project area, however, has been highly developed and is presently covered with asphalt, buildings, or fill that obscures the visibility of original surface soils, which negates the feasibility of an adequate surface inspection.

Therefore, prior to demolition or other ground disturbance, we recommend a qualified archaeologist conduct further archival and field study to identify archaeological resources, including a good faith effort to identify archaeological deposits that may show no indications on the surface.

Field study may include, but is not limited to, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of buried archaeological resources. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

2) We recommend the lead agency contact the local Native American tribe(s) regarding traditional, cultural, and religious heritage values. For a complete listing of tribes in the vicinity of the project, please contact the Native American Heritage Commission at 916/373-3710.

3) If the proposed project area contains buildings or structures that meet the minimum age requirement, prior to commencement of project activities, it is recommended that this resource be assessed by a professional familiar with the architecture and history of Del Norte County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at http://www.chrisinfo.org.

4) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

5) If archaeological resources are encountered **during construction,** work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

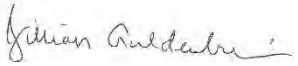
6) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: https://ohp.parks.ca.gov/?page_id=28351

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,



Jillian Guldenbrein
Researcher

LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Northwest Information Center of the Historical Resources Information System, the following literature was reviewed:

Baumhoff, Martin A.
1958 *California Athabascan Groups*. University of California Publications, Anthropological Records 16(5):157-237. Berkeley and Los Angeles. (Reprint by Kraus Reprint Corporation, New York, 1976).

Bright, William
1928 1500 California Place Names; Their Origin and Meaning. University of California Press, Berkeley. (Reprinted by the Regent of the University of California, 1998)

Bright, William
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Cook, S.F.
1956 *The Aboriginal Population of the North Coast of California*. University of California Anthropological Records 16(3):81-130. Berkeley and Los Angeles.

Drucker, Philip
1937 *The Tolowa and their Southwest Oregon Kin*. University of California Publications in American Archaeology and Ethnology 36(4):221-300. Berkeley.

Fickewirth, Alvin A.
1992 *California Railroads*. Golden West Books, San Marino, CA.

General Land Office
1856 Survey Plat for Township 16 North/Range 1 West, HB&M

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1978 Tolowa. In *California*, edited by Robert F. Heizer, pp. 128-136. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

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1969 *California Place Names: The Origin and Etymology of Current Geographical Names*. Third Edition. University of California Press, Berkeley and Los Angeles.

Hart, James D.
1987 *A Companion to California*. University of California Press, Berkeley and Los Angeles.

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August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Rose Clayburn / Tribal Heritage Preservation Officer
Yurok Tribe of the Yurok Reservation, California
P.O. Box 1027, Klamath, CA - 95548

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Officer Clayburn:

The Redwood Coast Transit Authority has decided to undertake the following project: *Redwood Coast Transit Authority Electric Bus Charging Infrastructure Project.*

Below please find a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Development of the proposed project includes paved driveways for access and circulation, an asphalt-paved lot with car and transit vehicle parking aisles separated by concrete islands that serve as improved pedestrian walkways, EV charging infrastructure, solar arrays, lighting, and landscaping.

The project area consists of a 1.23-acre portion of an 84.77-acre lot (Parcel ID 118020033000) at 140 Williams Drive in Crescent City (Del Norte County), California. The site is situated on the north end of the Del Norte County Fairgrounds and is currently used as a maintenance vehicle parking area with a bus wash bay.

Please see the map below.

The project location is: 140 Williams Drive, Crescent City, CA 95531.

If you have questions regarding this project, please direct them to Andréa Rabe at 541-891-2137 or rabeconsulting98@gmail.com.

Pursuant to PRC § 21080.3.1 (b), you have 30 days or until September 27, 2024, from the receipt of this letter to request consultation, in writing, with Redwood Coast Transit Authority by contacting Rabe Consulting at 421 Commercial Street, Klamath Falls, Oregon 97601 or via email at rabeconsulting98@gmail.com.

