

**CEQA FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS
WITH ATTACHED
MITIGATION MONITORING AND REPORTING PROGRAM**

FOR

The 2010 Mendocino County Regional Transportation Plan

Prepared By:

Mendocino Council of Governments

September 9, 2011

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The Board of Directors of the Mendocino Council of Governments (herein the "Board") does hereby find, determine, and resolve as follows:

I. CEQA FINDINGS

1. The Board finds that the Environmental Impact Report Supplement for the 2010 Mendocino County Regional Transportation Plan (herein EIR Supplement), which consists of the Draft EIR Supplement and Final EIR Supplement (Response to Comments) has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.
2. The Board certifies that the EIR Supplement was prepared, published, circulated and reviewed in accordance with the requirements of CEQA and the State CEQA Guidelines, and constitutes an adequate, accurate, objective and complete Final EIR Supplement in accordance with the requirements of CEQA and the State CEQA Guidelines.
3. The Board certifies that the EIR Supplement has been presented to it and that the Board has reviewed it and considered the information contained therein prior to acting on the proposed project and that the EIR Supplement reflects the independent judgment and analysis of the Board.
4. Pursuant to CEQA Guidelines Section 15093, and in support of its approval of the 2010 Mendocino County Regional Transportation Plan project (herein the "Project"), the Board hereby adopts the attached Findings of Fact and a Mitigation Monitoring and Reporting Program to require all reasonably feasible mitigation measures be implemented.

II. PROCEDURAL FINDINGS

1. The Mendocino Council of Governments caused an Environmental Impact Report Supplement (EIR Supplement) on the Project to be prepared pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000 et seq. (CEQA) and the CEQA Guidelines, Code of California Regulations, Title XIV, Section 15000 et seq.
2. A Notice of Preparation of the Draft EIR Supplement was filed with the Office of Planning and Research (OPR) on June 23, 2011 and was circulated for a 60-day public review period.
3. A Notice of Completion (NOC) and copies of the Draft EIR Supplement were delivered to the State Clearinghouse on June 21, 2011 to be distributed to those

state agencies that have jurisdiction by law with respect to the Project and to other interested parties and agencies. The comments of such persons and agencies were sought.

4. An official forty-five (45) day public review period for the Draft EIR Supplement was established by the State Clearinghouse and extended for an additional 15 days. The public review period began on June 23, 2011 and concluded on August 22, 2011.
5. A Notice of Availability (NOA) was distributed to all interested groups, organizations, and individuals on June 21, 2011 for the Draft EIR Supplement. The Notice of Availability stated that the Mendocino Council of Governments (herein "MCOG") had completed the Draft EIR Supplement and that copies were available at its offices.
6. Following closure of the public comment period, the Draft EIR Supplement was supplemented to incorporate comments received and MCOG's responses to said comments.
7. Following notice duly and regularly given as required by law, and all interested parties expressing a desire to comment thereon or object thereto having been heard, the EIR Supplement and comments and responses thereto having been considered, the Board makes the following determinations:
 - A. The EIR Supplement consists of the Draft EIR Supplement and Final EIR Supplement (Comments and Responses to Comments).
 - B. The EIR Supplement was prepared and completed in compliance with CEQA.
 - C. The EIR Supplement has been presented to the Board who reviewed and considered the information therein prior to acting on the 2010 Mendocino County Regional Transportation Plan proposal, and they find that the EIR Supplement reflects the independent judgment and analysis of the Mendocino Council of Governments.
8. The following information is incorporated by reference and made part of the record supporting these findings:
 - A. The Draft and Final EIR Supplement and all documents relied upon or incorporated by reference including:
 - The Draft 2010 Mendocino County Regional Transportation Plan

- The Final EIR for the 2010 Mendocino County RTP
- B. The Mitigation Monitoring and Reporting Program dated September 2011.
- C. All staff reports, memoranda, maps, letters, minutes of meetings and other documents relied upon or prepared by MCOG staff relating to the project

III. FINDINGS OF FACT REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED 2010 MENDOCINO COUNTY REGIONAL TRANSPORTATION PLAN

The Environmental Impact Report Supplement (EIR Supplement) for the 2010 Mendocino County Regional Transportation Plan proposal, prepared in compliance with the California Environmental Quality Act (CEQA) evaluates the potentially significant and significant adverse environmental impacts that could result from adoption of the Project or alternatives to the Project.

Because the EIR Supplement indicates that implementation of the Project (or Project alternatives) would result in certain adverse impacts, MCOG is required under CEQA, and the State guidelines adopted pursuant thereto, to make certain findings with respect to these impacts. The required findings appear in the following sections of this document. The attached Impacts and Mitigation Summary Table lists all significant impacts that can be avoided due to implementation of mitigation measures, and the significant impacts that cannot be avoided, even with mitigation.

The findings are supported by substantial evidence in the record of proceedings before MCOG as stated below.

1. Significant Impacts Which Can Be Avoided As Identified In The Final EIR Supplement

The Impacts and Mitigation Summary Table, attached to these findings, outlines significant impacts identified in the EIR Supplement that can be reduced to a less-than-significant level through mitigation. The mitigation measures are hereby incorporated into the project, and their implementation will be tracked through the attached Mitigation Monitoring and Reporting Program.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code § 15091(a)(1), MCOG finds that changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid the

significant environmental impacts listed above, as identified in the EIR Supplement. MCOG further finds that these changes or alterations in the project are within the jurisdiction of MCOG to require, or within the legal responsibility of another agency, and that this measure is appropriate and feasible.

Facts in Support of Finding

The potentially significant impacts would be reduced to a less-than-significant level with the mitigation measures provided in the 2010 Mendocino County Regional Transportation Plan EIR Supplement, where appropriate. The attached Summary Table summarizes the mitigation measures that would reduce most impacts to a less-than-significant level. The text of the EIR Supplement provides further explanation of how these mitigation measures reduce the impacts to a less-than-significant level.

2. Significant Impacts Which Cannot Be Avoided

In this section of the Findings of Fact for the proposed 2010 Mendocino County Regional Transportation Plan, MCOG identifies the significant impacts that cannot be reduced through mitigation measures to a less-than-significant level. The Final EIR Supplement identified eleven significant impacts from future projects included in the 2010 Mendocino County Regional Transportation Plan that could not be reduced to a less-than-significant level. They are as follows:

1. Projects could induce landsliding.
2. Projects could damage or displace sensitive plant communities.
3. Projects could result in filling of wetlands and other waters of the U.S.
4. Projects could result in the loss of habitat which supports special status species of fish and wildlife.
5. Projects could result in damage or destruction of archaeological and historical resources.
6. Projects could result in the loss of open space and add views of new improvements and lights. These changes could adversely affect views from public and private vantage points.
7. Larger roadway projects would displace prime agricultural soils.

8. Larger roadway projects may adversely affect farming operations on properties under a Williamson Act contract.
9. Projects could result in land use conflicts with existing land uses near the roadway, airport, or other transportation project.
10. The reopening of the NWPR line for freight hauling would cause noise and ground vibration impacts to adjacent residences.
11. RTP projects plus other proposed projects in the County could result in potentially significant cumulative impacts as regards the following resources:
 - Deterioration of water quality due to runoff from roads and other paved areas.
 - Loss of habitat used by special status species of wildlife.
 - Loss of sensitive plant communities.
 - Filling of wetlands and other waters of the U.S.
 - Loss of groundwater recharge areas.
 - Excessive noise along some new streets and highway sections.
 - Loss of open space views and replacement with views of new development and new lights.
 - Loss of prime agricultural soils.
 - Adverse effects on Williamson Act contract properties.
 - Land use conflicts.

IV. CONSIDERATION OF ALTERNATIVES

CEQA mandates that every EIR Supplement evaluate a no-project alternative, plus a range of alternatives to the project or its location. Alternatives provide a basis of comparison to the project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of a project.

For the reasons documented in the EIR Supplement and summarized below, MCOG finds that approval and implementation of the project as approved is appropriate. MCOG rejects each one and any combination of the remaining project alternatives in the EIR Supplement. The evidence supporting these findings is presented in Section 4.4 of the Draft EIR Supplement.

1. EIR Supplement Alternative 1: No Project Alternative

Under the No Project Alternative, MCOG would not approve the 2010 Mendocino County Regional Transportation Plan.

Finding

If the Draft RTP is not approved, then MCOG would continue to rely on the existing 2005 RTP until such time as an acceptable revised RTP were adopted.

Facts in Support of Finding

MCOG legally must have an RTP, so there is no the possibility of there being no RTP. The existing 2005 RTP contains most of the same proposed large projects that are included in the current Draft RTP.

2. EIR Supplement Alternative 2: Alternative Transit Focus

This alternative would include expanded MCOG funding of mass transit, railroad, and non-motorized travel modes. This alternative originally included the following components:

- Providing hourly express buses from Laytonville to Willits, Willits to Ukiah, Ukiah to Hopland, and Fort Bragg to Mendocino.
- Providing fixed route bus service on 15-minute intervals along major thoroughfares in the cities listed above.
- Providing passenger and freight rail service from Willits south out of the County and freight service from Willits to Fort Bragg.
- Encouraging bus use by methods such as property tax reduction with proof of transit use, incentives for businesses and companies whose employees commute using public transit, developer fees, and owner/renter incentives to use transit.
- Constructing bike and pedestrian paths from the south coast to MacKerricher State Park (north of Fort Bragg).

Finding

Specific economic, social, or other considerations make infeasible the Alternative Transit Focus identified in the EIR Supplement and described above.

Facts in Support of Finding

MCOG has no or little ability to disburse more money for bus operations, no ability to fund expanded train operations, and no ability to require incentives for people to use the bus or other forms of mass transit.

3. Alternative 3: Two-Lane Highway 101 Willits Bypass

Alternative 3 includes construction of a two-lane bypass rather than a four-lane bypass around Willits.

Findings

Specific economic, social, or other considerations make infeasible the Two-Lane Highway 101 Bypass alternative identified in the EIR Supplement and described above.

Facts in Support of Findings

The alternative would decrease some environmental impacts, particularly impacts to biological resources. This alternative would not relieve traffic congestion to the level of the proposed project. This alternative would be considered environmentally superior to the proposed RTP if MCOG were willing to accept LOS D conditions on the bypass. However, it is possible that the increased traffic congestion impact is equal or of more significance than the other impacts created by a four-lane bypass. The four-lane bypass remains a principal objective of MCOG and the RTP. This is because such a bypass is needed for satisfactory levels of service along Route 101 now and in the future. An alternative that did not include an eventual four-lane bypass would be considered contrary to a basic RTP objective. In that case, the alternative is considered infeasible.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

Under CEQA, MCOG must balance the benefits of the Project against its unavoidable environmental impacts in determining whether to approve the Project. If the benefits of a Project outweigh the unavoidable adverse effects, those effects may be considered “acceptable” (CEQA Guidelines Section 15093[a]). However, CEQA requires MCOG to support, in writing, the specific reasons for considering a Project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the EIR Supplement or elsewhere in the administrative record (CEQA Guidelines Section 15093[b]). Those reasons are provided below as the “Statement of Overriding Considerations.”

The Mendocino Council of Governments is proposing to approve the 2010 Mendocino County Regional Transportation Plan and has prepared and certified a Final EIR

Supplement (FEIR Supplement) that satisfies the requirements of CEQA. The following adverse impacts of the Project are considered significant and unavoidable or potentially significant after mitigation, based on the Final EIR Supplement and findings discussed previously in Section IV of this document.

1. Projects could induce landsliding.
2. Projects could damage or displace sensitive plant communities.
3. Projects could result in filling of wetlands and other waters of the U.S.
4. Projects could result in the loss of habitat which supports special status species of fish and wildlife.
5. Projects could result in damage or destruction of archaeological and historical resources.
6. Projects could result in the loss of open space and add views of new improvements and lights. These changes could adversely affect views from public and private vantage points.
7. Larger roadway projects would displace prime agricultural soils.
8. Larger roadway projects may adversely affect farming operations on properties under a Williamson Act contract.
9. Projects could result in land use conflicts with existing land uses near the roadway, airport, or other transportation project.
10. The reopening of the NWPR line for freight hauling would cause noise and ground vibration impacts to adjacent residences.
11. RTP projects plus other proposed projects in the County could result in potentially significant cumulative impacts as regards the following resources:
 - Deterioration of water quality due to runoff from roads and other paved areas.
 - Loss of habitat used by special status species of wildlife.
 - Loss of sensitive plant communities.
 - Filling of wetlands and other waters of the U.S.
 - Loss of groundwater recharge areas.
 - Excessive noise along some new streets and highway sections.

- Loss of open space views and replacement with views of new development and new lights.
- Loss of prime agricultural soils.
- Adverse effects on Williamson Act contract properties.
- Land use conflicts.

MCOG finds that economic, social and other considerations of the 2010 Mendocino County Regional Transportation Plan outweigh the significant and unavoidable environmental impacts identified above. These considerations are described below by issue area. In making this finding, MCOG has balanced the benefits of the proposed Project against its unavoidable environmental impacts and has indicated its willingness to accept these risks.

1. Landsliding

Construction of some road projects must occur in hilly areas where landsliding is possible. The EIR Supplement requires geotechnical studies and design to reduce the chance of landsliding, but it cannot be predicted with certainty that landslides would not occur. The risk of some landsliding must be accepted if road projects are to be constructed in hilly terrain. The increased access and efficiency of access represented by these road projects outweigh the risks of some landsliding.

2. Sensitive Plant Communities

Construction of some road and airport projects could result in the loss of sensitive plant communities. The EIR Supplement requires avoidance of such communities wherever feasible and replacement mitigation where avoidance is not feasible. However, it is possible that even with these required mitigations, some road and airport projects could have a significant impact on these plant communities. Road and airport projects would be constructed in locations where these sensitive plant communities exist only if alternate routes or sites are infeasible. Because these road and airport projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential impact to sensitive plant communities is outweighed by the social and economic benefits.

3. Wetlands

The EIR Supplement requires avoidance of wetlands wherever feasible and requires compensatory replacement for wetlands that must be filled. Despite such mitigations, certain road and airport projects will likely require filling of wetlands. Because these road and airport projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential impact to wetlands is outweighed by the social and economic benefits.

4. Special Status Fish and Wildlife Species Habitat

Several major road projects could significantly impact habitat that supports special status fish and wildlife species. The EIR Supplement requires avoidance of such habitat wherever feasible and compensatory mitigation measures where avoidance is infeasible. However, even with implementation of these mitigations, it is possible that such habitat could be adversely impacted. Because these road projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential impact to special status fish and wildlife habitat is outweighed by the social and economic benefits.

5. Archaeological and Historical Resources

The EIR Supplement requires avoidance of historical and archaeological resources wherever feasible and appropriate handling of archaeological resources when avoidance is not feasible. Despite these mitigations, it is possible that future transportation projects could damage or impact these resources. Because these transportation projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential impact to archaeological and historical resources is outweighed by the social benefit.

6. Aesthetics

Without knowing the final design of RTP projects, it is possible that future projects would remove important open space views and replace them with aesthetically displeasing views. The EIR Supplement requires mitigation measures to reduce this impact, but it cannot be predicted with certainty that significant aesthetic impacts will not occur. Because these transportation projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential impact to aesthetic resources is outweighed by the social benefit.

7. Prime Agricultural Soils

Future projects could remove prime agricultural soils from production. The EIR Supplement requires avoidance, where feasible, and compensatory mitigation, where not feasible, but prime agricultural soils could still be lost. Because these transportation projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential impact to prime agricultural soils is outweighed by the social benefit.

8. Williamson Act Contract Properties

Larger transportation projects could result in adverse impacts on properties under a Williamson Act contract. Because these transportation projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential impact to properties under a Williamson Act contract is outweighed by the social benefit.

9. Land Use Conflicts

Transportation projects included in the RTP could result in conflicts between residential and other uses and the transportation project. These conflicts may include excessive noise, aesthetic, and other impacts. Because these transportation projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential impact to existing land uses is outweighed by the social benefit.

10. Railroad Impacts

Reopening the NWPR line for freight hauling would cause noise and ground vibration impacts to adjacent residences. The EIR prepared on the NWPR project identified these as significant and unavoidable impacts. The impact is outweighed by the facts that the railroad would remove 800-880 large truck trips per day from Highway 101, which would benefit traffic congestion and safety and reduce emissions of air pollutants and greenhouse gases. In addition, the opening of the railroad would be of significant economic benefit to many businesses in Mendocino County. These factors outweigh the noise and vibration impacts.

11. Cumulative Impacts

Projects included in the Regional Transportation Plan will combine with other projects in the County to cause significant or potentially significant impacts to water quality, habitat used by special status species of wildlife, sensitive plant communities, wetlands, groundwater recharge areas, noise environment, open space view, prime agricultural soils, and Williamson Act contract properties. Similar to the explanations above for each of these impacts, because these transportation projects are needed to provide safe and efficient travel routes between communities and emergency access, and because these travel routes socially and economically benefit the population served by the routes, the potential cumulative impacts are outweighed by the social benefit.

Conclusion

The 2010 Mendocino County Regional Transportation Plan consists of projects recommended by the County, its cities, the Mendocino Transit Authority, Caltrans, and the operators of the public airports. The projects in the Regional Transportation Plan are deemed necessary by the various jurisdictions and agencies responsible for transportation in the County to provide safe and efficient transportation and to accommodate efficient and effective movement of goods and people. MCOG finds that the projects in the Regional Transportation Plan are needed for the continued well being of the people of Mendocino County. Therefore, MCOG has adopted this Statement of Overriding Considerations.

IMPACT AND MITIGATION SUMMARY

| IMPACT | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|------------|---|--|-------------------------------|
| 3.1 | <u>Geology</u> | | |
| 3.1-A | Projects included in the RTP could be adversely affected by seismic activity. | <p>PS</p> <p>1. All projects requiring more than a minimal amount of earthwork (e.g., projects such as re-paving existing roads or creating turnouts) must have a geotechnical study conducted by a geotechnical engineer or engineering geologist. The design report will contain specific construction recommendations for all buildings, roads, bridges, and other improvements to ensure that those improvements can withstand the maximum credible earthquake and ground shaking predicted for the area. The geotechnical report shall also provide construction guidelines to address expansive, compressible, and liquefiable soils and any other soil constraints identified by the geotechnical consultant. Final project design will include the recommendations contained in the geotechnical report. To the extent feasible, projects will avoid areas particularly susceptible to seismic-caused damage. Projects within Special Study Zones shall comply with all requirements established for those zones.</p> <p>It is expected that the geotechnical report will recommend special design considerations in areas of particular hazard (e.g., landslide potential). These special considerations may include specialized foundation treatments, specific slope ratios and specialized cut slope and fill slope design, mechanically reinforced embankments, stabilization trenches, catchment areas, reinforcing geotextile fabrics, and specialized subsurface drainage techniques. For bridges or other structures over liquefiable soils, construction will occur on foundation piles extended into structurally competent materials.</p> <p>2. Any project potentially affected by tsunamis shall be designed to withstand the maximum credible tsunami as defined by the Federal Emergency Management Agency (FEMA).</p> | LS |
| 3.1-B | Projects included in the RTP could be adversely affected by existing landsliding or cause new or increased landsliding. | <p>PS</p> <p>The geotechnical study required for Impact 3.1-A will be required for this impact. The geotechnical study shall investigate the project site for landslide potential. If feasible, areas susceptible to landsliding will be avoided. If not feasible to avoid such areas, the geotechnical study will include design requirements to address landsliding. The design requirements shall be implemented.</p> | S |
| 3.1-C | Projects included in the RTP could be adversely affected by other soil constraints. | <p>PS</p> <p>1. All projects shall, at a minimum, comply with all requirements set forth in the most recent Uniform Building Code.</p> <p>2. If and when the County and/or a City with jurisdiction over a future project adopts a Grading Ordinance, the project shall obtain a Grading Permit (if warranted) and comply with the requirements of said permit.</p> <p>3. The geotechnical report required for Impact 3.1-A will be required for this impact.</p> | LS |

NOTE: S = Significant PS = Potentially Significant
 LS = Less than Significant B = Beneficial

**IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACT | | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|------------|---|--------------------------------|--|-------------------------------|
| 3.1 | <u>Geology (cont.)</u> | | | |
| 3.1-D | Projects included in the RTP could cause substantial soil erosion. | PS | <p>1. For each project over 5 acres in size (over 1 acre in size after March 2003), the project applicant shall prepare and implement a Stormwater Pollution Prevention Program (SWPPP) which will be submitted to the Regional Water Quality Control Board (RWQCB) as part of the NPDES General Construction Activity Stormwater Permit (General Permit) application. The SWPPP shall include Best Management Practices (BMPs) for the control of point and non-point source pollutants in stormwater. BMPs incorporated in each project SWPPP would likely include in-situ protection, seeding and mulching of bare ground, planting of trees and shrubbery in disturbed riparian areas, and installation of other types of biotechnical slope stabilization, such as appropriately staked straw bale perimeters and silt fences. No grading should occur between October 15 and May 1. Project applicants would implement the final BMPs and measures included in the General Permit obtained from the RWQCB. For projects under 5 acres in size until March, 2003 and under 1 acre in size after that date, the project applicant shall prepare and implement an erosion control plan which will describe the Best Management Practices that will be used to control erosion and sedimentation.</p> <p>2. All Caltrans projects will include Caltrans' Standard Special Provisions (SSPs) to reduce erosion in all storm water discharges.</p> | LS |
| 3.1-E | Projects included in the RTP could remove valuable mineral resources for production. | PS | <p>1. Projects shall be sited to avoid all existing quarries and California Geological Survey-mapped aggregate reserves.</p> <p>2. When updating its General Plan, the County of Mendocino should ensure that there are adequate aggregate reserves to meet the needs of RTP projects and other projected growth in the County.</p> | LS |
| 3.1-F | Projects included in the RTP could damage or eliminate unique geologic features. | PS | The geotechnical report required for Impact 3.1-A will include an identification of any unique geologic features. If such features are present, the project will be designed to avoid such features. If avoidance is not feasible, the project shall be designed to minimize the impact on said features. | LS |
| | | | | |
| 3.2 | <u>Hydrology and Water Quality</u> | | | |
| 3.2-A | Projects included in the RTP could result in deposition of sediment into streams and the ocean. | PS | <p>The same mitigation measures recommended for Impact 3.1-D will apply to this impact. In addition, the following will apply:</p> <p>1. All projects located within watersheds for which TMDL programs have been adopted by the State will abide by all conditions for road and other improvement projects included in those TMDL programs.</p> | LS |

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**IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACT | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|--------|---|--|-------------------------------|
| 3.2 | <u>Hydrology and Water Quality (cont.)</u> | <p>2. All County projects will be constructed and maintained per the BMPs included in the fish friendly management program when it is adopted by the County. Until final adoption, the Mendocino County Department of Transportation will continue to coordinate with the Mendocino County Water Agency to design and construct their projects consistent with the recommendations included in the draft management program.</p> <p>3. All Caltrans projects shall be constructed utilizing the BMPs included in Caltrans Storm Water Quality Handbook Planning and Design Staff Guide (Caltrans, June 2000).</p> <p>4. All airport projects and MTA transit centers and bus yards shall be constructed using BMPs identified by the Mendocino County Water Agency and Caltrans, as described above, plus industrial BMPs as listed in California Storm Water Best Management Practices (Camp Dresser & McKee et al, 1993).</p> <p>5. When local jurisdictions adopt new Municipal Stormwater Plans, all road and airport projects within those jurisdictions shall be constructed and maintained consistent with the requirements established in those programs. Until such programs are adopted, local jurisdictions will require the implementation of BMPs for all small projects not subject to a NPDES individual permit. BMPs for municipal projects are identified in the Coastal Commission's Model Urban Runoff Program.</p> | |
| 3.2-B | Projects included in the RTP could result in the deposition of pollutants into streams and the ocean. | <p>1. All contracts for proposed projects shall contain provisions which prohibit the contractor from discharging oils, greases, chemicals, or spillage of concrete and grout into receiving waters.</p> <p>2. A Hazardous Waste and Spill Response Plan will be prepared by each Lead Agency to address water quality issues associated with accidental spills for road and airport construction projects.</p> <p>3. If and when Municipal Stormwater Plans are adopted by the Cities of Ukiah and Fort Bragg, Projects will comply with any provisions included in those the City of Fort Bragg and City of Ukiah Municipal Stormwater Programs for reducing non-point pollution to receiving waters. Until such programs are adopted, projects in Fort Bragg, Ukiah, and Willits shall be assessed on a case-by-case basis to assess potential adverse impacts to water quality. The CDFG shall be contacted to determine whether CDFG recommends pollution control features and what those features should include. If it is determined that a project could generate pollutants that might adversely affect water quality of a receiving waterway, then</p> | LS |

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**IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACT | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|--------|---|--|-------------------------------|
| 3.2 | <u>Hydrology and Water Quality (cont.)</u> | BMPs will be required. These BMPs could include installation of oil/water separators. | |
| 3.2-C | Projects included in the RTP could be exposed to flooding. | <p>1. Projects shall be designed to avoid construction within the floodway. If improvements are required to be constructed in the floodway, a hydrologic study will be required to determine whether the reduction of floodway capacity would result in increased flooding. If the project would result in a measurable increase in flooding and improvements in the area subject to said flooding could be damaged by that flooding, mitigation measures will be required to ensure that increased flooding not occur. Specific mitigations could include re-design such as constructing bridges or elevated road sections rather than filling a channel.</p> <p>2. Projects constructed within the 100-year floodplain shall be assessed by a qualified engineer. If floodplain encroachment is determined to significantly increase flooding within or adjacent to the existing floodplain, mitigation measures shall be required to reduce that predicted flooding so that it does not cause damage to existing improvements. Specific mitigations could include re-design such as constructing bridges or elevated road sections rather than filling, or providing additional area for floodplain fringe to offset project filling.</p> <p>3. Roadways and airport improvements shall be constructed at least one foot above the elevation of the design level storm used by the jurisdiction where the project would be constructed.</p> | LS |
| 3.2-D | Projects included in the RTP could increase runoff thereby causing increased flooding. | 1. Each project will be reviewed by a qualified engineer to determine the amount of new runoff that the project would generate. The analysis will also include the cumulative impacts of the proposed project plus other planned development in the affected watershed. The impact of this additional runoff will be assessed for the receiving waterway(s) to determine if the additional runoff would generate additional flooding of existing improvements. If project-generated or cumulative runoff is determined to significantly increase flooding, mitigation measures shall be required to reduce that predicted flooding so that it does not cause damage to existing improvements. Such measures could include improving downstream stormwater facilities, constructing retention facilities, or other engineering measures. | LS |
| 3.2-E | Projects included in the RTP could alter the drainage pattern of streams. | To the degree feasible, stream alteration will be avoided. Where such avoidance is not feasible, projects shall be designed so that any direct or indirect alteration of stream channels does not cause increased flooding of existing improvements. | LS |
| 3.2-F | Projects included in the RTP could reduce recharge to groundwater aquifers or pollute those aquifers. | 1. Future CEQA studies of each project shall identify potential project impacts to the local groundwater aquifer. If the project is found to substantially decrease the local aquifer's recharge potential (i.e., reduce the recharge area by more than one | LS |

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**IMPACT AND MITIGATION SUMMARY
(Continued)**

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|------------|---|--|-------------------------------|
| 3.2 | <u>Hydrology and Water Quality (cont.)</u> | <p>percent), then mitigation measures (e.g., construction of recharge facilities) to allow additional off-site recharge will be included so that the reduction in recharge area is no more than one percent.</p> <p>2. The future CEQA studies for the new Airport Layout Plan for the Little River Airport will assess potential pollution impacts to the groundwater aquifer serving nearby residents. If the study shows there is an existing or projected pollution problem, then specific recommendations will be developed to ensure that there is no airport-caused pollution of the groundwater aquifer. The proposed plan for remediating the problem, if it exists, will be submitted to the RWQCB for their approval. Once approved, all recommended actions will be implemented.</p> | |
| 3.3 | <u>Biological Resources</u> | <p>1. For any project that would result in the displacement of native vegetation, the applicant shall have a records search of the California Natural Diversity Data Base (CNDDDB) conducted. If that records search indicates the potential for a special status species in the project area, the site shall be surveyed by a qualified botanist.</p> <p>2. If special status species do exist in the area to be disturbed by the project, the applicant shall take all feasible steps to design or re-design the project to avoid the special status plant species.</p> <p>3. Federal projects or projects including Federal funding or permitting must comply with Section 7 requirements which require consultation and a Biological Assessment (Section 7[c]) for Major Construction Activities.</p> <p>4. If avoidance is not possible, then the applicant shall consult with CDFG and USFWS (if Federal species would be affected; all subsequent references to USFWS apply only if the species potentially affected by the project is a Federally listed or proposed species) and following that consultation shall have a qualified botanist or ecologist develop a mitigation and monitoring plan for the project. The mitigation and monitoring plan shall include all components requested by CDFG and USFWS during the initial consultation. It will include at least the following components (unless modified by USFWS and/or CDFG):</p> <ul style="list-style-type: none"> • goals of the mitigation plan; • performance standards; • final success criteria; | <p>LS</p> |
| 3.3-A | Projects included in the RTP could result in loss of special status plants. | PS | |

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**IMPACT AND MITIGATION SUMMARY
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| 3.3 | <u>Biological Resources (cont.)</u> | <ul style="list-style-type: none"> • implementation methods; • schedule; • maintenance activities; and • monitoring methods and schedule; and contingency measures to be implemented if the proposed success criteria are not met. <p>The mitigation measures shall be specific to the special status species that would be affected. The actual mitigations may include one or more of the following:</p> <ul style="list-style-type: none"> • Purchase of property or a conservation easement on lands that support the affected species where those species could be lost in the future. • Purchase of property or a conservation easement on lands with degraded populations of the affected species or habitat suitable for the introduction or re-introduction of the species. The existing populations can be enhanced, affected species transplanted, and/or seeds planted to establish new populations of the affected species. • Transplanting, enhancement, and creation of new populations of the affected species will need to be done in consultation with CDFG and CNPS botanists who have specific knowledge of the microhabitat requirements for the species. • Enhancing degraded populations or establishing new populations of the affected species on those portions of the project site that would not be affected by the project. <p>The final mitigation and monitoring plan shall be approved by USFWS and CDFG.</p> <p>5. As warranted, the applicant shall obtain required permits from USFWS and CDFG.</p> | |
| 3.3-B | Projects included in the RTP could result in the loss of sensitive plant communities. | <p>PS</p> <ol style="list-style-type: none"> 1. If the Initial Study for a project determines that the project could affect a sensitive plant community, the applicant will have a qualified botanist survey the site to identify and map the community. 2. If a sensitive plant community would be displaced or fragmented by the project, then the applicant shall consult with CDFG and USFWS (if the project includes Federal involvement) to obtain guidance regarding adequate mitigation for the loss. The mitigation and monitoring plan shall contain the same components and | S |

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| 3.3 | <u>Biological Resources (cont.)</u> | <p>methods of mitigation listed for the mitigation monitoring plan under Impact 3.3-A. The mitigation and monitoring plan shall be approved by CDFG and USFWS (if there is Federal involvement).</p> <p>3. If oak woodlands would be impacted by the project, then the mitigation and monitoring plan shall comply with CDFG's Oak Protection Guidelines for mitigation of oak impacts.</p> | |
| 3.3-C | Projects included in the RTP could result in the loss of jurisdictional wetlands. | <p>PS</p> <p>1. Any project that would affect areas that are potentially jurisdictional wetlands shall have those wetlands surveyed by a person qualified to determine whether the wetlands meet the Army Corps' definition of jurisdictional wetlands. The expert shall calculate the amount and type of wetlands to be filled.</p> <p>2. Wherever feasible, the project will be designed or re-designed to avoid the need to fill wetlands.</p> <p>3. Where fill of wetlands is required, a mitigation and monitoring plan containing the same components as listed under Impact 3.3-A will be prepared. The wetlands delineation and mitigation and monitoring plan shall be submitted to the Army Corps, USFWS, NMFS, and CDFG for approval. The basic performance standard for the mitigation and monitoring plan shall be that there will be no net loss of wetlands.</p> <p>4. The project applicant shall obtain required permits from the Army Corps, USFWS, NMFS, and CDFG.</p> | S |
| 3.3-D | Projects included in the RTP could result in death or loss of habitat supporting special status species of wildlife. | <p>PS</p> <p>1. For any project that might affect wildlife (as determined in the Initial Study prepared for the project), the applicant shall have a records search of the CNDDDB conducted. If that records search indicates the potential for a special status species of wildlife in the project area, the site shall be surveyed by a qualified biologist.</p> <p>2. Federal projects or projects including Federal funding or permitting must comply with Section 7 requirements which require consultation and a Biological Assessment (Section 7[c]) for Major Construction Activities.</p> <p>3. If a project not subject to Section 7 requirements might result in a "take" of Federally listed species, then an "incidental take" permit pursuant to Section 10(a) of the ESA shall be obtained from the USFWS. Issuance of the permit requires approval of a satisfactory conservation plan for the listed species that would be affected by the project.</p> | S |

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**IMPACT AND MITIGATION SUMMARY
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| 3.3 | <u>Biological Resources (cont.)</u> | <p>4. If the biological survey indicates that Federal or State listed or candidate species exist in the area and are likely to be affected by the proposed project, then the applicant shall consult with CDFG and USFWS (if Federally listed species are involved) to develop a plan that specifically mitigates the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. This plan may include at least the following elements:</p> <ul style="list-style-type: none"> • Avoiding construction activities in areas near nests of listed and candidate species during the nesting season. Buffers around nests for each species will be determined by CDFG or USFWS. • Delineating Environmentally Sensitive Areas to protect sensitive biological resources and prohibiting construction within those areas. • Limiting in-stream construction to low flow periods. • Conducting protocol-level surveys to determine the presence of Northern spotted owls, and, if present, determination of specific mitigation measures for this species as recommended by USFWS. • Constructing wildlife under-crossings of road projects. • If the project involves a substantial loss or fragmentation of habitat critical for the survival of the listed or candidate species, then a plan to compensate for this loss of habitat will be prepared and approved by the CDFG and/or USFWS. The compensation can take the form of replanting of vegetation required by the species, conservation easements on habitat required by the species, and/or enhancement of undeveloped land so that it meets the requirements of the species. Such a plan will contain a monitoring program. <p>5. All mitigation measures recommended for Impacts 3.1-D, 3.2-A, and 3.2-B also apply to this impact.</p> | |
| 3.3-E | Projects included in the RTP could block wildlife migration or movement. | <p>1. All Highway 101 projects shall include wildlife under-crossings. The number and location will be identified by the CDFG and USFWS.</p> <p>2. The Redemeyer Road extension and the second Brooktrails access project sites shall be assessed by a biologist to determine the need for wildlife under-crossings.</p> | LS |

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| 3.4 | Cultural Resources | | |
| 3.4-A | Projects included in the RTP could result in the demolition of or damage to historical resources. | <p align="center">PS</p> <p>1. If a proposed project would require demolition of a structure or improvement over 50 years old or potentially damage the integrity of such a structure or improvement, then a qualified architectural historian will conduct a preliminary assessment of each structure to determine whether its structural integrity is intact (i.e., that it has not been modified, thereby destroying its historic integrity). If the structural integrity remains, then the architectural historian will prepare a Historic Evaluation Report on each of those structures. This Evaluation will include a discussion of the construction of the building, an architectural description, an architectural evaluation, drawings of the building and its important features, and photographs to document the structure. The Historic Evaluation Report will be submitted to the State Office of Historic Preservation. If avoidance is not possible, to the extent feasible, structures should be reconstructed or moved and, possibly, restored or rehabilitated. If the structure is restored, reconstructed, or rehabilitated, the work shall comply with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.</p> <p>2. For projects that involve Federal funding or lands, cultural resource studies shall be performed per all pertinent Federal regulations and requirements. of the National Historic Preservation Act and the Department of Transportation Act, as appropriate, including preparation of a 4(f) Joint Development Planning Documentation, Historic Resource Inventory forms, or other required documentation.</p> <p>3. Projects will be submitted to the County's Archaeological Commission and/or the Northwest Information Center to determine the need for field surveys. The surveys will be conducted by a qualified archaeologist. If field surveys indicate that there are archaeological sites that meet the criteria of being historical resources, they shall be avoided wherever feasible. If avoidance is not possible, they should be capped or otherwise left undisturbed. If capping or avoidance is not feasible, then the archaeologist conducting the field survey will identify other mitigation measures per those listed in Public Resources Code Section 21083. 2.</p> <p>4. If any buried cultural materials are encountered during project construction, work in the area of the survey shall be halted until a qualified archaeologist can evaluate the nature and significance of the find and make recommendations for its disposition. The archaeologist shall, as warranted, provide mitigation measures as described under Mitigation Measure No. 4 above.</p> | S |

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| 3.4 | <u>Cultural Resources (cont.)</u> | | | |
| 3.4-B | Projects included in the RTP could result in damage to unique archaeological resources. | PS | <p>1. Mitigation Measures 1, 2, 3, and 4 recommended for Impact 3.4-A apply to this impact.</p> <p>2. If human remains are unearthed during construction, no further disturbance shall occur in the immediate vicinity of the discovery until the County Coroner has made the necessary findings as to origin and disposition of the remains pursuant to Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5. Related provisions of CEQA Guidelines Appendix K shall be adhered to in the treatment and disposal of the remains. Any involved Federal agency shall be notified, and prescribed Federal requirements shall be adhered to.</p> | S |
| 3.4-C | Projects included in the RTP could result in damage to unique paleontological resources. | PS | <p>1. If paleontological resources are encountered during construction of the proposed project, work in the area shall halt in the vicinity of the find until a qualified paleontologist evaluates the nature and significance of the find.</p> <p>2. Authority shall be provided to the paleontologist to monitor further earthmoving activities and to temporarily divert such activities around the fossil site until the fossil remains have been evaluated and recovered.</p> <p>3. All identifiable fossil remains shall be fully treated. Treatment shall include preparation, identification, cataloging, and curation in a recognized museum repository, along with associated data. The paleontologist shall prepare a final report of findings that includes an assessment of scientific importance of any recovered fossil remains and an inventory of the remains.</p> | LS |
| 3.5 | <u>Traffic</u> | | | |
| 3.5-A | Draft RTP projects would affect traffic flows in the County. | B | No mitigation is required. | B |
| 3.5-B | Draft RTP projects would enhance the use of mass transit in the County. | B | No mitigation is required. | B |
| 3.5-C | Draft RTP projects would increase the use of public airports. | LS | No mitigation is required. | LS |
| 3.5-D | Draft RTP projects would increase the use of non-motorized facilities. | B | No mitigation is required. | B |
| 3.6 | <u>Air Quality</u> | | | |
| 3.6-A | Construction of projects included in the Draft RTP may pollute the air. | PS | 1. Applicants for each project will be required to prepare and implement a dust control program. The program should include at least the following provisions: | LS |

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| 3.6 | <u>Air Quality (cont.)</u> | <ul style="list-style-type: none"> a. Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times. b. Cover all hauling trucks or maintain at least two feet of freeboard. Dust-proof chutes shall be used as appropriate to load debris onto trucks during demolition. c. Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas. d. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas, and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. e. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously-graded areas that are inactive for 10 days or more). f. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. g. Limit traffic speeds on any unpaved roads to 15 mph. h. Replant vegetation in disturbed areas as quickly as possible. <p>2. Locate stationary gas- or diesel-powered equipment as far away as feasible from schools, churches, residences, and other sensitive receptors.</p> <p>3. Require contractors to use new diesel-powered equipment fitted with particulate traps and catalytic converters to the maximum degree feasible.</p> | |
| 3.6-B | Use of new road and other projects included in the Draft RTP would increase the emission of pollutants into the air. | <p>1. MTA shall include an air quality analysis of impacts of the North Ukiah Transit Center. If air quality modeling shows that the project would result in local or regional air quality exceeding State standards, then the project will be required to include all mitigation measures recommended by the MCAQMD.</p> <p>2. New road and highway alignments shall be designed to avoid or maintain a distance between the road and sensitive receptors such as schools, hospitals, convalescent homes, etc. Applicants proposing new roads or highways shall confer with the MCAQMD to determine whether adequate separation is provided to avoid exposure to diesel emissions.</p> | LS |

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| 3.6 | <u>Air Quality (cont.)</u> | | | |
| 3.6-C | Road and other project construction could release asbestos into the air. | PS | Project applicants will conduct initial site assessments as part of the CEQA review to determine the potential presence of asbestos at the project site. If asbestos materials are present, the applicant will contact the MCAQMD and comply with all MCAQMD requirements for asbestos control. | LS |
| | | | | |
| 3.7 | <u>Noise</u> | | | |

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| 3.7-A | Projects included within the Draft RTP would result in construction noise. | PS | <p>1. The CEQA analysis for each future project shall identify all sensitive receptors within the area surrounding the project that might be affected by project construction. For projects lasting more than four weeks near any sensitive receptor and where that sensitive receptor would be exposed to exterior noise levels exceeding 60 dBA or interior school classroom noise levels exceeding 52 dBA Leq, a construction noise mitigation program will be required. This program will include at least the following measures, unless the measures prove infeasible.</p> <ul style="list-style-type: none"> a. Limit noise-generating construction activities to daytime, non-Sunday, non-holiday hours (7:00 am to 6:00 pm). b. Properly muffle and maintain all construction equipment powered by internal combustion engines. c. Prohibit unnecessary idling of internal combustion engines. d. Locate all stationary noise-generating construction equipment, such as air compressors, as far as practical from existing nearby residences and other noise-sensitive land uses. Acoustically shield such equipment. e. Select quiet construction equipment, particularly air compressors, whenever possible (e.g., fit motorized equipment with proper mufflers in good working order). f. Notify, in writing, all neighbors located within 500 feet of the construction site of the construction schedule. g. Designate a person responsible for acting on any local complaints about construction noise. Conspicuously post a telephone number for the Noise Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The Noise | LS |
| | | | <p>Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require implementation of reasonable measures to correct the problem. The Lead Agency for the project should be responsible for designating a Noise Disturbance Coordinator and the construction contractor should be responsible for posting the phone number and providing construction schedule notices.</p> <ul style="list-style-type: none"> h. Pile driving can create loud percussive sounds and ground-borne vibration within 100 feet of the operation. Standard mitigation is to pre- | |

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| | | drill pile bores to minimize the number of blows needed. Residents should be notified when pile driving will occur, and work should only occur in the daytime. | |
| 3.7-B | Projects included within the Draft RTP would result in new noise and vibrations along the new streets and highways. | <p>PS</p> <p>1. All projects that would result in the construction of a new road along an undeveloped route or additional traffic due to an existing street being connected to a new road will be required to have an acoustical study prepared by a qualified acoustical consultant. The acoustical study shall include at least the following:</p> <ul style="list-style-type: none"> a. Noise measurements will be conducted at sensitive receptors along the proposed route or the existing street that would be affected by the project. b. Noise modeling will be conducted to show future noise levels at affected sensitive receptors given predicted traffic volumes and vehicle mix once the new road or roadway system is in operation. The acoustical consultant shall also assess the potential for significant increases in groundborne noise and vibration. c. If predicted noise levels would increase the noise level by 3 dBA or greater at sound-sensitive land uses (if the resultant sound level would exceed 60 dBA Ldn), or by 5 dBA (if the resultant sound level would remain below the 60 dBA threshold), then mitigation measures will be identified to reduce the noise increase below those levels. Noise mitigation measures may include realignment of the road, construction of sound barriers, the use of open-graded asphalt (i.e., "quiet pavement;" the use of such pavement has been shown to reduce traffic noise by 4 to 6 dBA), or other appropriate measures. d. The acoustical engineer will predict future noise levels at affected sensitive receptors given the recommended mitigation measures. <p>The Lead Agency shall implement the recommended mitigation measures unless they are found to be infeasible.</p> | LS |
| 3.7-C | Airport Improvements projects included in the Draft RTP could result in new noise at noise-sensitive receptors. | <p>PS</p> <p>1. The CEQA analysis of each new Airport Layout Plan shall include an acoustical analysis which will include at least the following:</p> <ul style="list-style-type: none"> a. Identification of noise-sensitive receptors affected by airport operations. Noise measurements shall be taken at sufficient number of those receptors to determine the existing noise environment around the airport. b. Future noise levels will be modeled or described based on predicted increased usage of the airport. c. Mitigation measures shall be developed and implemented to reduce noise | LS |

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| | | levels below a 3 dBA increase at sound-sensitive land uses (if the resultant sound level would exceed 60 dBA Ldn), or below a 5 dBA increase (if the resultant sound level would remain below the 60 dBA threshold). | |
| 3.7-D | PS | Transit center projects included in the Draft RTP could generate substantial noise. | LS |
| 3.7-E | <u>PS</u> | <u>Future train traffic will cause noise and ground vibrations along the NWPR line.</u> | <u>S</u> |
| | | | |
| 3.8 | | <u>Aesthetics</u> | |
| 3.8-A | PS | Construction of Draft RTP projects could impact views from public and private vantage points. | LS |
| | | <p>Future CEQA reviews of the following projects will include a visual impact study: Highway 101 bypasses and widening, Highway 1 widening, Redemeyer Road extension, Brooktrails second access, north-south alternate routes in Fort Bragg, Willits, and Ukiah, North Ukiah Transit Center, and Little River and Round Valley Airport expansion projects. This assessment shall contain at least the following components:</p> <ol style="list-style-type: none"> 1. Identification of public and private vantage points from which the project would be visible. 2. Where project improvements would be visible and would substantively alter existing open space views, the applicant shall prepare a project design and landscaping plan that minimizes the visual impacts. 3. Mitigation measures that may be included in the design and landscaping plan include: <ul style="list-style-type: none"> i. Preserve trees and other native vegetation to the degree feasible. ii. Blend slope protection with existing natural features iii. Avoid and preserve large rock formations to the degree feasible. iv. Plant trees and other landscaping to screen or buffer views. v. Construct lighting to avoid glare off the site. | |

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| | | <ul style="list-style-type: none"> vi. For road projects where headlight glare is possible, consider installation of a glare screen. vii. Incorporate slope rounding, contour grading, and leaving a vegetative buffer between road projects and the cut slope. <p>4. All structures will be subject to design review by the appropriate jurisdiction or Caltrans Structures and Aesthetics Division in cooperation with the State Office of Landscape Architecture for State projects.</p> | |
| 3.9 | <u>Hazards and Hazardous Materials</u> | | |
| 3.9-A | Projects included in the Draft RTP would be used for the transport of hazardous materials. | <p>PS</p> <ol style="list-style-type: none"> 1. On State highways, pursuant to the Caltrans Hazardous Materials Spill Contingency Plan, all hazardous spills or releases (regardless of size), must be reported immediately to the Caltrans district dispatch office by the California Highway Patrol and reports describing the incident must be filled out. Specific contingency plans are referenced in the Hazardous Materials Spill Contingency Plan in the event that flammable or toxic vapors are released, a fire or explosion occurs, or a hazardous substance is released. The party responsible for the spill is given the opportunity to clean up the spill; however, if the responsible party does not have a means to clean up the spill, Caltrans contacts a pre-approved contractor to perform mitigation activities. 2. On all other roads, spills will be reported immediately to MESA which will be responsible for coordinating the appropriate response to the emergency. 3. All airports will maintain adopted Hazardous Materials Spill Contingency Plans for that airport. | LS |
| 3.9-B | Projects included in the Draft RTP could result in construction on sites containing hazardous materials. | <p>PS</p> <ol style="list-style-type: none"> 1. A Phase I Study or Initial Site Assessment will be conducted for all projects where there is a potential that hazardous materials might exist and where such materials might be exposed during project construction. 2. If that Phase I Study determines the potential for hazardous materials within the area to be disturbed by project construction, a Phase II Study will be done, including drilling of test holes and collection and laboratory analysis of collected soil and/or water samples, to confirm or dismiss potential hazardous waste issues. 3. If the Phase II Study concludes there are hazardous wastes at the project site, then the Lead Agency should re-design the project to avoid the areas where the hazardous waste is present. | LS |

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| | | <p>4. If avoidance is not feasible, then the following steps will be required:</p> <ul style="list-style-type: none"> a. The Lead Agency will prepare a Health and Safety Plan that addresses the potential effects of the various chemical compounds that could be encountered at each property with potentially hazardous substance issues. The health and safety plan will include evaluations of the suspected chemical hazards including symptoms of exposure and emergency treatment, appropriate use of personal protection equipment, and air monitoring. If the Lead Agency's contractors conduct the cleanup activities, the health and safety plan for each site shall identify training and personal protective equipment requirements for workers, visitors, and the public. Only those workers and visitors who have reviewed the plan and have the specified required training may enter a site undergoing remediation. b. Upon confirmation of hazardous waste issues, responsible parties will be sought for cleanup activities. If the Lead Agency must clean up impacted properties, reimbursement of cleanup costs shall be sought from the Responsible Party(ies). c. For impacted soil encountered on potential acquisition properties, possible cleanup technologies employed by the Responsible Party(ies) would include excavation and disposal of the impacted soil at | |
| | | <p>appropriately permitted landfills, and aeration or bioremediation of soil in situ or above ground. All soil remediation will be performed within the existing policies, rules and regulations of governing regulatory agencies. Those include the North Coast Regional Water Quality Control Board, Department of Toxic Substances Control, Mendocino County Air Quality Management District, and the Mendocino County Environmental Health Department.</p> <ul style="list-style-type: none"> d. For impacted groundwater encountered beneath potential acquisition properties, possible cleanup technologies employed by the Responsible Party(ies) include removal of impacted water, with subsequent disposal or treatment. e. In the event that explosives are found to be present at any of the potential acquisition properties, the Responsible Party(ies) will be required to have them removed by specially trained crews and handled appropriately. f. For projects that require acquisition of structures, the Lead Agency will complete an asbestos survey prior to demolition activities. The Lead | |

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| | | <p>Agency will obtain Mendocino County Air Quality Management District (AQMD) permits (National Emission Standards for Hazardous Air Pollutants - NESHAP), which are required for demolition.</p> <p>g. Asbestos inspections for a NESHAP permit are done by Cal/OSHA certified inspectors. Regulated Asbestos Containing Materials (RACMs), Category I and II materials are identified during the survey and are noted on NESHAP permit. The Lead Agency will have all RACM abated by licensed asbestos removal experts.</p> | |
| 3.9-C | Projects included in the Draft RTP could result in catastrophic wildfires. | No mitigation is required. | LS |
| 3.9-D | Airport improvement projects could result in the public being exposed to an increased risk of accidents. | CEQA studies of future Airport Layout Plans will ensure that the Airport Layout Plan is consistent with all safety requirements established by the Federal Aviation Agency, the State, and the County's Airport Land Use Commission. | LS |
| | | | |
| 3.10 | <u>Public Services and Utilities</u> | | |
| 3.10-A | Projects included in the Draft RTP could increase the demand for public services and on public infrastructure. | <ol style="list-style-type: none"> 1. Each Lead Agency will make pre-construction contacts with the pertinent fire department/district, law enforcement, ambulance services, and schools to inform them of the construction project and expected lane or road closures. 2. The Lead Agency will notify concerned agencies of the construction schedule. 3. The Lead Agency will implement a traffic management plan to minimize impacts to roadway users during project construction. 4. The Lead Agency will include fire control measures in all contracts which will require, at the least, that 1) contractors maintain all equipment with appropriate, protected mufflers and catalytic converters; 2) all work done during dry season conditions in areas containing flammable vegetation will be conducted under the supervision of a spotter equipped with sufficient fire suppression equipment (i.e., water pumper truck, fire extinguishers, etc.) to suppress equipment-caused ignitions; 3) personnel will be trained to avoid using equipment in ways or locations where fires could ignite; and 4) an emergency response plan will be prepared describing how personnel will report and respond to any ignition and which fire suppression agency shall be contacted. 5. MCOG shall work with Caltrans to identify and prioritize non-motorized facilities along Highway 1. Once prioritized, funding for such projects should be sought and the improvements constructed. | LS |

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|-------------|---|---|-------------------------------|
| 3.11 | <u>Land Use</u> | | |
| 3.11-A | Projects included in the Draft RTP could displace commercial agriculture and prime agricultural soils. | <p>Projects will be designed to avoid prime agricultural soils to the maximum degree feasible. Where avoidance is not feasible, the following mitigation measures will be required.</p> <p>1. Prime agricultural soils will be stockpiled. The stockpiled soil will be used for landscaping purposes for the proposed project and/or by the County, its Cities, and/or local County residents and businesses.</p> <p>2. The project applicant will contribute a mitigation offset fee for the amount of acreage of prime agricultural soils (as defined by the County General Plan) lost due to the project. The fee shall be used to fund the Inland Mendocino Land Trust, another land trust, or another entity acceptable to the Lead Agency for use in purchasing and/or protecting agricultural lands. The amount of the fee shall be determined by the County of Mendocino. Alternatively, the project applicant can coordinate with the Mendocino County Agricultural Commission to establish an agricultural conservation easement near the project area. This easement would be purchased for properties containing prime agricultural soils that are at some risk of being developed in the future (e.g., adjacent to urbanized areas).</p> | S |
| 3.11-B | Projects included in the Draft RTP could affect agricultural operations on properties under Williamson Act contracts. | The same mitigation measures recommended for Impact 3.11-A will apply. | S |
| 3.11-C | Projects included in the Draft RTP could be inconsistent with General Plans of the County and its four Cities. | No mitigation is required. | LS |
| 3.11-D | Projects included in the Draft RTP could physically divide an established community. | No mitigation is required. | LS |
| 3.11-E | Projects included in the Draft RTP could result in land use that conflict with existing or proposed nearby land uses. | <p>The mitigation measures recommended for previous impacts in this EIR are all required for this impact, particularly those recommended for noise, traffic, air quality, aesthetics, and land use. In addition, the following mitigation is recommended.</p> <p>1. The project applicant shall design the project to avoid residential areas and other sensitive receptors (e.g., schools and hospitals) to the maximum degree feasible. Where avoidance is not feasible, require the other mitigation measures recommended in this EIR to eliminate or reduce potential land use conflicts.</p> | S |
| 3.11-F | Projects included in the Draft RTP could result in homes being or people being displaced. | 1. For Caltrans projects, Caltrans will assist displaced residents in locating new, affordable housing. The proposed Caltrans mitigation measures for this impact are listed on pages 5-9 to 5-10 of the Willits Bypass Draft EIR/EIS and include development of a comprehensive Relocation Plan, payment of relocation assistance payments and Last Resort Housing payments, relocation and rental | LS |

31NOTE: S = Significant PS = Potentially Significant
 LS = Less than Significant B = Beneficial

**IMPACT AND MITIGATION SUMMARY
(Continued)**

| IMPACT | | SIGNIFICANCE BEFORE MITIGATION | MITIGATION | SIGNIFICANCE AFTER MITIGATION |
|---------------|---|---------------------------------------|---|--------------------------------------|
| | | | differential payments for mobile home residents, and working with the local jurisdiction to ensure there is adequate vacant land to construct the necessary low income housing. 2. For projects under the authority of the County or its Cities, the Lead Agency shall to the degree feasible utilize the same programs identified above as well as any other financial assistance available through local and State programs to assist low income households to relocate within the immediate area. | |
| 3.12 | <u>Energy</u> | | | |
| 3.12-A | Construction and use of proposed Draft RTP projects would consume energy. | LS | No mitigation is required. | LS |
| 3.13 | <u>Global Climate Change</u> | | | |
| 3.13-A | Projects included in the Draft RTP would emit greenhouse gases. | B | No mitigation is required. | B |

32NOTE: S = Significant PS = Potentially Significant
 LS = Less than Significant B = Beneficial

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

AUTHORITY AND PURPOSE

Pursuant to the California Public Resources Code, Section 21081.6 (Assembly Bill 3180), Mendocino County of Governments (MCOG) is required to implement a mitigation monitoring and reporting program for the 2010 Mendocino County Regional Transportation Plan (RTP). MCOG's monitoring program is established in the mitigation conditions and verification measures listed here.

The purpose of this mitigation monitoring and reporting program is to ensure compliance with and effectiveness of the mitigation measures identified in the certified EIR Supplement for the 2010 Mendocino County RTP. PRC Section 21081.6 requires monitoring of mitigation measures for those impacts identified in the EIR to be significant.

The MMRP lists those actions that are needed to mitigate the impact. Other implementation measures may further reduce the impact, but they are not required to reduce impacts.

The following acronyms are used to describe implementing and monitoring agencies;

| | |
|------------|--|
| OES | Mendocino County Office of Emergency Services |
| MCAQMD | Mendocino County Air Quality Management District |
| MTA | Mendocino Transit Authority |
| CDFG | California Dept. of Fish and Game |
| USFWS | U.S. Fish and Wildlife Service |
| NMFS | National Marine Fisheries Services |
| RWQCB | North Coast Regional Water Quality Control Board |
| Caltrans | California Department of Transportation |
| Army Corps | Army Corps of Engineers |

COUNTY MONITORING PROGRAM FEATURES

The County's mitigation monitoring and report program for the 2010 Mendocino County RTP consists of two major elements:

- A list of mitigation conditions and verifications required.
- A checklist to document and verify mitigation condition compliance.

2010 Mendocino County
MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACT | MITIGATION | IMPLEMENTED BY | WHEN IMPLEMENTED | VERIFYING AGENCY | VERIFIED BY AND DATE |
|--|---|-------------------------|---------------------------|------------------|----------------------------|
| Geology and Soils | | | | | |
| <p>Impact 3.1-A: Projects included in the RTP could be adversely affected by seismic activity</p> | <p>1. All projects requiring more than a minimal amount of earthwork (e.g., projects such as re-paving existing roads or creating turnouts) must have a geotechnical study conducted by a geotechnical engineer or engineering geologist. The design report will contain specific construction recommendations for all buildings, roads, bridges, and other improvements to ensure that those improvements can withstand the maximum credible earthquake and ground shaking predicted for the area. The geotechnical report shall also provide construction guidelines to address expansive, compressible, and liquefiable soils and any other soil constraints identified by the geotechnical consultant. Final project design will include the recommendations contained in the geotechnical report. To the extent feasible, projects will avoid areas particularly susceptible to seismic-caused damage. Projects within Special Study Zones shall comply with all requirements established for those zones.</p> <p>It is expected that the geotechnical report will recommend special design considerations in areas of particular hazard (e.g., landslide potential). These special considerations may include specialized foundation treatments, specific slope ratios and specialized cut slope and fill slope design, mechanically reinforced embankments, stabilization trenches, catchment areas, reinforcing geotextile fabrics, and specialized subsurface drainage techniques. For bridges or other structures over liquefiable soils, construction will occur on foundation piles extended into structurally competent materials.</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | <p>2. Any project potentially affected by tsunamis shall be designed to withstand the maximum credible tsunami as defined by the Federal Emergency Management Agency (FEMA).</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| <p>Impact 3.1-B: Projects included in the RTP could be adversely affected by existing landsliding or cause new or increased landsliding</p> | <p>1. The geotechnical study required for Impact 3.1-A will be required for this impact. The geotechnical study shall investigate the project site for landslide potential. If feasible, areas susceptible to landsliding will be avoided. If not feasible to avoid such areas, the geotechnical study will include design requirements to address landsliding.</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| <p>Impact 3.1-C: Projects included in the RTP could be</p> | <p>1. All projects shall, at a minimum, comply with all requirements set forth in the most recent Uniform Building Code.</p> | Public agency | Prior to project approval | Lead Agency | Completion of construction |

2010 Mendocino County
MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACT | MITIGATION | IMPLEMENTED BY | WHEN IMPLEMENTED | VERIFYING AGENCY | VERIFIED BY AND DATE |
|---|---|-------------------------|---------------------------|--------------------------------------|----------------------------|
| adversely affected by other soil constraints. | <p>2. If and when the County and/or a City with jurisdiction over a future project adopts a Grading Ordinance, the project shall obtain a Grading Permit (if warranted) and comply with the requirements of said permit.</p> <p>3. Same mitigations as Impact 3.1-A.</p> | applicant | | | |
| Impact 3.1-D: Projects included in the RTP could cause substantial soil erosion. | <p>1. For each project over 1 acre in size the project applicant shall prepare and implement a Stormwater Pollution Prevention Program (SWPPP) which will be submitted to the Regional Water Quality Control Board (RWQCB) as part of the NPDES General Construction Activity Stormwater Permit (General Permit) application. The SWPPP shall include Best Management Practices (BMPs) for the control of point and non-point source pollutants in stormwater. BMPs incorporated in each project SWPPP would likely include <i>in-situ</i> protection, seeding and mulching of bare ground, planting of trees and shrubbery in disturbed riparian areas, and installation of other types of biotechnical slope stabilization, such as appropriately staked straw bale perimeters and silt fences. No grading should occur between October 15 and May 1. Project applicants would implement the final BMPs and measures included in the General Permit obtained from the RWQCB. For projects under 5 acres in size until March, 2003 and under 1 acre in size after that date, the project applicant shall prepare and implement an erosion control plan which will describe the Best Management Practices that will be used to control erosion and sedimentation.</p> | Public agency applicant | Prior to construction | North Coast RWQCB Lead Agency | Completion of construction |
| | <p>2. All Caltrans projects will include Caltrans' Standard Special Provisions (SSPs) to reduce erosion in all stormwater discharges.</p> | Caltrans | Prior to project approval | Caltrans | Completion of construction |
| Impact 3.1-E: Projects included in the RTP could remove valuable mineral resources for production. | <p>1. Projects shall be sited to avoid all existing quarries and California Geological Survey-mapped aggregate reserves.</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| Impact 3.1-F: Projects included in the RTP could damage or eliminate unique geologic features. | <p>1. The geotechnical report required for Impact 3.1-A will include an identification of any unique geologic features. If such features are present, the project will be designed to avoid such features. If avoidance is not feasible, the project shall be designed to minimize the impact on said features.</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |

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MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACT | MITIGATION | IMPLEMENTED BY | WHEN IMPLEMENTED | VERIFYING AGENCY | VERIFIED BY AND DATE |
|---|---|--|---------------------------|--------------------------------|----------------------------|
| Hydrology and Water Quality | | | | | |
| Impact 3.2-A: Projects included in the RTP could result in deposition of sediment into streams and the ocean. | The mitigations recommended for Impact 3.1-D apply | See the appropriate mitigations | | | |
| | 1. All projects located within watersheds for which TMDL programs have been adopted by the State will abide by all conditions for road and other improvement projects included in those TMDL programs. | Public agency applicant and Contractor | Prior to construction | Lead Agency | Completion of construction |
| | 2. All County projects will be constructed and maintained per the BMPs included in the fish friendly management program when it is adopted by the County. Until final adoption, the Mendocino County Department of Transportation will continue to coordinate with the Mendocino County Water Agency to design and construct their projects consistent with the recommendations included in the draft management program. | County of Mendocino | Prior to construction | County of Mendocino | Completion of construction |
| | 3. All Caltrans projects shall be constructed utilizing the BMPs included in Caltrans Storm Water Quality Handbook Planning and Design Staff Guide (Caltrans, June 2000). | Caltrans | Prior to project approval | Caltrans | Completion of construction |
| | 4. All airport projects and MTA transit centers and bus yards shall be constructed using BMPs identified by the Mendocino County Water Agency and Caltrans, as described above, plus industrial BMPs as listed in California Storm Water Best Management Practices (Camp Dresser & McKee et al, 1993). | County of Mendocino MTA | Prior to construction | County of Mendocino MTA | Completion of construction |
| 5. When local jurisdictions adopt new Municipal Stormwater Plans, all road and airport projects within those jurisdictions shall be constructed and maintained consistent with the requirements established in those programs. Until such programs are adopted, local jurisdictions will require the implementation of BMPs for all small projects not subject to a NPDES individual permit. BMPs for municipal projects are identified in the Coastal Commission's Model Urban Runoff Program. | Public agency applicant | Prior to construction | Appropriate jurisdiction | Completion of construction | |
| Impact 3.2-B: Projects included in the RTP could result in the disposition of pollutants into | 1. All contracts for proposed projects shall contain provisions which prohibit the contractor from discharging oils, greases, chemicals, or spillage of concrete and grout into receiving waters | Public agency applicant | Prior to construction | Lead Agency | Completion of construction |

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| IMPACT | MITIGATION | IMPLEMENTED BY | WHEN IMPLEMENTED | VERIFYING AGENCY | VERIFIED BY AND DATE |
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| streams and the ocean. | 2. A Hazardous Waste and Spill Response Plan will be prepared by each Lead Agency to address water quality issues associated with accidental spills for road and airport construction projects. | Public agency applicant | Prior to construction | Lead Agency | Prior to construction |
| | 3. If and when Municipal Stormwater Plans are adopted by the Cities of Ukiah and Fort Bragg, projects will comply with any provisions included in those programs for reducing non-point pollution to receiving waters. Until such programs are adopted, projects in Fort Bragg, Ukiah, and Willits shall be assessed on a case-by-case basis to assess potential adverse impacts to water quality. The CDFG shall be contacted to determine whether CDFG recommends pollution control features and what those features should include. If it is determined that a project could generate pollutants that might adversely affect water quality of a receiving waterway, then BMPs will be required. These BMPs could include installation of oil/water separators. | Public agency applicant | Prior to construction | Appropriate jurisdiction | Completion of construction |
| Impact 3.2-C: Projects included in the RTP could be exposed to flooding. | 1. Projects shall be designed to avoid construction within the floodway. If improvements are required to be constructed in the floodway, a hydrologic study will be required to determine whether the reduction of floodway capacity would result in increased flooding. If the project would result in a measurable increase in flooding and improvements in the area subject to said flooding could be damaged by that flooding, mitigation measures will be required to ensure that increased flooding not occur. Specific mitigations could include re-design such as constructing bridges or elevated road sections rather than filling a channel. | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | 2. Projects constructed within the 100-year floodplain shall be assessed by a qualified engineer. If floodplain encroachment is determined to significantly increase flooding within or adjacent to the existing floodplain, mitigation measures shall be required to reduce that predicted flooding so that it does not cause damage to existing improvements. Specific mitigations could include re-design such as constructing bridges or elevated road sections rather than filling, or providing additional area for floodplain fringe to offset project filling. | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | 3. Roadways and airport improvements shall be constructed at least one foot above the elevation of the design level storm used by the jurisdiction where the project would be constructed. | Public agency applicant and Contractor | Prior to construction | Lead Agency | Completion of construction |

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| IMPACT | MITIGATION | IMPLEMENTED BY | WHEN IMPLEMENTED | VERIFYING AGENCY | VERIFIED BY AND DATE |
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| Impact 3.2-D: Projects included in the RTP could increase runoff thereby causing increased flooding. | 1. Each project will be reviewed by a qualified engineer to determine the amount of new runoff that the project would generate. The analysis will also include the cumulative impacts of the proposed project plus other planned development in the affected watershed. The impact of this additional runoff will be assessed for the receiving waterway(s) to determine if the additional runoff would generate additional flooding of existing improvements. If project-generated or cumulative runoff is determined to significantly increase flooding, mitigation measures shall be required to reduce that predicted flooding so that it does not cause damage to existing improvements. Such measures could include improving downstream stormwater facilities, constructing retention facilities, or other engineering measures. | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| Impact 3.2-E: Projects included in the RTP could alter the drainage pattern of streams. | To the degree feasible, stream alteration will be avoided. Where such avoidance is not feasible, projects shall be designed so that any direct or indirect alteration of stream channels does not cause increased flooding of existing improvements. | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| Impact 3.2-F: Projects included in the RTP could reduce recharge to groundwater aquifers or pollute those aquifers. | 1. Future CEQA studies of each project shall identify potential project impacts to the local groundwater aquifer. If the project is found to substantially decrease the local aquifer's recharge potential (i.e., reduce the recharge area by more than one percent), then mitigation measures (e.g., construction of recharge facilities) to allow additional off-site recharge will be included so that the reduction in recharge area is no more than one percent. fertilizers, pesticides and other pollutants. | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | 2. The future CEQA studies for the new Airport Layout Plan for the Little River Airport will assess potential pollution impacts to the groundwater aquifer serving nearby residents. If the study shows there is an existing or projected pollution problem, then specific recommendations will be developed to ensure that there is no airport-caused pollution of the groundwater aquifer. The proposed plan for remediating the problem, if it exists, will be submitted to the RWQCB for their approval. Once approved, all recommended actions will be implemented. | Public agency applicant | Prior to project approval | Lead Agency RWQCB | Prior to project approval |
| Biological Resources | | | | | |
| Impact 3.3-A: Projects included in the RTP could result in loss of special status | 1. For any project that would result in the displacement of native vegetation, the applicant shall have a records search of the California Natural Diversity Data Base (CNDDB) conducted. If that | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |

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| IMPACT | MITIGATION | IMPLEMENTED BY | WHEN IMPLEMENTED | VERIFYING AGENCY | VERIFIED BY AND DATE |
|---------|--|-------------------------|---------------------------|------------------------------------|---------------------------|
| plants. | records search indicates the potential for a special status species in the project area, the site shall be surveyed by a qualified botanist. | | Prior to project approval | Lead Agency | Prior to project approval |
| | 2. If special status species do exist in the area to be disturbed by the project, the applicant shall take all feasible steps to design or re-design the project to avoid the special status plant species. | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | 3. Federal projects or projects including Federal funding or permitting must comply with Section 7 requirements which require consultation and a Biological Assessment (Section 7[c]) for Major Construction Activities. | Public agency applicant | Prior to project approval | USFWS NMFS | Prior to project approval |
| | <p>4. If avoidance is not possible, then the applicant shall consult with CDFG and USFWS (if Federal species would be affected; all subsequent references to USFWS apply only if the species potentially affected by the project is a Federally listed or proposed species) and following that consultation shall have a qualified botanist or ecologist develop a mitigation and monitoring plan for the project. The mitigation and monitoring plan shall include all components requested by CDFG and USFWS during the initial consultation. It will include at least the following components (unless modified by USFWS and/or CDFG):</p> <ul style="list-style-type: none"> • goals of the mitigation plan; • performance standards; • final success criteria; • implementation methods; • schedule; • maintenance activities; and • monitoring methods and schedule; and contingency measures to be implemented if the proposed success criteria are not met.. <p>2. The mitigation measures shall be specific to the special status species that would be affected. The actual mitigations may include one or more of the following:</p> <ul style="list-style-type: none"> • Purchase of property or a conservation easement on lands that support the affected species where those species could be lost in | Public agency applicant | Prior to project approval | USFWS NMFS CDFG Lead Agency | Prior to project approval |

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| IMPACT | MITIGATION | IMPLEMENTED BY | WHEN IMPLEMENTED | VERIFYING AGENCY | VERIFIED BY AND DATE |
|---|--|-------------------------|---------------------------|----------------------------------|----------------------------|
| | <p>the future.</p> <ul style="list-style-type: none"> • Purchase of property or a conservation easement on lands with degraded populations of the affected species or habitat suitable for the introduction or re-introduction of the species. The existing populations can be enhanced, affected species transplanted, and/or seeds planted to establish new populations of the affected species. • Transplanting, enhancement, and creation of new populations of the affected species will need to be done in consultation with CDFG and CNPS botanists who have specific knowledge of the microhabitat requirements for the species. • Enhancing degraded populations or establishing new populations of the affected species on those portions of the project site that would not be affected by the project. <p>The final mitigation and monitoring plan shall be approved by USFWS and CDFG.</p> | | | | |
| <p>Impact 3.3-B: Projects included in the RTP could result in the loss of sensitive plant communities.</p> | <p>As warranted, the applicant shall obtain required permits from USFWS and CDFG.</p> | Public agency applicant | Prior to project approval | USFWS CDFG Lead Agency | Prior to project approval |
| | <p>1. If the Initial Study for a project determines that the project could affect a sensitive plant community, the applicant will have a qualified botanist survey the site to identify and map the community.</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | <p>2. If a sensitive plant community would be displaced or fragmented by the project, then the applicant shall consult with CDFG and USFWS (if the project includes Federal involvement) to obtain guidance regarding adequate mitigation for the loss. The mitigation and monitoring plan shall contain the same components and methods of mitigation listed for the mitigation monitoring plan under Impact 3.3-A. The mitigation and monitoring plan shall be approved by CDFG and USFWS (if there is Federal involvement).</p> | Public agency applicant | Prior to project approval | USFWS CDFG Lead Agency | Prior to project approval |
| | <p>3. If oak woodlands would be impacted by the project, then the mitigation and monitoring plan shall comply with CDFG's Oak</p> | Public agency | Prior to project approval | CDFG | Completion of construction |

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|--|---|-------------------------|--|--|-------------------------------|
| | Protection Guidelines for mitigation of oak impacts. | applicant | | Lead Agency | |
| <p>Impact 3.3-C: Projects included in the RTP could result in the loss of jurisdictional wetlands.</p> | <p>1. Any project that would affect areas that are potentially jurisdictional wetlands shall have those wetlands surveyed by a person qualified to determine whether the wetlands meet the Army Corps' definition of jurisdictional wetlands. The expert shall calculate the amount and type of wetlands to be filled.</p> <p>2. Wherever feasible, the project will be designed or re-designed to avoid the need to fill wetlands.</p> <p>3. Where fill of wetlands is required, a mitigation and monitoring plan containing the same components as listed under Impact 3.3-A will be prepared. The wetlands delineation and mitigation and monitoring plan shall be submitted to the Army Corps, USFWS, NMFS, and CDFG for approval. The basic performance standard for the mitigation and monitoring plan shall be that there will be no net loss of wetlands.</p> <p>4. The project applicant shall obtain required permits from the Army Corps, USFWS, NMFS, and CDFG.</p> | Public agency applicant | Prior to project approval for Nos. 1-3 and prior to construction for No. 4 | CDFG Army Corps NMFS USFWS Lead Agency | Prior to project construction |
| <p>Impact 3.3-D: Projects included in the RTP could result in death or loss of habitat supporting special status species of wildlife.</p> | <p>For any project that might affect wildlife (as determined in the Initial Study prepared for the project), the applicant shall have a records search of the CNDDDB conducted. If that records search indicates the potential for a special status species of wildlife in the project area, the site shall be surveyed by a qualified biologist.</p> <p>Federal projects or projects including Federal funding or permitting must comply with Section 7 requirements which require consultation and a Biological Assessment (Section 7[c]) for Major Construction Activities.</p> <p>If a project not subject to Section 7 requirements might result in a "take" of Federally listed species, then an "incidental take" permit pursuant to Section 10(a) of the ESA shall be obtained from the USFWS. Issuance of the permit requires approval of a satisfactory conservation plan for the listed species that would be affected by the project.</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | | Public agency applicant | Prior to project approval | NMFS USFWS Lead Agency | Prior to project approval |
| | | Public agency applicant | Prior to project approval | USFWS Lead Agency | Prior to project approval |

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| | <p>If the biological survey indicates that Federal or State listed or candidate species exist in the area and are likely to be affected by the proposed project, then the applicant shall consult with CDFG and USFWS (if Federally listed species are involved) to develop a plan that specifically mitigates the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. This plan may include at least the following elements:</p> <ul style="list-style-type: none"> •Avoiding construction activities in areas near nests of listed and candidate species during the nesting season. Buffers around nests for each species will be determined by CDFG or USFWS. •Delineating Environmentally Sensitive Areas to protect sensitive biological resources and prohibiting construction within those areas. •Limiting in-stream construction to low flow periods. •Conducting protocol-level surveys to determine the presence of Northern spotted owls, and, if present, determination of specific mitigation measures for this species as recommended by USFWS. •Constructing wildlife under-crossings of road projects. •If the project involves a substantial loss or fragmentation of habitat critical for the survival of the listed or candidate species, then a plan to compensate for this loss of habitat will be prepared and approved by the CDFG and/or USFWS. The compensation can take the form of replanting of vegetation required by the species, conservation easements on habitat required by the species, and/or enhancement of undeveloped land so that it meets the requirements of the species. Such a plan will contain a monitoring program. | Public agency applicant | Prior to project approval | USFWS CDFG Lead Agency | Prior to project approval |
| | 5. All mitigation measures recommended for Impacts 3.1-D, 3.2-A, and 3.2-B also apply to this impact. | See appropriate mitigations | | | |
| <p>Impact 3.3-E: Projects included in the RTP could block wildlife migration or movement.</p> | <p>1. All Highway 101 projects shall include wildlife under-crossings. The number and location will be identified by the CDFG and USFWS.</p> | Public agency applicant | Prior to project approval | USFWS CDFG Lead Agency | Prior to project approval |

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|---|---|-------------------------|---------------------------|---------------------|---------------------------|
| | 2. The Redemeyer Road extension and the second Brooktrails access project sites shall be assessed by a biologist to determine the need for wildlife under-crossings. | County of Mendocino | Prior to project approval | County of Mendocino | Prior to project approval |
| Cultural Resources | | | | | |
| <p>Impact 3.4-A. Projects included in the RTP could result in the demolition of or damage to historical resources.</p> | <p>1. If a proposed project would require demolition of a structure or improvement over 50 years old or potentially damage the integrity of such a structure or improvement, then a qualified architectural historian will conduct a preliminary assessment of each structure to determine whether its structural integrity is intact (i.e., that it has not been modified, thereby destroying its historic integrity). If the structural integrity remains, then the architectural historian will prepare a Historic Evaluation Report on each of those structures. This Evaluation will include a discussion of the construction of the building, an architectural description, an architectural evaluation, drawings of the building and its important features, and photographs to document the structure. The Historic Evaluation Report will be submitted to the State Office of Historic Preservation. If avoidance is not possible, to the extent feasible, structures should be reconstructed or moved and, possibly, restored or rehabilitated. If the structure is restored, reconstructed, or rehabilitated, the work shall comply with the Secretary of Interior's <i>Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings</i> or the <i>Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings</i>.</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | <p>2. For projects that involve Federal funding or lands, cultural resource studies shall be performed per all pertinent Federal regulations and requirements. of the National Historic Preservation Act and the Department of Transportation Act, as appropriate, including preparation of a 4(f) Joint Development Planning Documentation, Historic Resource Inventory forms, or other required documentation..</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| | <p>3. Projects will be submitted to the County's Archaeological Commission and/or the Northwest Information Center to determine the need for field surveys. The surveys will be conducted by a qualified archaeologist. If field surveys indicate that there are archaeological sites that meet the criteria of being historical resources, they shall be avoided wherever feasible. If avoidance is not possible, they should be capped or otherwise left undisturbed. If capping or avoidance is not feasible, then the archaeologist</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |

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| | <p>conducting the field survey will identify other mitigation measures per those listed in Public Resources Code Section 21083. 2.</p> <p>4. If any buried cultural materials are encountered during project construction, work in the area of the survey shall be halted until a qualified archaeologist can evaluate the nature and significance of the find and make recommendations for its disposition. The archaeologist shall, as warranted, provide mitigation measures as described under Mitigation Measure No. 4 above.</p> | | | | |
| <p>Impact 3.4-B: Projects included in the RTP could result in damage to unique archaeological resources.</p> | <p>Mitigation Measures 1, 3, 4, and 5 recommended for Impact 3.4-A apply to this impact.</p> <p>1. If human remains are unearthed during construction, no further disturbance shall occur in the immediate vicinity of the discovery until the County Coroner has made the necessary findings as to origin and disposition of the remains pursuant to Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5. Related provisions of <i>CEQA Guidelines</i> Appendix K shall be adhered to in the treatment and disposal of the remains. Any involved Federal agency shall be notified, and prescribed Federal requirements shall be adhered to.</p> | <p>Public agency applicant</p> | <p>Prior to project approval</p> | <p>Lead Agency</p> | <p>End of project construction</p> |
| <p>Impact 3.5-C: Projects included in the RTP could result in damage to unique paleontological resources.</p> | <p>1. If paleontological resources are encountered during construction of the proposed project, work in the area shall halt in the vicinity of the find until a qualified paleontologist evaluates the nature and significance of the find.</p> <p>2. Authority shall be provided to the paleontologist to monitor further earthmoving activities and to temporarily divert such activities around the fossil site until the fossil remains have been evaluated and recovered.</p> <p>3. All identifiable fossil remains shall be fully treated. Treatment shall include preparation, identification, cataloging, and curation in a recognized museum repository, along with associated data. The paleontologist shall prepare a final report of findings that includes an assessment of scientific importance of any recovered fossil remains and an inventory of the remains.</p> | <p>Public agency applicant</p> | <p>Prior to project approval</p> | <p>Lead Agency</p> | <p>End of project construction</p> |

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| Air Quality | | | | | |
| <p>Impact 3.6-A: Construction of projects included in the Draft RTP may pollute the air.</p> | <p>1. Applicants for each project will be required to prepare and implement a dust control program. The program should include at least the following provisions:</p> <ul style="list-style-type: none"> a. Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times. b. Cover all hauling trucks or maintain at least two feet of freeboard. Dust-proof chutes shall be used as appropriate to load debris onto trucks during demolition. c. Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas. d. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas, and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. e. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously-graded areas that are inactive for 10 days or more). f. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. g. Limit traffic speeds on any unpaved roads to 15 mph. h. Replant vegetation in disturbed areas as quickly as possible. <p>2. Locate stationary gas- or diesel-powered equipment as far away as feasible from schools, churches, residences, and other sensitive receptors.</p> <p>3. Require contractors to use new diesel-powered equipment fitted with particulate traps and catalytic converters to the maximum degree feasible</p> | Public agency applicant | Prior to project approval | Lead Agency MCAQMD | End of project construction |
| <p>Impact 3.6-B: Use of new road and other projects included in the Draft RTP would increase the emission of pollutants into the air.</p> | <p>New road and highway alignments shall be designed to avoid or maintain a distance between the road and sensitive receptors such as schools, hospitals, convalescent homes, etc. Applicants proposing new roads or highways shall confer with the MCAQMD to determine whether adequate separation is provided to avoid</p> | Public agency applicant | Prior to project approval | Lead Agency MCAQMD | Prior to project approval |

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| | exposure to diesel emissions. | | | | |
| <p>Impact 3.6-C: Road and other project construction could release asbestos into the air..</p> | <p>Project applicants will conduct initial site assessments as part of the CEQA review to determine the potential presence of asbestos at the project site. If asbestos materials are present, the applicant will contact the MCAQMD and comply with all MCAQMD requirements for asbestos control.</p> | | | | |
| Noise | | | | | |
| <p>Impact 3.7-A: Projects included within the Draft RTP would result in construction noise.</p> | <p>The CEQA analysis for each future project shall identify all sensitive receptors within the area surrounding the project that might be affected by project construction. For projects lasting more than four weeks near any sensitive receptor and where that sensitive receptor would be exposed to exterior noise levels exceeding 60 dBA or interior school classroom noise levels exceeding 52 dBA Leq, a construction noise mitigation program will be required. This program will include at least the following measures, unless the measures prove infeasible.</p> <ol style="list-style-type: none"> a. Limit noise-generating construction activities to daytime, non-Sunday, non-holiday hours (7:00 am to 6:00 pm). b. Properly muffle and maintain all construction equipment powered by internal combustion engines. c. Prohibit unnecessary idling of internal combustion engines. d. Locate all stationary noise-generating construction equipment, such as air compressors, as far as practical from existing nearby residences and other noise-sensitive land uses. Acoustically shield such equipment. e. Select quiet construction equipment, particularly air compressors, whenever possible (e.g., fit motorized equipment with proper mufflers in good working order). f. Notify, in writing, all neighbors located within 500 feet of the construction site of the construction schedule. g. Designate a person responsible for acting on any local complaints about construction noise. Conspicuously post a telephone number for the Noise Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The Noise Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require implementation of reasonable measures to correct the problem. | Public agency applicant | Prior to project approval | Lead Agency | End of project construction |

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| | <p>The Lead Agency for the project should be responsible for designating a Noise Disturbance Coordinator and the construction contractor should be responsible for posting the phone number and providing construction schedule notices.</p> <p>h. Pile driving can create loud percussive sounds and ground-borne vibration within 100 feet of the operation. Standard mitigation is to pre-drill pile bores to minimize the number of blows needed. Residents should be notified when pile driving will occur, and work should only occur in the daytime.</p> | | | | |
| <p>Impact 3.7-B: Projects included within the Draft RTP would result in new noise and vibrations along the new streets and highways.</p> | <p>All projects that would result in the construction of a new road along an undeveloped route or additional traffic due to an existing street being connected to a new road will be required to have an acoustical study prepared by a qualified acoustical consultant. The acoustical study shall include at least the following:</p> <p>a. Noise measurements will be conducted at sensitive receptors along the proposed route or the existing street that would be affected by the project.</p> <p>b. Noise modeling will be conducted to show future noise levels at affected sensitive receptors given predicted traffic volumes and vehicle mix once the new road or roadway system is in operation. The acoustical consultant shall also assess the potential for significant increases in groundborne noise and vibration.</p> <p>c. If predicted noise levels would increase the noise level by 3 dBA or greater at sound-sensitive land uses (if the resultant sound level would exceed 60 dBA Ldn), or by 5 dBA (if the resultant sound level would remain below the 60 dBA threshold), then mitigation measures will be identified to reduce the noise increase below those levels. Noise mitigation measures may include realignment of the road, construction of sound barriers, the use of open-graded asphalt (i.e., "quiet pavement;" the use of such pavement has been shown to reduce traffic noise by 4 to 6 dBA), or other appropriate measures,</p> <p>d. The acoustical engineer will predict future noise levels at affected sensitive receptors given the recommended mitigation measures.</p> <p>The Lead Agency shall implement the recommended mitigation measures unless they are found to be infeasible.</p> | <p>Public agency applicant</p> | <p>Prior to project approval</p> | <p>Lead Agency</p> | <p>End of project construction</p> |

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| <p>Impact 3.7-C: Airport Improvements projects included in the Draft RTP could result in new noise at noise-sensitive receptors.</p> | <p>1. The CEQA analysis of each new Airport Layout Plan shall include an acoustical analysis which will include at least the following:</p> <p>a. Identification of noise-sensitive receptors affected by airport operations. Noise measurements shall be taken at sufficient number of those receptors to determine the existing noise environment around the airport.</p> <p>b. Future noise levels will be modeled or described based on predicted increased usage of the airport.</p> <p>c. Mitigation measures shall be developed and implemented to reduce noise levels below a 3 dBA increase at sound-sensitive land uses (if the resultant sound level would exceed 60 dBA Ldn), or below a 5 dBA increase (if the resultant sound level would remain below the 60 dBA threshold).</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| <p>Impact 3.7-D: Transit center projects included in the Draft RTP could generate substantial noise.</p> | <p>1. MTA shall assess Transit Center projects for noise impacts as part of their CEQA studies for those projects. The Transit Centers shall be designed and/or located in areas where bus and other traffic will not create noise increase of more than 3 dBA at sound-sensitive land uses (if the resultant sound level would exceed 60 dBA Ldn), or by 5 dBA (if the resultant sound level would remain below the 60 dBA threshold)</p> | MTA | Prior to project approval | MTA | Prior to project approval |
| Aesthetics | | | | | |
| <p>Impact 3.8-A: Construction of Draft RTP projects could impact views from public and private vantage points.</p> | <p>Future CEQA reviews of the following projects will include a visual impact study: Highway 101 bypasses and widening, Highway 1 widening, Redemeyer Road extension, Brooktrails second access, north-south alternate routes in Fort Bragg, Willits, and Ukiah, North Ukiah Transit Center, and Little River and Round Valley Airport expansion projects. This assessment shall contain at least the following components:</p> <p>1. Identification of public and private vantage points from which the project would be visible.</p> <p>2. Where project improvements would be visible and would substantively alter existing open space views, the applicant shall prepare a project design and landscaping plan that minimizes the</p> | Public agency applicant | Prior to project approval | Lead Agency | End of project construction |

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| | <p>visual impacts.</p> <p>3. Mitigation measures that may be included in the design and landscaping plan include:</p> <ul style="list-style-type: none"> i. Preserve trees and other native vegetation to the degree feasible. ii. Blend slope protection with existing natural features iii. Avoid and preserve large rock formations to the degree feasible. iv. Plant trees and other landscaping to screen or buffer views. v. Construct lighting to avoid glare off the site. vi. For road projects where headlight glare is possible, consider installation of a glare screen. vii. Incorporate slope rounding, contour grading, and leaving a vegetative buffer between road projects and the cut slope. <p>4. All structures will be subject to design review by the appropriate jurisdiction or Caltrans Structures and Aesthetics Division in cooperation with the State Office of Landscape Architecture for State projects.</p> | | | | |
| 3.9 Hazards and Hazardous Materials | | | | | |
| <p>3.9-A: Projects included in the Draft RTP would be used for the transport of hazardous materials.</p> | <p>On State highways, pursuant to the Caltrans <i>Hazardous Materials Spill Contingency Plan</i>, all hazardous spills or releases (regardless of size), must be reported immediately to the Caltrans district dispatch office by the California Highway Patrol and reports describing the incident must be filled out. Specific contingency plans are referenced in the <i>Hazardous Materials Spill Contingency Plan</i> in the event that flammable or toxic vapors are released, a fire or explosion occurs, or a hazardous substance is released. The party responsible for the spill is given the opportunity to clean up the spill; however, if the responsible party does not have a means</p> | <p>Public agency applicant</p> | <p>Prior to project approval</p> | <p>Caltrans</p> | <p>End of project construction</p> |

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| | to clean up the spill, Caltrans contacts a pre-approved contractor to perform mitigation activities. | | | | |
| | On all other roads, spills will be reported immediately to the County OES which will be responsible for coordinating the appropriate response to the emergency. | Public agency applicant | Prior to project approval | County OES | End of project construction |
| | All airports will maintain adopted <i>Hazardous Materials Spill Contingency Plans</i> for that airport. | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |
| <p>3.9-B: Land uses and Projects included in the Draft RTP could result in construction on sites containing hazardous materials</p> | <p>1. A Phase I Study or Initial Site Assessment will be conducted for all projects where there is a potential that hazardous materials might exist and where such materials might be exposed during project construction.</p> <p>2. If that Phase I Study determines the potential for hazardous materials within the area to be disturbed by project construction, a Phase II Study will be done, including drilling of test holes and collection and laboratory analysis of collected soil and/or water samples, to confirm or dismiss potential hazardous waste issues.</p> <p>3. If the Phase II Study concludes there are hazardous wastes at the project site, then the Lead Agency should re-design the project to avoid the areas where the hazardous waste is present.</p> <p>4. If avoidance is not feasible, then the following steps will be required:</p> <p>a. The Lead Agency will prepare a Health and Safety Plan that addresses the potential effects of the various chemical compounds that could be encountered at each property with potentially hazardous substance issues. The health and safety plan will include evaluations of the suspected chemical hazards including symptoms of exposure and emergency treatment, appropriate use of personal protection equipment, and air monitoring. If the Lead Agency's contractors conduct the cleanup activities, the health and safety plan for each site shall identify training and personal protective equipment requirements for workers, visitors, and the public. Only those workers and visitors who have reviewed the plan and have the specified required training may enter a site undergoing remediation.</p> | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |

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| | <p>b. Upon confirmation of hazardous waste issues, responsible parties will be sought for cleanup activities. If the Lead Agency must clean up impacted properties, reimbursement of cleanup costs shall be sought from the Responsible Party(ies).</p> <p>c. For impacted soil encountered on potential acquisition properties, possible cleanup technologies employed by the Responsible Party(ies) would include excavation and disposal of the impacted soil at appropriately permitted landfills, and aeration or bioremediation of soil in situ or above ground. All soil remediation will be performed within the existing policies, rules and regulations of governing regulatory agencies. Those include the North Coast Regional Water Quality Control Board, Department of Toxic Substances Control, Mendocino County Air Quality Management District, and the Mendocino County Environmental Health Department.</p> <p>d. For impacted groundwater encountered beneath potential acquisition properties, possible cleanup technologies employed by the Responsible Party(ies) include removal of impacted water, with subsequent disposal or treatment.</p> <p>e. In the event that explosives are found to be present at any of the potential acquisition properties, the Responsible Party(ies) will be required to have them removed by specially trained crews and handled appropriately.</p> <p>f. For projects that require acquisition of structures, the Lead Agency will complete an asbestos survey prior to demolition activities. The Lead Agency will obtain Mendocino County Air Quality Management District (AQMD) permits (National Emission Standards for Hazardous Air Pollutants - NESHAP), which are required for demolition.</p> <p>g. Asbestos inspections for a NESHAP permit are done by Cal/OSHA certified inspectors. Regulated Asbestos Containing Materials (RACMs), Category I and II materials are identified during the survey and are noted on NESHAP permit. The Lead Agency will have all RACM abated by licensed asbestos removal experts.</p> <p>costs shall be sought from the Responsible Party(ies). have them removed by specially trained crews and handled appropriately.</p> | | | | |
| <p>3.9-D: Airport improvement projects could result in the public being exposed to an</p> | <p>CEQA studies of future Airport Layout Plans will ensure that the Airport Layout Plan is consistent with all safety requirements</p> | <p>Public agency</p> | <p>Prior to project approval</p> | <p>Lead Agency</p> | <p>Prior to project approval</p> |

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| increased risk of accidents. | established by the Federal Aviation Agency, the State, and the County's Airport Land Use Commission. | applicant | | | |
| 3,10 Public Services and Utilities | | | | | |
| 3.10-A: Projects included in the Draft RTP could increase the demand for public services and on public infrastructure. | <p>1. Each Lead Agency will make pre-construction contacts with the pertinent fire department/district, law enforcement, ambulance services, and schools to inform them of the construction project and expected lane or road closures.</p> <p>2. The Lead Agency will notify concerned agencies of the construction schedule.</p> <p>3. The Lead Agency will implement a traffic management plan to minimize impacts to roadway users during project construction.</p> <p>4. The Lead Agency will include fire control measures in all contracts which will require, at the least, that 1) contractors maintain all equipment with appropriate, protected mufflers and catalytic converters; 2) all work done during dry season conditions in areas containing flammable vegetation will be conducted under the supervision of a spotter equipped with sufficient fire suppression equipment (i.e., water pumper truck, fire extinguishers, etc.) to suppress equipment-caused ignitions; 3) personnel will be trained to avoid using equipment in ways or locations where fires could ignite; and 4) an emergency response plan will be prepared describing how personnel will report and respond to any ignition and which fire suppression agency shall be contacted.</p> | Public agency applicant | Prior to project approval | Lead Agency | End of project construction |
| | 5. MCOG shall work with Caltrans to identify and prioritize non-motorized facilities along Highway 1. Once prioritized, funding for such projects should be sought and the improvements constructed. | MCOG | Prior to project approval | MCOG | Prior to project approval |
| 3.11 Land Use | | | | | |
| 3.11-A: Projects included in the Draft RTP could displace commercial agriculture and prime agricultural soils. | 1. Prime agricultural soils will be stockpiled. The stockpiled soil will be used for landscaping purposes for the proposed project and/or by the County, its Cities, and/or local County residents and businesses. | Public agency applicant | Prior to project approval | