

FINAL  
ENVIRONMENTAL IMPACT REPORT

For The

DEL NORTE COUNTY  
REGIONAL TRANSPORTATION PLAN, 1990

January, 1992

Appendix C contains comments received from the Governor's Office of Planning and Research during the public review period for the Draft EIR (CH #91023088). The only comment received on the Draft EIR during the review period was from the State Lands Commission. Included in Appendix C is a response to those comments and, when added to the Draft Environmental Impact Report, constitutes the Final Environmental Impact Report for the Del Norte County Regional Transportation Plan, 1990. Comments received required no additional analysis of issues. No significant impacts were identified from comments received during the review of the Draft EIR.

Based on information and findings contained herein and in the Regional Transportation Plan, 1990, and on limited public/agency comments received on this project, the Local Transportation Commission finds that the Regional Transportation Plan, 1990, will not individually or cumulatively have an adverse significant effect on the environment. Furthermore, the Commission finds that this project will not have an adverse effect on wildlife resources, as defined in Section 711.2 of the California Fish and Game Code, and authorizes the preparation, execution and filing of the Certificate of Fee Exemption, De Minimis Impact Finding.

The California Environmental Quality Act requires subsequent discretionary project approval before any physical change to natural habitat is permitted.

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## TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION	1-1
1.1 Scope of EIR	1-1
1.2 EIR Summary	1-1
1.3 Project Description/Limits of Review	1-4
1.4 Project Boundaries	1-4
1.5 Objectives of Project	1-4
2.0 SUMMARY OF EFFECTS	2-1
A. MASS TRANSPORTATION	2-1
B. NON-MOTORIZED	2-2
C. AVIATION	2-2
D. HIGHWAYS, STREETS AND ROADS	2-2
E. MARITIME	2-5
3.0 ENVIRONMENTAL SETTING AND ANALYSIS.	3-1
3.1 Climate	3-1
3.2 Hydrology ✓	3-5
3.21 Water Resources	3-5
3.22 Flooding/Tsunami Hazards	3-8
3.3 Topography	3-9
3.4 Geology	3-10
3.5 Fire Hazards	3-11
3.6 Flora/Fauna	3-12
3.7 Land Use	3-14
3.8 Circulation	3-16
3.9 Risk of Upset/Human Health	3-18
3.10 Noise	3-19
3.11 Public Services	3-20
4.0 ENVIRONMENTAL IMPACTS	4-1
4.1 Significant Environmental Effects of Proposed Program	4-1
4.2 Significant Environmental Effects Which Cannot be Avoided or Mitigated if the Proposed Program is Implemented	4-1
4.3 Project Alternatives	4-1
4.4 Relationship Between Short-Term Uses of the Human Environment and Maintenance of Long-Term Productivity	4-3
4.5 Significant, Irreversible Changes Induced by Implementation of the Proposed Program	4-3
4.6 Growth Inducing and Cumulative Impacts of the Proposed Action	4-4
5.0 REFERENCES	5-1
Appendix A - Initial Study	
Appendix B - Comments Received on Notice of Preparation	
Appendix C - Comments Received on Draft EIR	

## **1.0 INTRODUCTION**

### **1.1 Scope of EIR**

The objective of the Regional Transportation Plan (RTP) is to identify strategies to address transportation development for a full range of transportation modes and decreased reliance on the automobile. The RTP is a comprehensive planning document; its adoption does not cause construction or implementation action that significantly effects Del Norte County's environment. However, the Plan does contain specific policy recommendations which could have the potential to degrade the environment through such recommendations as future road construction.

The main objective of the EIR is to provide the public and responsible agencies with an opportunity to respond to the choices proposed by the Plan and to include a discussion of other possible alternatives/directions that the County could have chosen in implementing its goals and policies.

Many of the proposed projects/strategies included in the Plan are a result of findings from previous environmental reviews for past projects (i.e. Pelican Bay State Prison Environmental Assessment) or are ideas that will be further addressed in other plans (i.e. Comprehensive Airport Land Use Plan). The specific elements are mentioned in the Regional Transportation Plan only to provide a comprehensive overview related to the regional transportation outlook.

Specific actions or projects which are identified or discussed in the Action Element of the Plan will be accomplished by those agencies, other than the Del Norte Local Transportation Commission, which possess the discretion to construct and implement or cause to be constructed and implemented. Those discretionary permitting entities have the direct and primary responsibility for project specific environmental impact analysis. The RTP is, however, a step in the examination of a series of actions which could ultimately lead to impacts upon the environment. These subsequent actions include the construction of additional road lengths, maintenance of existing roadways, provision of bicycle lanes and other alternatives to the use of the automobile including meeting specific transit needs.

### **1.2 EIR Summary**

As analyzed herein, adoption of the RTP will not result in any significant adverse environmental impacts. See Section 2.0 Summary of Effects for more information.

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N

Project Boundary



OREGON  
CALIFORNIA

DEL NORTE COUNTY

SISKIYOU COUNTY

HUMBOLDT COUNTY

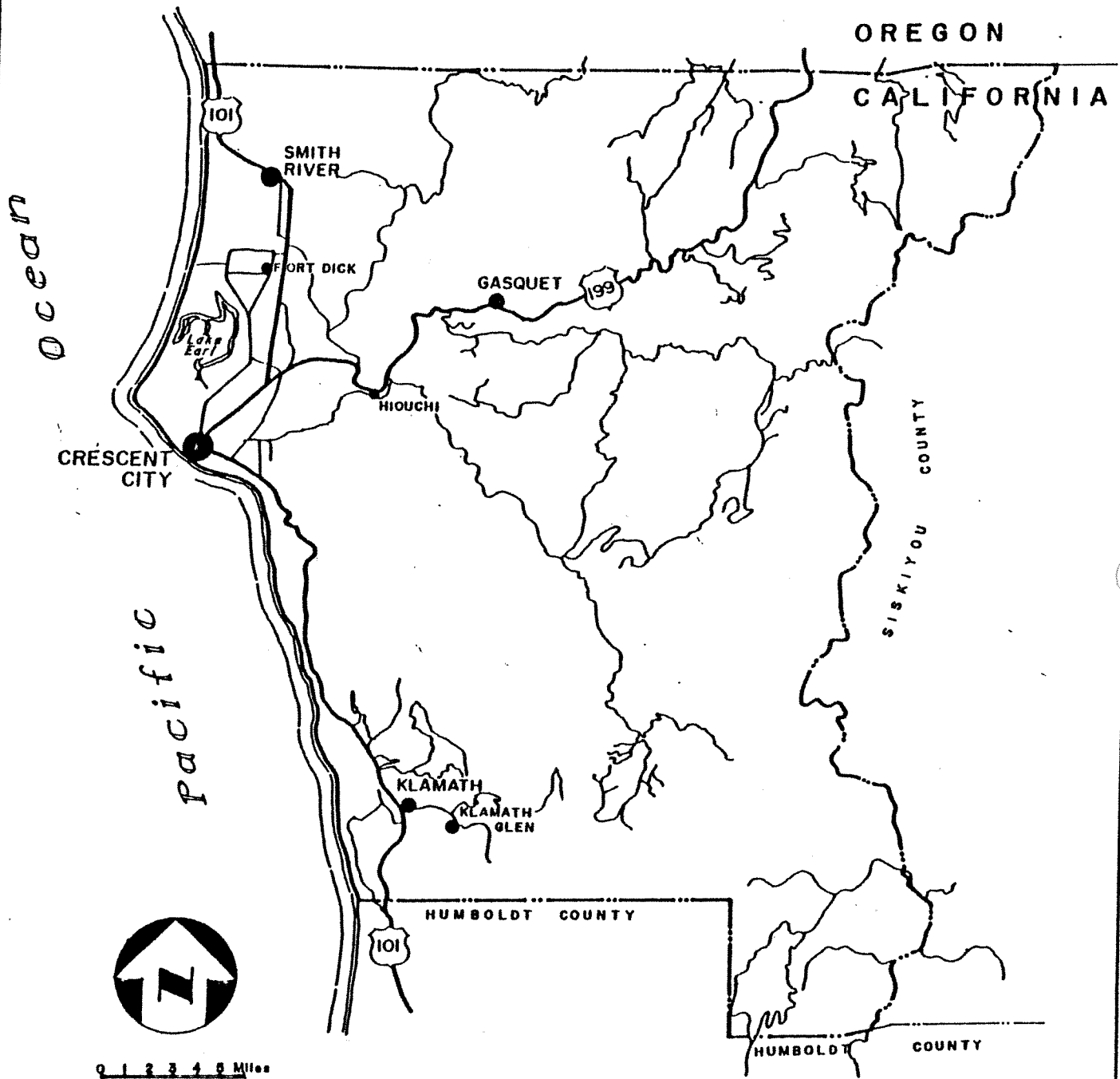
TRINITY COUNTY

EUREKA

VICINITY MAP  
Figure 1-1

RISING SUN  
ENTERPRISES





DEL NORTE COUNTY  
Figure 1-2



Since location, number, size and type of subsequent projects are not known, the discussion of possible environmental impacts is quite general. Detailed analysis of these impacts will occur as part of future project-specific CEQA reviews.

### 1.3 Project Description/Limits of Review

The project being analyzed in this EIR is the 1990 Del Norte County Regional Transportation Plan. The Executive Summary of the Regional Transportation Plan was included as part of the Initial Study and is included in Appendix A.

### 1.4 Project Boundaries

The boundaries of Del Norte County Regional Transportation Plan and accompanying County programs are the boundaries of the County (Figure 1-1). Some of the issues addressed in the program do have regional implication or interact with the surrounding counties in respect to commerce and travel occurring on U.S. and State highway systems.

### 1.5 Objectives of Project

"It is the intent of the Del Norte Local Transportation Commission to maintain a Regional Transportation Plan which is meaningful to the region, meets legislative requirements and conforms to guidelines established by the California Transportation Commission.

"Significant regional transportation issues of a particular interest to the DNLTC include:

1. Maintenance, rehabilitation and improvement of the County road and city street system to address deficiencies and coordinate with development. The DNLTC supports continuation of the County road needs assessment with emphasis on needs for road improvements.
2. Continued interest in development of the State highway system, particularly Routes 101 and 199, coordination with CalTrans regarding STIP and RTIP development and the system planning process.
3. Continued operation of cost effective public transportation systems through monitoring of transit service performance and needs assessment.

4. Continued effective operation and development of County airport and harbor facilities."

The DNLTC has established goals, objectives and policies to guide transportation which are included in Chapter 2 of the RTP.



## 2.0 SUMMARY OF EFFECTS

This section is to contain a brief summary of the proposed actions and their consequences. Future transportation development in Del Norte County (with the exception of highway bypass projects) will be chiefly along existing corridors. Selection of alternatives are limited because of steep, mountainous terrain and high annual rainfall and natural hazards associated with those conditions. More specific information on site constraints is included in Section 3.0.

Current and future land use is a factor in selecting types and locations of improvements listed in the RTP Action Element. Land use development is dependent upon population and economic pressures. These pressures are tempered by the adversity of the natural environment, the basis of which is terrain and climate.

The Plan recommends implementation of two bypass projects (Wilson Creek, Cushing Creek) which, as to date, have not been delineated as to their specific alignment. The site specific impacts will need to be analyzed in the future. For the remaining projects proposed, implementation of the proposed plan will provide the facilities necessary to meet the transportation demands anticipated for the planning period. Traffic volumes are expected to increase regardless of facility development. The choice is not if an increase occurs but what service is desired when it occurs. Circulation patterns will remain basically the same except for the two referenced bypass projects, and those projects necessary to correct safety and circulation problems.

The following summarizes the different sections of the Action Element, which should be referred to for more specific information on proposed projects.

### A. MASS TRANSPORTATION

Public transportation in Del Norte County exists between major population centers and the outlying areas. This includes both public and private transportation services which provide special transportation services to seniors and the disabled. Del Norte County has established the Social Services Transportation Advisory Council (SSTAC) to represent the needs of the elderly, the handicapped and persons of limited means. The RTP identified several transit needs on the basis of the "unmet transit needs" process. Presently, all these needs are being implemented by the various transit services.

The improvement of the public transit system provides a transportation alternative for both drivers and non-drivers. The system will continue to link Crescent City with outlying communities and may increase the accessibility of goods and services for all segments of the population.

No significant impacts were identified for this portion of the Action Element.

**B. NON-MOTORIZED**

The non-motorized section of the Action Element included designation and improvements for bicycle pathways and parking facilities and pedestrian improvements such as constructing curb cuts for handicap accessibility and widening of shoulders for pedestrian traffic.

No significant impacts were identified for this portion of the Action Element.

**C. AVIATION**

"The nature of the aviation activity in Del Norte County is not expected to change significantly during the next 15 years" (RTP, 1990)

The RTP discusses potential for increased air service and identified needs for airport improvement. The County is seeking funding to develop a comprehensive Land Use Plan for the (McNamara) airport and will be subject to CEQA review. According to the RTP, "Due to funding constraints, no capital improvement projects are anticipated in the near future." (RTP, 1990)

New development projects adjacent to the airport are currently reviewed for any potential conflicts with the long-term continuance of McNamara Field. Development near the other smaller airports would also be similarly reviewed.

No significant impacts were identified from this portion of the Action Element.

**D. HIGHWAYS, STREETS AND ROADS**

County Road/City Street Needs

The RTP contains a tentative list of long-range County road improvements in order to prioritize maintenance and rehabilitation needs.

The location of some of these proposed improvements adjacent to wetland or other sensitive habitat areas can be accomplished without impact when proper construction standards and methods are utilized. The RTP also discusses a connection of the harbor area from Howe Drive as a method of improving circulation. Further analysis of the project is necessary. This project is located at the mouth of Elk Creek adjacent to

Crescent City Harbor. Besides being located in a sensitive environmental area, the project is subject to tsunami and flood hazards. These impacts will need to be assessed when actual design alternatives are known.

### State Highway Needs

The Action Element discusses long-range concept levels of service for each State highway segment and defines the type of facility required to provide that level of service. Route 101 is proposed for four-lane freeway/expressway providing a concept Level of Service B. For Route 199, the route concept is a two-lane conventional highway/expressway with improved passing opportunities resulting in a concept Level of Service C.

Routes 169 and 197 are not proposed for improved levels of service and would be maintained only.

"The total cost of improvement necessary to achieve the route concept for Route 101 in Del Norte County is approximately \$250 million in 1990 dollars. It is doubtful that much of the route could be developed to these ultimate standards within 20 years without significantly increased revenues. The cost of improvements needed to achieve the route concept for Route 199 is \$3 million, the cost of two sets of passing lanes." (RTP, 1990)

Given the number of development constraints in Del Norte County, the potential to impact the environment due to construction related activity exists. These impacts would be both site specific (e.g. slope stability, sedimentation in streambeds) as well as cumulative (e.g. land use, gravel supplies, etc.). This could also have a potential for inducing growth to the area though other factors (e.g. natural constraints, public lands, public services, etc.) would continue to impose limitations on potential growth.

The potential for the route concept improvements is further limited by their placement (or non-placement) on State and Regional Transportation Improvements Programs (STIP, PSTIP and RTIP). The STIP is a seven year program prepared biennially. It includes only capacity increasing projects. Table F of the RTP lists specific projects. These include acquisition of right-of-way for the Wilson Creek bypass to bypass a bluff area and the construction of the Cushing Creek bypass near Crescent City. As such, other projects, previously proposed as high priority, were not included: operational improvements at the intersection of Northcrest Drive and Route 101, the Crescent City Flat expressway, and a safety project at Cushing Creek. Development of any of these projects would require subsequent environmental analysis during the design phase or prior to their implementation.

### Inter-Regional Road System (IRRS)

Projects listed in the Plan were identified as "rural State highway segments subject to congested traffic, heavy truck volumes, narrow highways and too few passing opportunities". The ten-year plan developed by CalTrans included construction of the Wilson Creek bypass and widening the Crescent City Flat portion of Highway 101 from two lanes to four lanes and; adding passing lanes at Hardscrabble Creek on Route 199. Again, these projects will be analyzed for site specific impacts once design plans are known.

### Highway Systems Operation and Protection Plan (HSOPP)

The HSOPP, developed by CalTrans, covers a four-year period entailing rehabilitation, traffic safety, seismic safety and traffic operational improvements on the State highway system. Table H includes a list of nine projects for Del Norte County. These projects typically include upgrading bridges and approach railings, resurfacing, repairing slip outs and realigning curves, and are proposed for Highways 101, 197 and 199. These projects are also subject to individual CEQA requirements. These projects have specifically been placed in this category because they do not increase the capacity of roadways.

### County Roads/City Street Improvements Plans

Table I of the Action Element lists a tentative list of road projects recommended by the County Roads Department, listed in priority order for each year. Crescent City has no plan for major improvements to the street system but plans to continue their maintenance program, which includes patching and placing overlays. Based on a thirty-year interval, streets have been prioritized for maintenance.

As part of the assessment of Pelican Bay State Prison, the Department of Corrections funded several projects to address impacts to local streets and roads caused by the development. Most of this and associated work has been completed.

Several problem areas along Route 101 are identified in the Plan, which are included for information and depend on existing or subsequent studies for their implementation. The areas include: 1) Elk Valley Road and Howe Drive - harbor connection; 2) S curve at Sunset Circle; 3) Northcrest Drive, Cooper Avenue and fairgrounds entrance; 4) L Street and M Street; 5) Washington Boulevard and Parkway Drive.

Though the potential for adverse significant impacts exists for projects listed in this portion of the Action Element, no significant impacts would result from adoption of this Plan. All listed projects would require subsequent CEQA analysis.

**E. MARITIME**

The RTP includes information regarding the short-range and long-range plans of the Harbor District. These are included in the plan for informational purposes only. Subsequent CEQA analysis is required. The proposed improvements are related to improving existing operations or expanding the developed portion of the harbor area to provide additional slips and parking, provide a sports boat repair facility and construction of two additional fish-processing plants.

These projects are subject to subsequent CEQA review. None of the above proposed projects would necessarily significantly impact land uses outside of the Harbor District.

Though the potential for adverse significant impacts exists for projects listed in this portion of the Action Element, no significant impacts would result from adoption of this Plan.

### 3.0 ENVIRONMENTAL SETTING AND ANALYSIS

#### 3.1 Climate<sup>1</sup>

"Del Norte County is characterized by two seasons of markedly distinguishable climate - a rainy season, which lasts from October to May, and a dry season, which lasts from June to September. The annual rainfall around Crescent City is approximately 72 inches. The Smith River Basin, including the area around Gasquet and Hiouchi, receives nearly 100 inches of rain per year. (See Figure 3-1)

"The annual distribution of monthly precipitation at Jack McNamara Field, located just northwest of Crescent City, is shown below. The average annual rainfall for this station is 61.87 inches. The maximum rainfall ever recorded at this station in a single month was 27.66 inches in November, 1973. The maximum rainfall ever recorded in a single year was 96.61 inches in 1983. The wettest time of the year is the late fall and winter months of November through March, where 75% (53.99 inches) of the annual precipitation falls.

The average rainfall for each month is as follows:

January - 8.98"	May - 2.64"	September - 1.80"
February - 8.38"	June - 0.93"	October - 4.96"
March - 8.40"	July - 0.29"	November - 9.63"
April - 4.58"	August - 0.78"	December - 10.50"

"Snowfall in Del Norte County is very light near the coast, but common at the inland elevations. During the course of the winter, several feet of snow cover the inland mountains.

"Average annual temperature around Crescent City is 52°. The recorded range of temperature shows a high of 92°, which occurred in September, and a low of 22° reached in January.

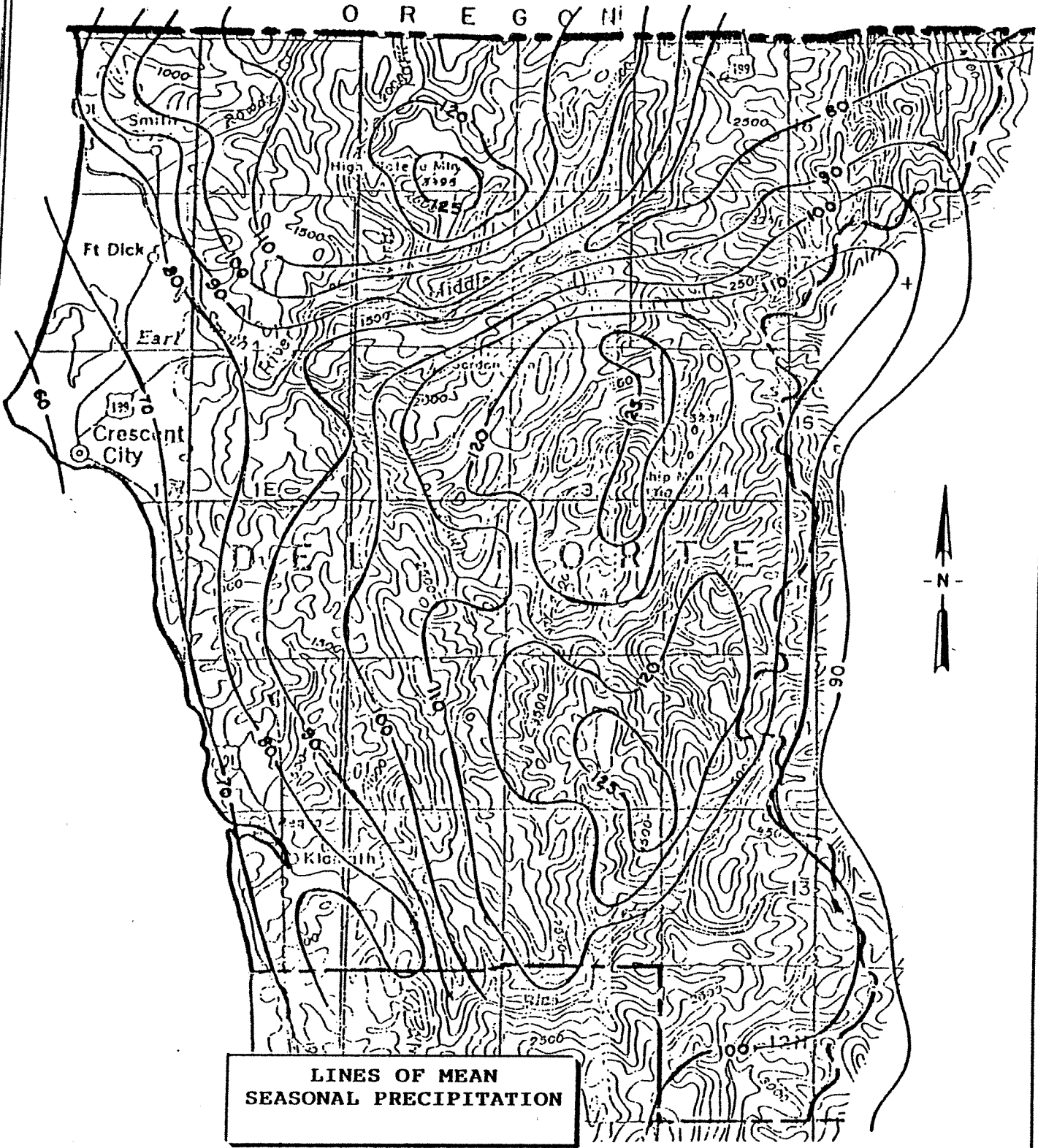
"Crescent City receives its latest frost around April 7th and the earliest frost around November 17th, thus providing an average growing season of 224 days. This holds true for the coastal basin, but a more severe climate exists further inland.

"Fair weather winds during the months of May and June come from the northwest; the storm winds generally come from the south.

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<sup>1</sup>The majority of this information is from the Del Norte County, CA, Report on General Plans (Daniel, et al., 1973)

O R E G O N



LINES OF MEAN SEASONAL PRECIPITATION

SCALE OF MILES



BASED ON THE PERIOD OF RECORD  
1905-06 THROUGH 1954-55

RISING SUN  
ENTERPRISES



"During the summer months, sunshine is limited because fog and low clouds are particularly common near the coast; they decrease further inland. Summer temperatures seldom reach more than 80° near the ocean front, and 60° to 70° is average. On the same day, however, 20° to 30° higher temperatures can be expected further inland."

Del Norte County is located within the North Coast Air Basin, a sparsely settled mountainous region which includes the counties of Del Norte, Humboldt, Trinity, Mendocino and the northern portion of Sonoma County. The counties of Del Norte, Humboldt and Trinity operate as a single unified special district agency entitled the North Coast Unified Air Quality Management District (AQMD). The North Coast Unified AQMD has, among other things, been granted permitting authority for the construction and operation of major stationary sources of air pollution.

The entire North Coast Air Basin has been designated as attainment or unclassified for all criteria pollutants and is subject to 'Prevention of Significant Deterioration' (PSD) permit procedures. All of Del Norte County, except the Redwood National Park, has been designated as a Class II area. Redwood National Park is designated as a Class I area.

Air quality monitoring data and updated emission inventories have shown that ambient concentrations of major pollutants, such as carbon monoxide, nitrogen dioxide, sulfur oxides and ozone are well below both state and federal standards. Odorous sulfur compounds, such as hydrogen sulfide, are of some concern in the northcoast air basin, but only in the immediate vicinity of two kraft pulp mills in Eureka (about 80 miles from Crescent City) and in the geothermal areas of Sonoma County (about 200 miles from Crescent City).

The air pollutant of primary concern in the North Coast Air Basin is particulate matter. Particulate emissions from industrial sources have, over the past fifteen years, decreased by 86 percent, from 59 tons per day to 8 tons per day. This decrease can be attributed both to the institution and enforcement of stringent air pollution control regulations and to the decline of the forest products industry. Control efforts during this period focused on reducing particulate emissions from tepee burners, steam generators and wood processing plants.

High-volume air sampling for total suspended particulates was conducted in Crescent City from 1973 to 1978. The annual geometric mean concentrations were well below the state and federal standards of 60 ug/m<sup>3</sup>. However, the 24-hour state standard of 100 ug/m<sup>3</sup> was exceeded in four of the six years. The State standard for particulate matter has since been changed to a 10 micron size limit basis (PM<sub>10</sub>), to measure fine or respirable suspended particulates. High-volume samplers



generally collect particles with diameters up to 50 microns. While there is no fixed relationship, PM<sub>10</sub> measurements will generally be about one-half of the comparable high-volume sampler value. The revised 24-hour state standard is 50 ug/m<sup>3</sup> and the annual geometric mean is 30 ug/m<sup>3</sup>. Monitoring for particulates using high-volume samplers was discontinued in Crescent City after 1978 because mean averages were stabilizing at 40 ug/m<sup>3</sup>. However, in 1987 high volume sampling began again since annual levels of particulates were measured at PM<sub>10</sub> 27 ug/m<sup>3</sup> with a high 24-hour value of 61, exceeding State levels. This could be attributable to carbon, road dust, sea salts or other sources.

Future control standards for particulate matter will continue to be directed at major industrial stationary sources. PSD regulations will require that best available control technology (BACT) be used to minimize emissions, and that net increases in particulate matter be limited to specified increments.

The increased reliance on wood stoves for residential space heating has been identified as the major growing source of particulate emissions. Most particulate matter emitted by wood stoves will be smaller than 10 microns in diameter. Control strategies include public education programs to improve wood stove operating methods and combustion efficiencies. Many wood stove manufacturers are now offering models that include features designed to reduce emissions.

### Analysis

Climate factors should be considered in determining proposed road improvements, bicycle and pedestrian routes and timing of construction projects.

The combination of rain, snow and fog, with narrow winding roads, provide for unsafe road conditions and increases the risk of accidents. According to the County Public Works Department, consideration of these factors have been utilized in prioritizing transportation improvements and transit routes.

Climate considerations should dictate when certain construction projects are scheduled and what construction standards and methods should be required.

Additional capacity increasing road construction may impact local air quality, but considering ambient air quality and constrictions in highway segments outside of the County, no significant impacts would be created by adoption of this Plan.

In future updates of the RTP, accident reports (SWITRS) should be reviewed for climate-induced problem areas.

Major construction projects should occur at times when climatic factors are most favorable. The project engineer should assure that projects implement construction standards as specified in the latest edition of the California Department of Transportation Standard Specifications, with particular attention to Section 20 - Erosion Control. Types of equipment, chemicals or methods of operation should be submitted by the contractor and reviewed by the project engineer and limited in use if such use will be any way detrimental to the environment.

### 3.2 Hydrology

#### 3.21 Water Resources

Del Norte County is primarily located within the watersheds of two major rivers; the Klamath and Smith Rivers (see Figure 3.2). Both of these are classified as State and Federal Wild and Scenic Rivers (see Section 3.6). Of the 1,000 square miles in Del Norte County, approximately 300 square miles of Del Norte County are in the Klamath River Basin, by far the larger watershed. In comparison, approximately 600 square miles of Del Norte are within the Smith River Basin. Other minor drainages including the Smith River Plains, the Illinois River, Mill Creek and Wilson Creek total approximately 100 square miles.

The Klamath River Basin, located in northern and northwestern California, and in south-central Oregon, includes an area of about 15,625 square miles. There are approximately 10,000 square miles in the California portion and 5,600 square miles in the Oregon portion of the Basin. The Klamath River is the second largest river in California, exceeded only the Sacramento River. The Klamath River has a mean seasonal natural flow at its mouth of nearly 13,000,000 acre-feet. Average discharge is calculated at 17,850 c.f.s. Discharge in 1988 ranged from 2,103 c.f.s. in September to 26,640 in January. Flood level discharge was 459,000 c.f.s. in February, 1986, and 557,000 in December, 1964.

The Smith River and its many tributaries drain a total area of over 725 square miles, of which approximately 610 are in California. For the vast majority of the watershed, the canyon of the Smith and its tributaries is typically steep-sided and narrow, with gradients of .25 or greater in the upper reaches of some tributaries. The main branches of the Smith River (the North Fork, South Fork and Middle Fork) have gradients ranging from less than .01 in the lower reaches to more than .20 near the headwaters. Only in a few areas does the river channel broaden to a gentle valley, namely at Gasquet, at Big Flat and below Sheep Pen Creek, where the river leaves the Coast Range Mountains.

Because of its steep gradients and narrow canyon, flow in the Smith River responds rapidly to storm precipitation.

Mean monthly discharge of the Smith River, as measured at the Crescent City Station (1932-1968) ranges from 8,469 c.f.s. in September to 267,251 c.f.s. in the month of January.

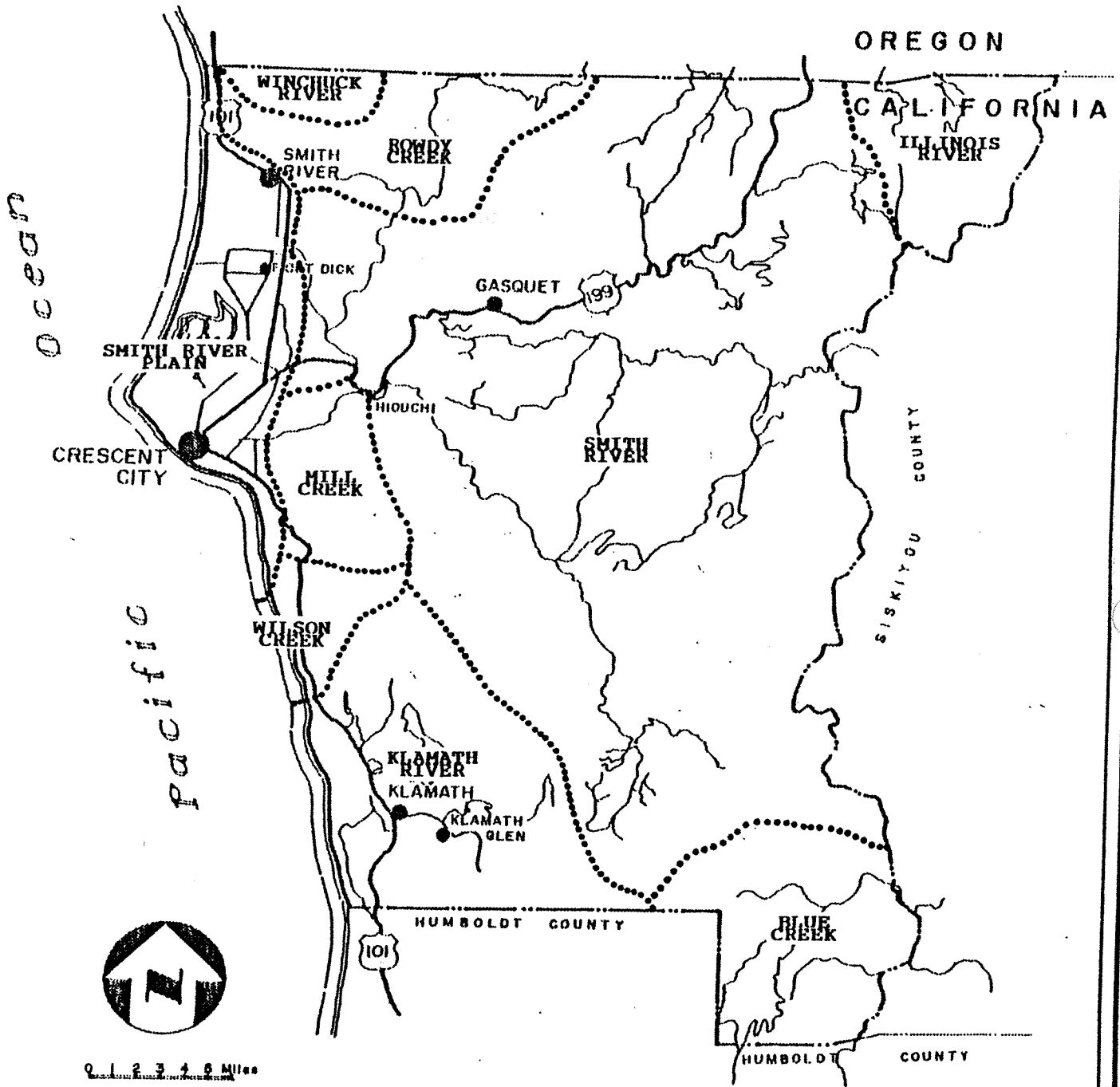
"The primary source of ground water at the Smith River terrace is stored in the Battery formation and Smith River flood plain sediments. This water was deposited and modified by wind, ocean water and fresh water. Records show that the ground water varies in depth from 28 to 60 feet with existing wells in the area ranging from 10 to 35 feet. Attempts to develop deeper wells from the St. George formation have met with failure. It is estimated that a maximum water storage capacity for the entire area is nearly 100,000 acre feet. Total water use in 1953 was 4,800 acre feet." (Daniel, et al., 1973).

Compared to the overall water quality within the United States, Del Norte County contains some of the best water in the country. Since Crescent City's sole water source is from the Smith River, approximately 9 miles to the northeast, disposal of effluent is not allowed within the Smith River drainage basin. The water areas of Del Norte County also provide abundant habitat values for wildlife and offer exceptional opportunities for fishing and hunting. Tourism, a major economic contribution to the County, is dependant on maintenance of the high quality of river water and resulting fisheries.

### Analysis

Adoption of this Plan will support the development of additional road segments and improvements which may result in some level of change in absorption rates, surface water runoff and surface water levels as a result of compaction and paving, establishing additional impervious areas.

Stream resources, which are considered high-quality in Del Norte County, need to be adequately protected from any potential surface and groundwater contamination. The vast majority of the County is located within drainage basins classified as State and Federal Wild and Scenic Rivers. Adequate protection during construction will need to be



**WATERSHED AREAS**

..... Approximate Watershed Boundary

**RISING SUN**  
ENTERPRISES



proposed to assure that no potential for discharge of contaminants will occur.

Construction activities could result in degradation of water quality in Del Norte County through accidental or mismanagement incidences. Individual water supply systems (wells, etc.) could become affected as a result, particularly the rural areas distant from the City's water system. Severity of construction impacts could be aggravated by seasonally high rainfall conditions. These concerns will need to be analyzed in subsequent environmental review at the time a specified project is proposed.

When construction projects are located in areas that may affect adjacent streams, a water pollution control plan should be submitted which details measures to prevent sedimentation from occurring in streams and measures that will be taken in case of precipitation events. Any subsequent environmental documents should include demonstration of compliance with the Water Quality Control Plan for the Northcoast region. The California Regional Water Quality Control Board Northcoast Region should receive a copy of any environmental document prepared for subsequent road construction projects potentially affecting stream resources to determine whether a report of waste discharge (ROWD) would be required.

### **3.22 Flooding/Tsunami Hazards**

River flooding is by far the most prevalent flood hazard. The flood prone areas were mapped in Del Norte County by the Federal Emergency Management Agency (FEMA). The maps provide the basis for identifying flood plain in conformance with the National Flood Insurance Program. These maps contain the official delineation of base flood elevation lines for the 100- and 500-year flood events.

"Approximately thirty percent of the agricultural area on the coastal plain of Del Norte County has been affected by floods of varying magnitude and frequency over the years.

"The flood of December, 1964, is considered to be the most severe 100-year flood in Del Norte history. Flooding of the Smith and Klamath Rivers and all the creeks in between caused widespread damage in all of the low-lying areas (less than 25 feet elevation). Farmlands were buried and numerous homes were lost. Access roads and major highways were washed away. The town of Klamath was virtually swept clean by the Klamath River as it flooded the entire plain in the southern part of the County.

Tsunamis are principally generated by undersea earthquakes of magnitudes greater than 6.5 on the Richter scale with focal depths less than 50 km. When tsunami waves approach a coastal region where the water depth decreases rapidly, wave refraction, shoaling and bay or harbor resonance may result in significantly increased wave heights. The tsunamis are characterized as long-period waves (ranging from 5 minutes to several hours) of low height (a few feet or less) when traversing deep ocean waters. On the shore, they are likely to cause rapidly rising water levels and less likely to appear as wave bores.

More than 500 tsunamis have been reported within recorded history. The vast majority of these have occurred in the Pacific Basin, due to the concentration of oceanic seismic activity in the fault zones and trench systems of the Pacific Ocean.

"On March 28, 1964, a tsunami, created by the Alaskan earthquake, destroyed a large section of Crescent City and severely damaged all the harbor facilities. Total property damage exceeded \$11 million." (Daniel, et al., 1973)

### Analysis

Significant impacts could occur to transportation facilities (i.e. roadways, bridges, culverts, etc.) located in flood/tsunami hazard areas. Damage to roadways or bridges caused by both water forces and blockage by debris would not only disrupt local activities but could affect transportation of goods and services. Impacts can be at least partially mitigated with proper design considerations in new construction properties. Severity and impacts would be based on the location, type and design of the facility.

Future construction projects in flood/tsunami prone areas should be designed to withstand associated hazards.

### 3.3 Topography

"The Klamath range of mountains occupies approximately two-thirds of the land area in Del Norte County. The Coast Range mountains lie west of the Klamath range in a strip approximately 5 miles wide. This range, which extends southeastward through the County, separates the coastal alluvial plain.

"The alluvial plain of Del Norte County has a flat to undulating relief with a series of steep alluvial fans along the mountain front from east of Crescent City to the Oregon border. A permanent strip of sand dunes runs along the coast from Point St. George to the mouth of the Smith River in an undulating fashion with dunes rising up to 60 feet above the base level.

"Elongated sand ridges of marine deposits lie between Crescent City and Fort Dick. These ridges rise between 35 and 40 feet above the plain and have a base of approximately 500 feet. Lake Talawa and Lake Earl are contiguous lakes (north of Crescent City), with brackish water collected from the outfall of Jordan Creek and minor streams.

"Soil types in Del Norte County's alluvial plain (approximately 32,290 acres) have been classified into three major areas; agricultural lands (80%), sand dunes and wet sand areas (16%) and other miscellaneous land types.

"A thorough analysis of soils in Del Norte County leads to the conclusion that the sand dunes - wet sand areas which represent over 5,000 acres or 12% of the alluvial plain - are not conducive to any form of development and are of marginal value for grazing use.

"The records of past floods in Del Norte County, coupled with the water table and analysis of dominating soil characteristics in the total coastal plain from the Smith River down to the edge of the City of Crescent City, show that a substantial amount of that plain is not developable for urban or residential uses.

"It can be concluded from the extensive soils analysis and flood plain maps that small areas exist within the coastal plain of Del Norte County which have development potential for urban use." (Daniel, et al., 1973)

### Analysis

Adoption of the Plan will support the development of transportation facilities, which would result in some level of disruption, displacement, compaction, overcovering of the soil, change in topography, or ground surface relief as a result of construction activities. These concerns will need to be analyzed in subsequent environmental review at the time a specific project is proposed.

## 3.4 Geology

The Seismic Safety and Safety Element of the County's General Plan (TerraScan, Inc., 1976) describes existing geologic, hydrologic and fire hazards found in the County. Geologic hazards include ground instability, slope failure, liquefaction, lurching, bluff erosion and subsidence.

"Seismic examination of the significant faults in California has exposed activity in the vicinity of Humboldt County, but none in the Crescent City area or Del Norte County in general. The Del Norte fault, located between the Smith River Plain and the Coast Range, has been inactive during historical times." (Daniel, et al., 1973)

"Slope stability maps (contained in the Del Norte County Seismic Safety and Safety Element Atlas) have been developed for the major populated areas of the County. The information on these maps was derived primarily from interpretation of aerial photographs and topographic maps. Brief field checks were made in each area and existing soil and geologic maps were referred to.

"The stability maps are generalized and meant to indicate those areas where further slope stability or foundation investigations should be made if roads, subdivisions or "critical" structures are proposed for those areas. Boundaries between adjacent sectors are approximate and are only meant to delineate the zones in a general way." (TerraScan, Inc., 1976)

### Analysis

Adoption of the Plan will support the development of additional road segments and improvements which may impact soils and result in air and soil erosion and deposition in streambeds as sites are prepared for construction. Furthermore, transportation facilities may be proposed in areas subject to seismic or slope stability hazards. Site specific investigations should occur when necessary to identify the potential impacts of the proposed facility.

Proper assessment of the site environmental setting, engineering and design incorporating issues affecting site location, and utilization of accepted construction standards should eliminate or reduce impacts of these projects below a significant level.

Several existing routes are currently subject to seismic or slope stability hazards. The RTP Action Element lists two bypass projects as alternatives to segments of U.S. Highway 101 subject to slope stability hazards. Long-term solutions for correcting existing routes in seismic or slope stability hazard areas should continue to be given high priority in future RTP action plans.

### 3.5 Fire Hazards

"595,000 acres, or 90% of Del Norte County, is forested land. The potential fire hazard within this area is increased due to the summer recreational use and hot, dry summer weather. Hazards to life and property increased where structural development interfaces forest resources. With this in mind, the community of Gasquet is one area particularly vulnerable to fire hazards. The presence of timber around Gasquet is one of the prime factors for fires in that area. The fire triggering mechanism, however, is the use of travel and recreational facilities in and around the community. The



Gasquet area, including the Smith River, offers vast recreational opportunities within the outdoors. Recreational activities and related commercial services coupled with careless or uncontrollable acts account for the majority of fires. Mismanaged camp sites, a careless match or a power line breakage are examples of such occurrences.

"The communities of Hiouchi and Klamath Glen are also within or adjacent to heavily forested areas; and whereas forest fires have not been a major threat in the past, forest fires should be a concern to these communities. The United States Forest Service has two fire stations in Del Norte County; one located at Gasquet and one at Big Flat Station near Hardin Mountain. The California Division of Forestry also maintains two fire stations in the County; one located just northeast of Crescent City and one near the community of Klamath Glen. These facilities are adequate for most fires, but when a large fire such as a class D fire occurs, help must be brought in from other forest fire districts." (TerraScan, Inc., 1973)

### Analysis

Potential impacts of fire hazards increase during summer months when both vegetation dries out and tourist related traffic increases. Risks of fire hazards during road construction projects can be reduced by assuring that all applicable machinery be equipped with spark arresters. Also increased accessibility for year-round emergency response should continue to be considered in future transportation planning.

### 3.6 Flora/Fauna

The abundance and diversity of wildlife occurring in Del Norte County is a result of the diversity and mixture of habitats. This resource results from natural variations in geology, soil types and vegetation, and the wide range in elevation (sea level to 6,500 feet).

Major habitat types include those found on both land and in water. Water areas such as the open ocean, intertidal areas, estuaries, wetlands, lakes and streams are found in Del Norte County. Land oriented areas include sea cliffs, off-shore rocks and islands, sand dunes, riparian systems and coniferous forests, mixed evergreen forests, shrubland, grassland, barren/rocky areas, agricultural lands, inland marshes and springs.

A particular animal species habitat consists of the combination of physical and biological elements within its range that are favorable for its continued survival. A given species, such as deer, may be adapted to or require a wide range of habitat types, or a species may be almost totally

dependent on one habitat type. For example the endangered spotted owl is so listed because it is generally believed to be found only in old growth coniferous forests.

In addition to habitat types, there is a habitat concept known as the "edge effect" which is important in determining the value and capacity of an area to support wildlife. The edge effect occurs wherever two habitat types come together, such as the zone where forest and grassland meet. The edge area is generally more favorable as wildlife habitat than either type considered alone because it offers the advantage of both. Typically, the value of the edge habitat increases as vegetation height differences between the two habitats increase. Del Norte County has a high degree of edge habitat.

A number of Rare and Endangered Species occur throughout Del Norte County. In addition, there are several candidate species which, though not currently designated, could, in the future, be added. Some of these species include the coastal cutthroat trout, coho salmon, sand dune phacelia, western lily, spotted owl and Aleutian Canada geese.

Both the Smith and Klamath Rivers have been included as part of both the State and Federal Wild and Scenic River systems. Both rivers support excellent salmon and steelhead runs. The Smith River itself provides over 350 stream miles of spawning and nursery area for resident and anadromous salmonids. Estuary areas are important as rearing areas for coastal cutthroat trout, green sturgeon, candlefish, shad and other marine species.

### Analysis

Impacts upon Del Norte County's diverse habitats and wildlife could occur as a result of development of new transportation facilities depending on their location, extent and resulting increase in traffic.

Construction related impact potential also exists. This would be analyzed during subsequent CEQA review prior to actual construction. The County should maintain and update a list and map of where an endangered species and/or candidate species and species of special concern exist and review subsequent transportation projects accordingly.

It may be prudent in future RTP updates that a subchapter be included within the proposed Action Element to discuss the possible environmental constraints associated with each possible action. This discussion may eliminate potential impacts early on and avoid unnecessary delays in construction.

### 3.7 Land Use

Del Norte is the northernmost coastal county of California. The 1,000 square mile county is bordered by Oregon to the north, Siskiyou County to the east, Humboldt County to the south and the Pacific Ocean to the west. Crescent City, the county seat, and the only incorporated City in Del Norte County, lies 370 miles north of San Francisco and 330 miles south of Portland, Oregon. The current population figure, based on preliminary 1990 census information for all of Del Norte County is 23,460 (Crescent City - 4,380).

Earnings are generated by the new Pelican Bay State Prison, tourism and by exportation of forest and agricultural products and fish. The County's primary resource lies in the forest land, which covers over 90% of the County's land area. Land uses for agricultural purposes are located in the Smith River Plain area in the northern part of the county and the Klamath River Delta in the southern part of the county. The Smith River Plain provides pasture land and land for the cultivation of ornamental plants and bulbs. Livestock feed crops and livestock pasture are the major agricultural uses of the Klamath River Delta region. Crescent City harbor is port to the commercial fishing industry. Sports fishing occurs throughout the County but is concentrated along the Smith and Klamath Rivers as well as Crescent City Harbor.

Land in Del Norte County is overwhelmingly owned by public agencies. Of the approximately 683,000 acres of land in Del Norte County, 67.5% are Federal lands, 3.4% are State lands, .8% are County lands, and only 28.3% are privately owned lands. Of the privately owned lands, 76% is zoned timberland, and 13% is zoned for agriculture. The remaining acreage, approximately 16,700 acres or 9% of the total privately owned lands, is available for residential commercial or other uses. (Source: Del Norte County Housing Element update, revised 1984.)

According to the State Employment Development Department (EDD) Annual Planning Information for Del Norte County, June, 1990, "It is estimated that the annual average employment of 6,975 job holders is expected in 1991 - an 11.2% jump over the 1989 total (6275). The majority of this growth can be attributed to the existence of the new State correctional facility.

"Government employment is anticipated to exhibit the largest increase of any industry division during the forecast period caused by Pelican State Prison, expansion of local government and education resulting from the needs of a growing community, and will gain an estimated 925 workers to a total of 2,450 in 1991, representing a 60.7% increase in government employment.

"Employment in the area's retail trade will expand by 150 workers by 1991, resulting in a 12.5% increase over the 1989 level as a result of the growing population being attracting to the County. Services industry will expand moderately gaining a total of 75 new jobs during 1990/91. Motels and other lodging places are the major component of this industry group.

"Of the remaining non-agricultural industries in Del Norte County, manufacturing will make a very modest gain. However, wholesale trade and finance, insurance and real estate will remain stable. Fluctuations in employment in these three main industry divisions will depend on the outcome of the northern spotted owl situation, the seafood harvest and population growth.

"The construction and mining industry division is expected to decline in employment as a result of the completion of the Pelican Bay State Prison in late 1989, causing the division to drop from an annual average employment of 750 in 1989 to 225 in 1991."

"The number of jobs in agriculture (including forestry and fishing) will rise only slightly during the next two years. It is expected that Del Norte County's lily bulb industry will follow typical seasonal employment patterns with the peak demand for workers occurring during the summer and fall months of the year." (CA EDD, 1990)

### Analysis

Based on the amount of steep terrain, high annual rainfall and the associated hazards, and the relatively small amount of land in private holdings, a relatively small percentage of the total land area in Del Norte County is actually developable for urban uses, thereby limiting the growth inducing potential of increased capacity type transportation projects.

Based on employment information, the County will continue to experience growth resulting from the needs of a growing community; however, growth rates are decreasing with the construction sector declining in employment as a result of the completion of the Pelican Bay State Prison and a less favorable economic outlook. Anticipated growth figures are still below capacity levels of State and Federal highway segments and current average daily traffic.

The Regional Transportation Plan discusses some problem intersections from both a safety and congestion viewpoint. Recommended actions are listed in the RTP to alleviate some of the problems. New development is currently reviewed for traffic-related impacts to local collectors and arterials. Recommendations for access onto State and Federal highway segment interchanges are included in the RTP.

Proximity to residential areas, critical facilities and recreationally important areas and related impacts should also be addressed in planning transportation improvements. The Plan identifies projects which, if constructed, could possibly result in alteration of present and planned land usage. Major new transportation facilities are not proposed within the urbanized portions of Del Norte County. Bypass projects are located in generally isolated areas, particularly in Timber Protection Zones (TPZ). Growth inducement as a result of bypass location will need to be addressed in CEQA review when a specific alignment is proposed.

It is important that during the review of new development projects, adequacy of existing transportation facilities (including non-vehicular systems) be analyzed and project related and cumulative impacts be mitigated as a condition of approval. Development projects should be reviewed for consistency with the RTP. Future RTP updates should continue to consider results from development activity occurring since the previous updated RTP.

As 1990 census information becomes available, it can be determined which age groups have shown the most increase in population; information can be utilized to identify programs to best meet the transportation needs of the County.

### 3.8 Circulation

The major highways located in Del Norte County (Figure 3-4) include U.S. Highway 101 from Humboldt County to the Oregon border, and Highway 199 (connecting Interstate 5 at Grants Pass to U.S. Highway 101). Both are designated State Scenic Highways. The RTP further describes the lengths and capacities of these roads.

From information obtained from CalTrans District 1, 1990 California State Highway Log, the average daily traffic (ADT) for Highway 101 from the southern County line to the Klamath River Bridge averages about 4,000 (ADT). North from the Klamath River Bridge to Elk Valley Road traffic is at approximately 5,100 ADT. From Elk Valley Road north to Ninth Street traffic counts ranged from 17,000 to 20,000 ADT. From Ninth Street to the Route 199 interchange ADT's range from 9,500 to 8,700 and from Route 199 to Route 197 interchanges - 7,400 ADT. From that point north ADT's range from 5,900 to 6,500.

On Route 197, traffic ranged from 4,300 ADT at Highway 101 to 4,500 ADT at Route 199.

Traffic counts on Route 199 west of Route 197 were not available. Between Route 197 Junction East to Hiouchi ranged from 4,300 to 4,250 ADT. This decreased to 3,450 at Hard Scrabble Creek and to 3,000 at Gasquet. From this point east, traffic generally decreases to 2,600 ADT at the Oregon border.

Other road sections within the coastal urbanized sections of Del Norte County are slowly being improved to meet current and future needs. Each development proposal is reviewed on a case-by-case basis and recommendations are formulated, which assures the continued health, safety and well-being of the public.

The California Department of Transportation and the Highway Patrol compile accident location information involving vehicular and pedestrian incidents. The SWITRS (Statewide Integrated Traffic Record System) reports are available from the Highway Patrol. Information should be compiled from these reports to identify areas of reoccurring accidents and recommendations incorporated into the RTP Action Plan.

The major highway systems (Highway 101, 199) are subject to periodic closures from various events which isolates Del Norte County from adjacent areas. Natural events such as bank failure, rock slides, flooding and tree blockage can cause interruption of circulation for lengthy time periods. A recent event which was not caused by natural causes, but rather by two trucks, occurred in April, 1989. A significant span on the Hiouchi Bridge crossing the Smith River was damaged, causing closure of US Highway 199 connecting Grants Pass with Crescent City and rerouting of traffic onto Highway 197. This segment of Highway 199 was reopened 1½ years later. Had a bridge further upstream been damaged instead, no adequate alternative route may have been available.

Another concern, relating to interruption of circulation due to hazardous chemical spillage from trucks, is addressed in Section 3-9, "Risk of Upset".

### Analysis

The Plan documents or proposes road improvements which could affect circulation patterns. Proposed road improvements could increase capacity locally but restrictions to the road system outside of the planning area still remain. This would continue to limit the rate of influx of people and/or goods to/through the area.

Specific transit needs have been evaluated with proposed action towards identifiable needs as limited by available funding.

Besides specifically mentioned projects, the proposed transportation/transit network (including waterborne, air, pedestrian) generally remains consistent with the existing network/circulation pattern.

Circulation-related impacts from proposed road construction projects are a primary consideration in planning transportation facilities and are analyzed on a case-by-case

basis. Increased traffic has the potential to impact road quality and maintenance, air quality from vehicular emissions, water quality from potential spills, leaks or accidents, noise from vehicles, increased congestion, higher probability of accidents and an increased demand for emergency services. Potential impacts are reduced when these concerns are incorporated as a major criteria in project-selection and design. Because of Del Norte Counties' numerous natural hazards and vulnerability to interruption of circulation, some impacts, primarily associated with existing roadways, would remain. As a result of local development activity and resulting growth off-site, road improvements may continue to be needed to provide for the continued health, safety and well-being of the public.

### 3.9 Risk of Upset/Human Health

Response capabilities in case of accidental discharges or spills need to be adequate to abate any hazardous spillage and inadvertent contact. The existing emergency response program for a hazardous substance spill or other such occurrence is described in the County's Emergency Response Plan, on file in the County's Environmental Health Department. The Plan was developed in 1977 and updated in 1984. As part of the Plan, a list of responding agencies, in case of a spill, are compiled along with general instructions for procedure.

The Plan calls for notification utilizing the 911 telephone number. The Sheriff's Department is likely to be the first to respond and, depending on the location of the incident, other agencies will become involved. One problem noted about the Plan is that because of the various state and federal land management agencies, there may be a lack of direction and cooperation giving a single entity responsibility for handling an incident.

#### Analysis

Adoption of the Plan will support the development of transportation facilities which, as a result of increased capacities, may increase the risk of accidental release of hazardous substances.

Should an accidental spill occur, the risk of contamination of the environment and consequent adverse effects to humans potentially exists.

The purpose of the Plan is to improve transportation facilities and offer a full range of transportation mode. Transportation facility improvements planning should continue to consider dangerous portions of roadways in the recommended action element.

The DNLTC should continue to work with CalTrans on identification of potential alternative routes in case of closure due to natural hazards or spills. Necessary improvements should also be considered in the recommended action plan.

### 3.10 Noise

The Del Norte County General Plan Noise Element (1974) discusses noise sources in the County particularly those attributed to highway traffic and airports. Highway noise is depicted as noise contour lines for present (1974) and projected (1995) traffic levels, "The area where traffic noise has its greatest extent is in the area between Sandmine Road and McNamara Road" . . . "Another source are of high volumes of traffic noise are . . . highway intersections." (Del Norte County . . . Noise Element, 1974)

Potential impacts resulting from excessive noise exposure include irreversible hearing damage and other physiological effects including headaches, nausea, irritability, constriction of peripheral blood vessels, changes in heart and respiratory rates and glandular and gastrointestinal activity, and increased muscular tension. Noise can also have adverse effects on materials and structures if located in close proximity to the noise source.

Land uses generally considered noise sensitive include residential, educational and health facilities, research institutions, certain recreational and entertainment facilities (typically indoor theaters and parks for passive activities), and churches. Uses considered less sensitive to noise include commercial and industrial facilities and certain noise generating recreational facilities such as playgrounds and gymnasiums.

Construction of transportation facilities and resultant traffic, if located adjacent to noise sensitive uses, could result in adverse impacts to the affected persons and/or employees. New development located within the  $D_{70}$ -1995 contour lines (as depicted in the charts at the back of the Noise Element) requires attenuation of noise related impacts. These concerns are reviewed by the County Planning Department during project review.

#### Analysis

Adoption of the Plan could support road improvements which may result in minor increases in noise levels on a localized level.



Noise levels due to traffic noise depends on the distance from the receptor to the roadway, the number of vehicles using the road during the given period of time and by the percentage of those vehicles that are heavy-duty trucks. Whenever a section of road is constructed on a new alignment, there is the possibility that some sensitive receptors (such as residences, schools, churches and hospitals) may be adversely affected by being situated closer to the noise source. On the other hand, it is possible that an equal or greater number of receptors might obtain beneficial noise impacts as a result of the new construction. For example, the removal of through traffic to a bypass freeway could radically reduce noise levels at homes located adjacent to the pre-construction alignment. In some cases, upgrading an existing road may also have positive noise impacts. Widening the shoulders of a narrow road or adding a passing lane to the existing alignment may not have much effect on the maximum noise levels observed by receptors in the area of construction. The "average" noise level may be lessened, however, if traffic is able to operate more smoothly as a result of the improvement. (EIR for the 1975 Regional Transportation Plan)

No specifically proposed projects would significantly increase noise levels to surrounding areas. Future plans involving major improvements or realignment of roadways need to be reviewed for this issue.

Noise impact evaluations should consider the type of proposed project, site location and proximity to noise sensitive receptors on a case-by-case basis.

Regional Transportation Plan updates should consider effects on noise sensitive receptors for major improvement or realignment projects. Policies and implementation measures found in the County's General Plan Noise Element should be reviewed during project analysis.

### **3.11 Public Services**

Crescent City and the surrounding development obtains its water supply from the Smith River, nine miles to the northeast. The Ranney Collector and well pumps at the Smith River draw an ample supply of water to service Crescent City and the surrounding area. Chlorination and the addition of Fluoride is the only treatment necessary. The outlying areas depend on private water supply from wells, springs, etc.

The urbanized areas in and around Crescent City are serviced by a sewage collection system located and operated in Crescent City. Similarly, the unincorporated town of Klamath has a sewage collection system. The remaining areas are dependent on individual on-site septic systems.

Substantial growth in the area might require Crescent City's wastewater treatment plant to be upgraded. Disposal of effluent is a major problem for sites too far away to connect to the City's sewage plant. The Regional Water Quality Control Board forbids disposal of treated effluent that would lead to the Smith River or other drainage courses. Percolation ponds are not feasible due to the large amount of rainfall and high water table.

Substantial growth may also affect other services including fire, police and schools.

### Analysis

The Plan discusses projects to improve transportation and transit needs. Construction and maintenance of these systems effects public services to some degree. However, as a result of the Plan, no significant impacts have been identified affecting public services.

It is not likely that increasing transportation capacities would cause substantial growth in the County. There are other limitations to growth that would need to be overcome. These are discussed under Section 3.7 "Land Use".

Consideration to needs pertaining to emergency response is discussed in Section 3.9.

#### **4.0 ENVIRONMENTAL IMPACTS**

##### **4.1 Significant Environmental Effects of Proposed Program**

The objective of the Regional Transportation Plan (RTP) is to identify strategies to address transportation development for a full range of transportation modes and decrease reliance on the automobile. The RTP and Draft Environmental Impact Report provide the means for the public to review long-term goals, policies and specific actions developed by the Del Norte Local Transportation Commission. In addition, information contained in the EIR can be utilized by agencies which are responsible for implementing portions of the plan and evaluating potential impacts and adequacy of mitigation.

Adoption of the RTP in and of itself would not have any unavoidable significant adverse impacts. In effect, the purpose of preparing this EIR relates more directly to information disclosure and providing for full public participation rather than the expectation of increased significant environmental effects due to the Plan's adoption.

##### **4.2 Significant Environmental Effects Which Cannot be Avoided or Mitigated if the Proposed Program is Implemented**

Significant, unavoidable environmental effects occurring as direct or indirect results of RTP implementation may be caused by the construction of transportation facilities, as described in the Plan.

The adverse effects to physical and cultural environments created by specific project construction and operation will vary widely depending on the type and location of the project. Impacts may be effectively mitigated by design and operational requirements. Site specific impacts and mitigation for future projects will need to be adequately addressed by future environmental review under the CEQA process.

Implementation of the RTP would not result in any identifiable significant impacts.

##### **4.3 Project Alternatives**

The Draft RTP, 1990, is the proposed project reviewed by this EIR. The "no project alternative" is one alternative that is required to be discussed under CEQA.

The alternative section is to describe a range of reasonable alternatives to the project which could feasibly obtain the objectives of the project and evaluate the comparative merits of the alternative. The Action Element of the RTP does not readily lend itself to discernable alternatives. Each of the sections: mass transportation, non-vehicular, aviation, highway/streets/roads and maritime could be given more or less emphasis in their role of regional transportation planning. Plans for the harbor area and airports are governed by different boards and have only been included in this Plan for information purposes as to how they relate to other segments of regional transportation. Mass transit needs are identified and prioritized through a sub-committee of the DNLTC, which receives input from target groups that it hopes to serve. Non-vehicular transportation consists primarily of bicycle and pedestrian. Bicycle routes were selected considering safety, convenience, travel patterns, the needs and desires of all categories of bicyclists and development patterns in Del Norte County. Improvements will depend upon the availability of funding and competing priorities. The DNLTC reserves 2% of the Transportation Development Act funds annually for allocations to pedestrian/bicycle projects. Table E in the RTP includes the implementation summary and the timing of proposed implementation. As potential alternatives, the priority to non-motorized transportation could be given greater or less emphasis and/or the implementation timing could be accelerated or decreased or a different priority of projects could be proposed.

Under Section D of the Action Element - Highways, Streets and Roads, County road and city street maintenance projects are listed for information purposes only. State highway projects proposed in the RTP are actually the DNLTC's priority rating in order to reach CalTrans system planning goals. The RTP discusses alternatives and how the prioritization has changed in recent years, in order to reach the State's route concept levels. If a different project was given priority, then the other projects would be proposed in later programs.

CEQA Guidelines Section 15136(D)(3) states that, "The discussion of alternatives shall focus on alternatives capable of eliminating any significant, adverse environmental effects or reducing them to a level of insignificance . . ." The development of this EIR does not eliminate the need for any of the projects to undergo individual CEQA review. The RTP is reactive to available funding and projects have been given priority depending on the availability of funding. However, no direct significant adverse environmental effects have been identified in the RTP. Because of the existing environmental constraints found throughout the County, giving priority to other rural construction projects would not necessarily eliminate any significant, adverse environmental effects. It is anticipated that no matter where major rural construction projects occur, there will be some degree of environmental

impacts that will need to be mitigated or avoided.

The no project alternative would equate to not having a Regional Transportation Plan. City and County governments would continue to maintain and/or improve road segments in their jurisdiction, study problem areas and attempt to find solutions, and provide opportunities for bicycling and pedestrian access. The no project alternative would mean that a coordinated mass transit program would not occur with State funding, which would leave transportation and transit systems at their present level while the Del Norte County area experiences increased growth rates as a result of not only the Pelican Bay State Prison development, but also as tourism continues to increase and out-migration from major cities continues to occur. The no project alternative might mean no local input on the prioritization of State highway improvement or allocation of other State funds. It would be anticipated that the State would still designate construction projects to occur in Del Norte County in order to reach State goals. However, there is no guarantee when these projects would occur. The no project alternative would not eliminate any significant, adverse environmental effects, but may thwart efforts by local governments to plan for orderly growth in Del Norte County.

#### **4.4 Relationship Between Short-Term Uses of the Human Environment and Maintenance of Long-Term Productivity**

Adoption of the RTP, which provides for prioritizing of projects resolving transportation needs, would have an overall positive long-term effect on public health, safety and welfare. Implementation of the RTP would contribute to the maintenance and enhancement of long-term productivity.

#### **4.5 Significant, Irreversible Changes Induced by Implementation of the Proposed Program**

Adoption of the RTP will, in itself, not cause potential, adverse impacts on public health or the environment. Environmental review would be required for any specific project proposed within the RTP. Adoption of the RTP would eventually lead to long-term commitment to construction projects and road improvements. As has occurred in the past and depending on existing program funding, some of the priorities in the RTP can be changed to reflect current needs.

#### **4.6 Growth Inducing and Cumulative Impacts of the Proposed Action**

Adoption of the RTP will not have any growth inducing or cumulative impacts on its own. Transportation planning emphasizes programs to allow the orderly growth of an area consistent with projected population growth. There are many other factors in Del Norte County that inhibit growth.

Alternatively on both a County and statewide consideration not properly planning for necessary transportation improvements could, in itself, cause cumulative impacts.

**APPENDICES**

## 5.0 REFERENCES

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and Safety Element, including Atlas



APPENDIX A

ENVIRONMENTAL CHECKLIST FORM

I. Background

1. Name of Proponent Del Norte County (Dept. of Public Works)
2. Address and Phone Number of Proponent 700 Fifth Street, Crescent City, California 95531: (707) 464-7229
3. Date of Checklist Submitted \_\_\_\_\_
4. Agency Requiring Checklist Del Norte County Planning Dept.
5. Name of Proposal, if applicable Del Norte County Regional Transportation Plan

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	___X___	___
b. Disruptions, displacements, compaction or overcovering of the soil?	___	___X___	___
c. Change in topography or ground surface relief features?	___	___X___	___
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	___X___
e. Any increase in wind or water erosion of soils, either on or off the site?	___	___X___	___
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	___X___
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	___	___	___X___

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
<b>2. Air. Will the proposal result in:</b>			
a. Substantial air emissions or deterioration of ambient air quality?	---	---	<u>X</u>
b. The creation of objectionable odors?	---	---	<u>X</u>
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	---	---	<u>X</u>
<b>3. Water. Will the proposal result in:</b>			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	---	---	<u>X</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	---	<u>X</u>	---
c. Alterations to the course or flow of flood waters?	---	---	<u>X</u>
d. Change in the amount of surface water in any water body?	---	---	<u>X</u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	---	<u>X</u>	---
f. Alteration of the direction or rate of flow of ground waters?	---	---	<u>X</u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	---	---	<u>X</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	---	---	<u>X</u>
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	---	---	<u>X</u>
<b>4. Plant Life. Will the proposal result in:</b>			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	---	---	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	—	—	<u>X</u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	<u>X</u>
d. Reduction in acreage of any agricultural crop?	—	—	<u>X</u>
5. <b>Animal Life.</b> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	—	—	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	—	—	<u>X</u>
6. <b>Noise.</b> Will the proposal result in:			
a. Increases in existing noise levels?	—	<u>X</u>	—
b. Exposure of people to severe noise levels?	—	—	<u>X</u>
7. <b>Light and Glare.</b> Will the proposal produce new light or glare?	—	—	<u>X</u>
8. <b>Land Use.</b> Will the proposal result in a substantial alteration of the present or planned land use of an area?	—	<u>X</u>	—
9. <b>Natural Resources.</b> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	—	—	<u>X</u>
10. <b>Risk of Upset.</b> Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	—	—	<u>X</u>
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	—	<u>X</u>	—
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	—	—	<u>X</u>
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	—	<u>X</u>	—
b. Effects on existing parking facilities, or demand for new parking?	—	—	<u>X</u>
c. Substantial impact upon existing transportation systems?	—	<u>X</u>	—
d. Alterations to present patterns of circulation or movement of people and/or goods?	—	<u>X</u>	—
e. Alterations to waterborne, rail or air traffic?	—	—	<u>X</u>
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	<u>X</u>	—
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	—	—	<u>X</u>
b. Police protection?	—	—	<u>X</u>
c. Schools?	—	—	<u>X</u>
d. Parks or other recreational facilities?	—	—	<u>X</u>
e. Maintenance of public facilities, including roads?	—	—	<u>X</u>
f. Other governmental services?	—	—	<u>X</u>
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	—	—	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	---	---	<u>X</u>
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:	---	---	<u>X</u>
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	---	---	<u>X</u>
b. Exposure of people to potential health hazards?	---	---	<u>X</u>
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	---	---	<u>X</u>
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	---	---	<u>X</u>
20. Cultural Resources.			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	---	---	<u>X</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	---	---	<u>X</u>
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	---	---	<u>X</u>
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	---	---	<u>X</u>
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate			

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
important examples of the major periods of California history or prehistory?	—	—	X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	—	—	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	—	—	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	—	—	X

III. Discussion of Environmental Evaluation  
(Narrative description of environmental impacts.)

IV. Determination  
(To be completed by the Lead Agency.)

On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

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

Date \_\_\_\_\_

Signature \_\_\_\_\_

For Del Norte County

## Scope of EIR

The objective of the Regional Transportation Plan is to identify strategies to address transportation development for a full range of transportation modes and decreased reliance on the automobile. The Plan is a comprehensive planning document; its adoption does not cause construction or implementation action that significantly effects Del Norte County's environment. However, the Plan does contain specific policy recommendations which could have the potential to degrade the environment through future road construction.

The main objective of the EIR is to provide the Public and responsible agencies with an opportunity to respond to the choices proposed by the Plan and to include a discussion of other possible alternatives/directions that the County could have chosen in implementing its goals and policies.

Many of the proposed projects/strategies included in the Plan are a result of previous environmental reviews for past projects (i.e. Pelican Bay State Prison Environmental Assessment) or are ideas that will be further addressed in other plans (i.e. Comprehensive Airport Land Use Plan). The specific elements are mentioned in the Regional Transportation Plan only to provide a comprehensive overview related to the regional transportation outlook.

Specific actions or projects which are identified or discussed in the Plan will be accomplished by those agencies, other than the Del Norte Local Transportation Commission, which possess the discretion to construct and implement or cause to be constructed and implemented. Those discretionary permitting entities have the direct and primary responsibility for project specific environmental impact analysis. The County Plan is, however, a step in the examination of a series of actions which could ultimately lead to impacts upon the environment. These subsequent actions include the construction of additional road lengths, provision of bicycle lanes and other alternatives to the use of the automobile including meeting specific transit needs.

Since location, number, size and type of subsequent projects are not known, the discussion of possible environmental impacts will be quite general. Detailed analysis of these impacts will be subsequent to project specific CEQA reviews.

## B. Responses to Initial Study Checklist

### 1. Earth

Adoption of the Plan will support development of additional road segments and improvements which will result in some level of disruption, displacement, compaction, overcovering of the soil, change in topography or ground surface relief as sites are prepared for construction.

Adoption of the Plan will support the development of additional road segments and improvements which may impact soils and result in air and soil erosion and deposition in streambeds as sites are prepared for construction.

Proper assessment of the site environmental setting, engineering and design incorporating issues affecting site location, and utilization of accepted construction standards should eliminate or reduce impacts of these projects below a significant level.

## 2. Air

Additional road capacity construction may impact local air quality, but considering ambient air quality and constrictions in highway segments outside of the County no significant impacts would be created by adoption of this Plan.

## 3. Water

Adoption of the Plan will support the development of additional road segments and improvements which may result in some level of change in absorption rates, surface water runoff and surface water levels as a result of compaction and paving, establishing additional impervious areas.

## 4., 5. Plant/Animal Life

A number of Rare and Endangered Species occur throughout Del Norte County. In addition, there are several candidate species which, though not currently designated, could, in the future, be added.

Both the Smith and Klamath Rivers have been included as part of both the State and Federal Wild and Scenic River systems. Both rivers support excellent salmon and steelhead runs. The Smith River itself provides over 350 stream miles of spawning and nursery area for resident and anadromous salmonids. Estuary areas are important as rearing areas for coastal cutthroat trout, green sturgeon, candlefish, shad and other marine species.

Construction related impact potential exists. These would be analyzed during subsequent CEQA review prior to actual construction. No significant impacts would be created by adoption of this Plan.

## 6. Noise

Adoption of the Plan will support road improvements which may result in minor increases in noise levels on a localized level.



7. **Glare**

No impact anticipated.

8. **Land Use**

The Plan identifies projects which, if constructed, could possibly result in alteration of present and planned land usage.

9. **Natural Resources**

No impacts anticipated.

10. **Risk of Upset**

No impacts anticipated.

11. **Population**

See response to 8. Land Use.

12. **Housing**

See response to 8. Land Use.

13. **Transportation/Circulation**

The Plan documents or proposes road improvements which could affect circulation patterns. Proposed road improvements could increase capacity locally but restrictions to the road system outside of the planning area still remain. This would limit the influx of people and/or goods to the present continued level.

Specific transit needs have been evaluated with proposed action towards identifiable needs as limited by available funding.

Besides specifically mentioned projects, the proposed transportation/transit network (including waterborne, air, pedestrian) generally remains consistent with the existing network/circulation pattern.

14. **Public Services**

The Plan discusses projects to improve transportation/transit needs. Construction and maintenance of these systems effects public services to some degree. However, as a result of the Plan, no significant impacts have been identified affecting public services.

15. **Energy**

The Plan identifies alternatives to automobile use appropriate to Del Norte County. No project or policy proposed would alter the present use of energy resources to a significant degree.

16. **Utilities**

The Plan will not cause significant impacts to public utility system by its adoption or implementation.

17. **Human Health**

The Plan will not cause significant health hazards or expose people to potential health hazards by its adoption or implementation.

18. **Aesthetics**

The proposed Plan is consistent with existing County land use policies regarding aesthetics/viewshed protection. No viewshed of a significant nature would be affected by the Plan's adoption or implementation.

19. **Recreation**

The proposed Plan is consistent with existing County recreational plans (including bicycle facility plans) and will not cause significant impacts by the adoption or implementation.

20. **Cultural Resources**

Adoption of the Plan would not effect known archaeological or historic resources. Unidentified resources unearthed during construction projects would need to meet state law regarding notification and protection.

21. **Mandating Findings of Significance**

Adoption of the Regional Transportation Plan will not have a direct significant affect on the environment. Implementation of the Plan, particularly construction of new roadway segments may have the potential to impact the environment.

Proper assessment of the site environmental setting, engineering and design incorporating issues affecting site location, and utilization of accepted construction standards should eliminate or reduce impacts of these projects below a significant level.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—

NORTH COAST REGION

140 GUERNEVILLE ROAD  
SANTA ROSA, CA 95403  
(707) 578-2220

March 29, 1991



RECEIVED

APR 01 1991

PUBLIC WORKS  
COUNTY OF DEL NORTE

Mr. David Rabinowitz  
Del Norte County Public Works Department  
700 Fifth Street  
Crescent City, CA 95531

Dear Mr. Rabinowitz:

Subject: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Del Norte County Regional Transportation Plan (SCH #91023088)

We have received and reviewed the NOP and additional information describing Del Norte County's proposed Transportation Plan. After review of the plan description, we have the following comments regarding preparation of an EIR and water quality impacts:

1. We may require a Report of Waste Discharge (ROWD) for specific projects, such as the Wilson Creek Bluffs Bypass project. Each specific project will require compliance with CEQA and may require completing a separate EIR for the project. After review of a ROWD, we will issue Waste Discharge Requirements (WDR) or waive WDR with conditions. Each specific project contained in the County's Transportation Plan will be handled separately through the regular CEQA process.
2. The EIR for the County's Transportation Plan should contain sufficient information to demonstrate that it will comply with the Water Quality Control Plan for the North Coast Region. Specifically, the environmental document must include demonstration of compliance with the following waste discharge prohibitions regarding construction activities:
  - a. The discharge of soil, silt, bark, slash, sawdust, or other organic and earthen material from any logging, construction, or associated activity of whatever nature into any stream or watercourse in the basin in quantities deleterious to fish, wildlife, or other beneficial uses is prohibited.
  - b. The placing or disposal of soil, silt, bark, slash, sawdust, or other organic and earthen material from any logging, construction, or associated activity of whatever nature at locations where such material could pass into any stream or watercourse in the basin which would be deleterious to fish, wildlife, or other beneficial uses is prohibited.

The prohibitions against discharge are applicable to any construction work and erosion control facilities proposed for the projects. The prohibitions should be understood as guidance in the preparation of project specifications and contract provisions.

ATL      
KB      
HE      
CA      
DR

Mr. David Rabinowitz  
March 29, 1991  
Page 2

3. Any inconsistencies with the Regional Water Quality Control Plan for the North Coast Region should be discussed in the EIR including any problems which may arise due to increase demands on local natural resources (gravel extraction).

4. Preventive measures, response, cleanup methods and impacts to water quality due to hazardous substance spills (specifically, petroleum products) should be addressed in the EIR. This subject should include transportation and storage of these materials.

Thank you for this opportunity to comment. If you have any questions, please call me at (707) 576-2220.

We have received and reviewed the WQP and additional information describing the Statewide Sincerely, signed Transportation Plan. After review of the plan description, we have the following comments regarding preparation of an EIR and water quality impacts:

*Cecile N. Bryant*

Cecile N. Bryant, Sanitary Engineering Associate

CNB:lmf/dnctrans

cc: State Clearinghouse

The EIR for the Statewide Transportation Plan should include information to demonstrate that it will comply with the requirements of the plan for the North Coast Region. Specifically, the EIR should include a demonstration of compliance with the following water quality prohibitions regarding construction activities:

- a. The discharge of soil, silt, bark, slabs, sawdust, or other organic or inorganic material from any logging, construction, or other activity which is returned to the ground or waterway in the basin in which it originates or to any stream, or other beneficial use of the stream.

The plan for disposal of soil, silt, bark, slabs, sawdust, or other organic or inorganic material from any logging, construction, or other activity should include a demonstration of compliance with the following prohibitions: (1) The discharge of soil, silt, bark, slabs, sawdust, or other organic or inorganic material from any logging, construction, or other activity which is returned to the ground or waterway in the basin in which it originates or to any stream, or other beneficial use of the stream is prohibited.

The prohibitions in this section are applicable to any activity which is subject to the requirements of the plan. The prohibitions in this section are not intended to prohibit any activity which is not subject to the requirements of the plan.

## DEPARTMENT OF FISH AND GAME



April 3, 1991

RECEIVED

APR 05 1991

PUBLIC WORKS  
COUNTY OF DEL NORTE

Mr. David Rabinowitz  
Del Norte County Public Works Department  
700 Fifth Street  
Crescent City, CA 95531

Dear Mr. Rabinowitz:

SCH# 91023088 - Del Norte County Public Works Department  
Notice of Preparation of a Draft Environmental Impact Report  
(DEIR) for Del Norte County Regional Transportation Plan

The Department of Fish and Game (Department) has reviewed the notice of preparation for a DEIR on the revision and adoption of its Regional Transportation Plan (RTP). The objective is to identify strategies to address transportation development for a full range of transportation modes and decreased reliance on the automobile.

As stated within the document, adoption of the RTP will not have a direct significant effect on the environment. Implementation of the RTP, however, may have the potential to impact the environment and will be addressed through project-specific analysis.

Del Norte County contains significant habitat types such as wetlands (coastal lagoons, rivers, creeks, marshes, etc.), redwood forests and coastal dunes. Significant plant, fish, and wildlife species are known to occur within these areas such as coastal cutthroat trout, coho salmon, sand dune phacelia, western lily, spotted owls and Aleutian Canada geese.

The Department would anticipate that increasing road widths for bicycle lanes, bypasses, etc., will generally be located along existing access routes. Some of the existing access routes are located immediately adjacent to or actually cross important habitat areas. The RTP should recognize that constraints of avoidance, redesign of the project, mitigation, etc., could lead to increased costs, time, effort and possible denial of the project.

The proposed chapters within the RTP will include a policy element, description of existing transportation/transit systems, proposed actions element, and a financial element. The Department recommends that a subchapter be included within the proposed actions element to discuss the possible environmental constraints associated with each proposed action. This discussion may eliminate potential actions early on and avoid unnecessary planning efforts.

Mr. David Rabinowitz

-2-

April 3, 1991

Thank you for your consideration of these comments. If you have any questions regarding our review of this notice of preparation, please contact Wildlife Biologist Karen Kovacs at (707) 445-6493.

Sincerely,

*Banky E. Curtis*  
for Banky E. Curtis  
Regional Manager  
Region 1

cc: Office of Planning and Research

## APPENDIX C

### RESPONSE TO STATE LANDS COMMISSION COMMENTS TO DEIR, Dates December 18, 1991 (attached)

Representatives from local City, County and State agencies are on the Regional Transportation Plan Commission or their Technical Advisory Committee. Projects are evaluated for their consistency with Federal, State and local plans, policies and ordinances. Agencies are contacted for information/comments during preparation of the Regional Transportation Plan.

As analyzed herein, adoption of the RTP will not result in any significant adverse environmental impacts.

The objective of the Regional Transportation Plan (RTP) is to identify strategies to address transportation development for a full range of transportation modes and decreased reliance on the automobile. The RTP is a comprehensive planning document; its adoption does not cause construction or implementation action that significantly effects Del Norte County's environment. However, the Plan does contain specific policy recommendations which could have the potential to degrade the environment through such recommendations as future road construction.

The main objective of the EIR is to provide the public and responsible agencies with an opportunity to respond to the choices proposed by the Plan and to include a discussion of other possible alternatives/directions that the County could have chosen in implementing its goals and policies.

Many of the proposed projects/strategies included in the Plan are a result of findings from previous environmental reviews for past projects (i.e., Pelican Bay State Prison Environmental Assessment) or are ideas that will be further addressed in other plans (i.e., Comprehensive Airport Land Use Plan). The specific elements are mentioned in the Regional Transportation Plan only to provide a comprehensive overview related to the regional transportation outlook.

The RTP is, however, a step in the examination of a series of actions which could ultimately lead to impacts upon the environment. These subsequent actions include the construction of additional road lengths, maintenance of existing roadways, provision of bicycle lanes and other alternatives to the use of the automobile including meeting specific transit needs.

Specific actions or projects which are identified or discussed in the Action Element of the Plan will be accomplished by those agencies, other than the Del Norte Local Transportation Commission, which possess the discretion to construct and implement or cause to be constructed and implemented. Those discretionary permitting entities have the direct and primary responsibility for project specific environmental impact analysis and should be aware of the State Lands Commission Jurisdiction and applicable State and Federal regulations.

## GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

50 TENTH STREET  
SACRAMENTO, CA 95814

Jan 03, 1992

KATHRYN MATHEWS  
DEL NORTE COUNTY PUBLIC WORKS DEPARTMENT  
700 FIFTH STREET  
CRESCENT CITY, CA 95531Subject: DEL NORTE COUNTY REGIONAL TRANSPORTATION PLAN  
SCH # 91023088

Dear KATHRYN MATHEWS:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation. These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Daralynn Cox at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp  
Deputy Director, Permit Assistance

Enclosures

cc: Resources Agency



## STATE LANDS COMMISSION

LEO T. McCARTHY, Lieutenant Governor  
GRAY DAVIS, Controller  
THOMAS W. HAYES, Director of Finance

EXECUTIVE OFFICE  
1807 - 13th Street  
Sacramento, CA 95814

CHARLES WARREN  
Executive Officer

113 E

December 18, 1991

Ms. Carol Whiteside  
State Projects Coordinator  
The Resources Agency  
1416 Ninth Street, Room 449  
Sacramento, California 95814

SCH 91023088

Ms. Kathryn Mathews  
Del Norte Local Transportation Commission  
983 Third Street, Suite E  
Crescent City, California 95531

Dear Mesdames:

Subject: Draft EIR  
Regional Transportation Plan  
Del Norte County



Staff of the State Lands Commission has preliminarily reviewed the Draft Environmental Impact Report for the 1990 Del Norte County Regional Transportation Plan (SCH 91023088). Under the California Environmental Quality Act, the Del Norte Local Transportation Commission is the Lead Agency and the State Lands Commission may be a Responsible Agency and is a Trustee Agency.

#### STATE LANDS COMMISSION JURISDICTION

The State acquired sovereign ownership of all tidelands and submerged lands and beds of navigable waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all the people of the State for statewide Public Trust purposes which include waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. The landward boundaries of the State's sovereign interests are generally based upon the ordinary high water marks of these waterways as they last naturally existed. Such boundaries may not be readily apparent from present day site inspections. The State's sovereign interests are under the jurisdiction of the Commission.

Ms. Carol Whiteside  
Ms. Kathryn Mathews  
December 18, 1991  
Page Two

The State's sovereign interests within the project area consist generally of fee ownership of any existing or historic tidelands and submerged lands, and a public trust easement over any existing or historic tidelands. Any activities involving lands owned in fee by the State must be consistent with the public trust and require a Commission lease. At the present time, the Commission does not require permits or leases for activities involving lands subject to the public trust easement; however, these activities must not be inconsistent with trust needs in the area.

#### ENVIRONMENTAL ASSESSMENT

The Commission has a legal responsibility for, and a strong interest in, protecting the ecological and public trust values associated with the State's sovereign lands, including the use of these lands for recreation and preservation in their natural state so that they may serve as ecological units for scientific study, as open space, and as environments which provide food and habitat for birds and marine life.

The document should include a discussion of project consistency with federal, state and local plans, policies and ordinances for public trust resources, including but not limited to:

The Water Quality Act of 1987, The Clear Water Act (Section 404) and related section in Title 33 (Sections 1151 through 1414).

The Rivers and Harbors Act of 1988.

The Migratory Bird Conservation Act (16 USC 715-715s).

The Migratory Bird Treaty Act (16 USC 703, et seq.).

The North American Wetlands Conservation Act (1989, 16 USC).

The Estuary Protection Act, 16 USC (1221-1226).

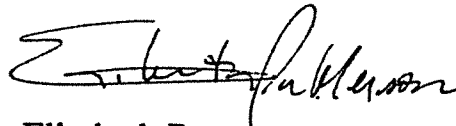
California Endangered Species Act.

Federal Endangered Species Act.

Ms. Carol Whiteside  
Ms. Kathryn Mathews  
December 18, 1991  
Page Three

Thank you for the opportunity to comment. If you have any questions, please contact Diane Jones at 916-327-9568.

Sincerely,



Elizabeth Patterson  
- Resource Analysis and Planning  
- Division of Environmental Planning  
- and Management

cc: OPR

# Notice of Determination

To: X Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

Del Norte County  
From: (Public Agency) Regional Transportation Comm.  
983 Third Street, Ste. E  
Crescent City, CA 95531  
(Address)

X County Clerk  
County of Del Norte

### Subject:

Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Del Norte County Regional Transportation Plan, 1990  
Project Title

91023088 Kathryn Mathews (707) 465-3878  
State Clearinghouse Number Lead Agency Area Code/Telephone/Extension  
(If submitted to Clearinghouse) Contact Person

Del Norte County  
Project Location (include county)

**Project Description:** The objective of the Regional Transportation Plan, 1990 is to identify strategies to address transportation development for a full range of transportation modes and decrease reliance on the automobile.

This is to advise that the Del Norte Co. Local Transportation Comm. has approved the above described project on  
 Lead Agency  Responsible Agency  
and has made the following determinations regarding the above described project:  
(Date)

1. The project  will  will not have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures  were  were not made a condition of the approval of the project.
4. A statement of Overriding Considerations  was  was not adopted for this project.
5. Findings  were  were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:

983 Third Street, Ste. E, Crescent City, CA 95531

Kathryn Mathews  
Signature (Public Agency)

February 13, 1992  
Date

Transp. Coordinator  
Title

Date received for filing at OPR:

Revised October 1989

CALIFORNIA DEPARTMENT OF FISH AND GAME  
CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

**Project Title/Location (include county):**

Del Norte County Regional Transportation Plan, 1990

**Project Description:**


The objective of the Regional Transportation Plan, 1990 is to identify strategies to address transportation development for a full range of transportation modes and decrease reliance on the automobile.

**Findings of Exemption (attach as necessary):**

See attached

**Certification:**

I hereby certify that the public agency has made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

  
\_\_\_\_\_  
(Chief Planning Official)  
Del Norte Local

Title: Transportation Commission  
Lead Agency Transportation Coordinator  
Date February 13, 1992

1. As required by Section 711.4(d)(1) of the Fish and Game Code and Section 753.5(c) and 753.5(d) of the California Code of Regulations, no fee shall be required when:
  - a. "the lead agency (as defined by Section 21067 of the Public Resources Code) finds that, considering the record as a whole a project involves no potential for adverse effect, either individually or cumulatively on wildlife (as defined by Section 711.2 of the Fish and Game Code)"; and
  - b. "the Environmental Checklist form found in the Secretary for Resources' guidelines (14 CCR, Section 15000 et seq., Appendix I) or the initial study conducted by the lead agency" does not indicate that the project may or will in the lead agency's opinion result in changes as described in items: 3a, 3d, 3e, 4a, 4b, 4c, 5a, 5b, 5c, and 5d.
2. The Environmental Impact Report evaluated the project for any adverse effects on fish and wildlife resources. Based on information in the RTP and EIR, the Commission has determined that there is no evidence that the project will have any potential adverse effects on fish and wildlife resources or the habitat upon which wildlife depends. The environmental document on file in the Commission office includes a detailed discussion of all relevant environmental issues. The Commission has also determined that there is no presumption of adverse effect on fish and wildlife resources or the habitat upon which the wildlife depends based upon public/agency review of the environmental document.
3. CEQA requires subsequent discretionary project approval before any physical change to natural habitat is permitted.
4. See attached Resolution adopting the Regional Transportation Plan, 1990 and Environmental Impact Report.