GENERAL NOTES

1. THESE PLANS ARE PRELIMINARY, PROVIDING GENERAL SCOPE OF IMPROVEMENTS, AND ARE PROVIDED FOR EVALUATION OF ALTERNATIVE LAYOUT OF PROPOSED BATTERY ELECTRIC BUS CHARGING INFRASTRUCTURE, FACILITIES AND CIRCULATION ONLY.
2. BUILDING AND SITE LAYOUT IS PROVIDED FROM OVERLAY OF COUNTY OF DEL NORTE TRANSIT FACILITY PLANS, DECEMBER, 2022.
3. UNDERLYING AERIAL IS BASED ON PROVIDED DRONE IMAGERY, NON-RECTIFIED, NOVEMBER, 2023.
4. SITE AND FEATURE CONTOURS PROVIDED BY USGS, JULY, 2023.
5. PRELIMINARY ASSUMPTIONS ARE NOT BASED ON ANY TERRESTRIAL TOPOGRAPHIC SURVEY, CONTROLS, OR BOUNDARY MAPPING.

SHEET KEYNOTES

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LEGEND

(symbol)	PROPOSED PAVEMENT
(symbol)	PROPOSED CONCRETE
(symbol)	PROPOSED SOLAR ARRAY
(symbol)	PROPOSED FENCE
(symbol)	EXISTING FENCE
(symbol)	PRESUMED EXISTING FLOW LINES
(symbol)	PRESUMED EXISTING DRAINAGE

N

35% - NOT FOR CONSTRUCTION

Client	REDWOOD COAST TRANSIT AUTHORITY
Project	WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE
Title	EXISTING CONDITIONS AND CONSTRAINTS
Project No.	12613489
Date	2024-02-27
Scale	1" = 20'
Drawing No.	C-101
Sheet	1 of 8

GHD Inc.
Conditions of Use

Author R. PLAZA | Drafting Check R. PERRY | Project Manager R. PERRY
Designer R. PLAZA | Design Check | Project Director K. MEDINA

Very Respectfully,

Andréa Rabe
Senior Environmental Consultant
Rabe Consulting
andrea@rabeconsulting.com

August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Joseph James / Chairperson
Yurok Tribe of the Yurok Reservation, California
190 Klamath Boulevard, Klamath, CA - 95548

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Chair James:

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If you have questions regarding this project, please direct them to Andréa Rabe at 541-891-2137 or rabeconsulting98@gmail.com.

Pursuant to PRC § 21080.3.1 (b), you have 30 days or until September 27, 2024, from the receipt of this letter to request consultation, in writing, with Redwood Coast Transit Authority by contacting Rabe Consulting at 421 Commercial Street, Klamath Falls, Oregon 97601 or via email at rabeconsulting98@gmail.com.

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- EXISTING FENCE
- PROPOSED CONTOURS/LINES
- PROPOSED CONTINUOUS DRAINAGE

N

35% - NOT FOR CONSTRUCTION

Author	R. PLAZA
Designer	R. PLAZA
Drafting Check	P. PENNY
Project Manager	P. PENNY
Project Director	K. NICOLA

GHD Inc.

Conditions of Use

Client: REDWOOD COAST TRANSIT AUTHORITY

Project: WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE

Title: EXISTING CONDITIONS AND CONSTRAINTS

Project No.	Date	Scale
12613489	2024-02-27	1" = 20'

C-101

ANSI D

Very Respectfully,

Andréa Rabe
Senior Environmental Consultant
Rabe Consulting
andrea@rabeconsulting.com

August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Cynthia Ford / THPO
Tolowa Dee-ni' Nation
(707) 487-9255 X1701, Smith River, CA - 95567

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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Author	R. PLAZA
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Project Director	K. VEDOLA

Bar is one inch on original size sheet

GHD Inc.
Santa Rosa California USA

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Client: REDWOOD COAST TRANSIT AUTHORITY

Project: WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE

Title: EXISTING CONDITIONS AND CONSTRAINTS

Project No.	Date	Scale	Size	Drawing	Sheet
12613489	2024-02-27	1" = 20'	ANSI D	C-101	1 of 8

Very Respectfully,

Andréa Rabe
Senior Environmental Consultant
Rabe Consulting
andrea@rabeconsulting.com

August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Jeri Thompson / Chairperson
Tolowa Dee-ni' Nation
12801 Mouth of Smith River Road, Smith River, CA - 95567

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Chair Thompson:

The Redwood Coast Transit Authority has decided to undertake the following project: *Redwood Coast Transit Authority Electric Bus Charging Infrastructure Project.*

Below please find a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Development of the proposed project includes paved driveways for access and circulation, an asphalt-paved lot with car and transit vehicle parking aisles separated by concrete islands that serve as improved pedestrian walkways, EV charging infrastructure, solar arrays, lighting, and landscaping.

The project area consists of a 1.23-acre portion of an 84.77-acre lot (Parcel ID 118020033000) at 140 Williams Drive in Crescent City (Del Norte County), California. The site is situated on the north end of the Del Norte County Fairgrounds and is currently used as a maintenance vehicle parking area with a bus wash bay.

Please see the map below.

The project location is: 140 Williams Drive, Crescent City, CA 95531.

If you have questions regarding this project, please direct them to Andréa Rabe at 541-891-2137 or rabeconsulting98@gmail.com.

Pursuant to PRC § 21080.3.1 (b), you have 30 days or until September 27, 2024, from the receipt of this letter to request consultation, in writing, with Redwood Coast Transit Authority by contacting Rabe Consulting at 421 Commercial Street, Klamath Falls, Oregon 97601 or via email at rabeconsulting98@gmail.com.

35% - NOT FOR CONSTRUCTION

GENERAL NOTES

1. THESE PLANS ARE PRELIMINARY, PROVIDING GENERAL SCOPE OF IMPROVEMENTS, AND ARE PROVIDED FOR EVALUATION OF ALTERNATIVE LAYOUT OF PROPOSED BATTERY ELECTRIC BUS CHARGING INFRASTRUCTURE, FACILITIES AND CIRCULATION ONLY.
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20. PROPOSED POINT OF SERVICE

LEGEND

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- PROPOSED FENCE
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- PRESUMED EXISTING DRAINAGE

No.	Issue	Checked	Approved	Date

Author R. PLAZA — Drafting Check F. PERRY — Project Manager F. PERRY
Designer R. PLAZA — Design Check — Project Director K. YEDOLA

Bar is one inch on original size sheet 0 1"

GHD Inc.

Conditions of Use

Client: REDWOOD COAST TRANSIT AUTHORITY

Project: WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE

Title: EXISTING CONDITIONS AND CONSTRAINTS

Project No.	Date	Scale	Drawing No.
12613489	2024-02-27	1" = 20'	C-101

Very Respectfully,

Andréa Rabe
Senior Environmental Consultant
Rabe Consulting
andrea@rabeconsulting.com

August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Kathy Dowd / THPO
Resighini Rancheria, California
P.O. Box 529, Klamath, CA - 95548

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear THPO Dowd:

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35% - NOT FOR CONSTRUCTION

GHD

Client: REDWOOD COAST TRANSIT AUTHORITY

Project: WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE

Title: EXISTING CONDITIONS AND CONSTRAINTS

Project No. 12613480 | Date 2024-02-27 | Scale 1" = 20'

C-101

Very Respectfully,

Andréa Rabe
Senior Environmental Consultant
Rabe Consulting
andrea@rabeconsulting.com

August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Fawn Murphy / Chairperson
Resighini Rancheria, California
158 East Klamath Beach Rad, Klamath, CA - 95548

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Chair Murphy:

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GHD Inc.

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Title: EXISTING CONDITIONS AND CONSTRAINTS

Project No.	Date	Scale
12613489	2024-02-27	1" = 20'

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Very Respectfully,

Andréa Rabe
Senior Environmental Consultant
Rabe Consulting
andrea@rabeconsulting.com

August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Lawanda Green / THPO
Elk Valley Rancheria, California
2332 Howland Hill Road, Crescent City, CA - 95531

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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Author	R. PLAZA
Designer	R. PLAZA
Drafting Check	F. PERRY
Design Check	
Project Manager	F. PERRY
Project Director	K. VEDOLA

GHD Inc.

Conditions of Use

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Project: WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE

Title: EXISTING CONDITIONS AND CONSTRAINTS

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Very Respectfully,

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Senior Environmental Consultant
Rabe Consulting
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August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Dale Miller / Chairperson
Elk Valley Rancheria, California
2332 Howland Hill Road, Crescent City, CA - 95531

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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Conditions of Use

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Andréa Rabe
Senior Environmental Consultant
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August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Cheryle Kennedy / Tribal Chairwoman
Confederated Tribes of the Grand Ronde Community of Oregon
9615 Grand Ronde Rd., Grand Ronde, OR – 97347-9712

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

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GHD Inc.
2235 Mercury Way Suite 150
Santa Rosa California 95407 USA
www.ghd.com

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140 Williams Drive
Crescent City, CA 95531

TO: David Harrelson / Program Manager and THPO
Confederated Tribes of the Grand Ronde Community of Oregon
9615 Grand Ronde Rd., Grand Ronde, OR – 97347-9712

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Program Manager Harrelson:

The Redwood Coast Transit Authority has decided to undertake the following project: *Redwood Coast Transit Authority Electric Bus Charging Infrastructure Project.*

Below please find a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

Development of the proposed project includes paved driveways for access and circulation, an asphalt-paved lot with car and transit vehicle parking aisles separated by concrete islands that serve as improved pedestrian walkways, EV charging infrastructure, solar arrays, lighting, and landscaping.

The project area consists of a 1.23-acre portion of an 84.77-acre lot (Parcel ID 118020033000) at 140 Williams Drive in Crescent City (Del Norte County), California. The site is situated on the north end of the Del Norte County Fairgrounds and is currently used as a maintenance vehicle parking area with a bus wash bay.

Please see the map below.

The project location is: 140 Williams Drive, Crescent City, CA 95531.

If you have questions regarding this project, please direct them to Andréa Rabe at 541-891-2137 or rabeconsulting98@gmail.com.

Pursuant to PRC § 21080.3.1 (b), you have 30 days or until September 27, 2024, from the receipt of this letter to request consultation, in writing, with Redwood Coast Transit Authority by contacting Rabe Consulting at 421 Commercial Street, Klamath Falls, Oregon 97601 or via email at rabeconsulting98@gmail.com.

GENERAL NOTES

1. THESE PLANS ARE PRELIMINARY, PROVIDING GENERAL SCOPE OF IMPROVEMENTS, AND ARE PROVIDED FOR EVALUATION OF ALTERNATIVE LAYOUT OF PROPOSED BATTERY ELECTRIC BUS CHARGING INFRASTRUCTURE, FACILITIES AND CIRCULATION ONLY.
2. BUILDING AND SITE LAYOUT IS PROVIDED FROM OVERLAY OF COUNTY OF DEL NORTE TRANSIT FACILITY PLANS, DECEMBER, 2022.
3. UNDERLYING AERIAL IS BASED ON PROVIDED DRONE IMAGERY, NON-RECTIFIED, NOVEMBER, 2023.
4. SITE AND REGIONAL CONTOURS PROVIDED BY USGS, JULY, 2023.
5. PRELIMINARY ASSUMPTIONS ARE NOT BASED ON ANY TERRESTRIAL TOPOGRAPHIC SURVEY, CONTROLS, OR BOUNDARY MAPPING.

SHEET KEYNOTES

1. (E) UTILITY POLE SERVICE LINES
2. (E) CULVERT
3. (E) PROPANE STORAGE TANK, PROTECT IN PLACE
4. (E) FENCE, PROTECT IN PLACE
5. (E) MAINTENANCE VEHICLE EQUIPMENT LAYOUT AND PARKING AREA
6. (E) TRANSIT VEHICLE PARKING AREA
7. (E) DEL NORTE COUNTY FAIRGROUNDS NORTH PARKING FIELD
8. (E) DEL NORTE COUNTY COUNTY FAIRGROUNDS ACCESS ROADWAY
9. (E) ACCESS GATE
10. PROPOSED FENCE
11. PROPOSED SOLAR ARRAY
12. PROPOSED EV CHARGERS
13. PROPOSED EMPLOYEE PARKING AREA
14. PROPOSED PHASE 1 EV CHARGING
15. PROPOSED PHASE 2 SURPLUS BUS PARKING
16. PROPOSED PAVEMENT WIDENING FOR ACCESS AND CIRCULATION
17. PROPOSED EV CHARGING INFRASTRUCTURE LAYOUT OPTION 1
18. PROPOSED PAVEMENT WIDENING FOR ACCESS OPTION 2
19. PROPOSED EV CHARGING INFRASTRUCTURE LAYOUT OPTION 2
20. PROPOSED POINT OF SERVICE

LEGEND

- PROPOSED PAVEMENT
- PROPOSED CONCRETE
- PROPOSED SOLAR ARRAY
- PROPOSED FENCE
- EXISTING FENCE
- PRESUMED EXISTING FLOW LINES
- PRESUMED EXISTING DRAINAGE

35% - NOT FOR CONSTRUCTION

Client	REDWOOD COAST TRANSIT AUTHORITY
Project	WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE
Title	EXISTING CONDITIONS AND CONSTRAINTS
Project No.	12613489
Date	2024-02-27
Scale	1" = 20'
Drawing No.	C-101

Author R. PLAZA · Designer R. PLAZA · Drafting Check R. PERRY · Project Manager R. PERRY · Project Director K. VEDOLA

GHD Inc.

Conditions of Use

Very Respectfully,

Andréa Rabe
Senior Environmental Consultant
Rabe Consulting
andrea@rabeconsulting.com

August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Christopher Bailey / Cultural Protection Specialist
Confederated Tribes of the Grand Ronde Community of Oregon
8720 Grand Ronde Rd., Grand Ronde, OR – 97347-9712

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Cultural Protection Specialist Bailey:

The Redwood Coast Transit Authority has decided to undertake the following project: *Redwood Coast Transit Authority Electric Bus Charging Infrastructure Project.*

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GENERAL NOTES

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GHD

Client: REDWOOD COAST TRANSIT AUTHORITY

Project: WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE

Title: EXISTING CONDITIONS AND CONSTRAINTS

C-101

Very Respectfully,

Andréa Rabe
Senior Environmental Consultant
Rabe Consulting
andrea@rabeconsulting.com

August 27, 2024

FROM: Redwood Coast Transit Authority
140 Williams Drive
Crescent City, CA 95531

TO: Delores Pigsley / Chairperson
Confederated Tribes of Siletz Indians of Oregon
201 SE Swan Avenue, Siletz, OR 97380-0549

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Chair Pigsley:

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No. Issue	Checked Approved Date
Author R. PLAZA	Drafting Check R. PERRY
Designer R. PLAZA	Design Check
Project Manager R. PERRY	Project Director K. NIKOLA

GHD Inc.

Conditions of Use

Client: REDWOOD COAST TRANSIT AUTHORITY

Project: WILLIAMS DRIVE ELECTRIC BUS CHARGING INFRASTRUCTURE

Title: EXISTING CONDITIONS AND CONSTRAINTS

Project No.	Date	Scale	Sheet No.
12613489	2024-02-27	1" = 20'	C-101

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Andréa Rabe
Senior Environmental Consultant
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andrea@rabeconsulting.com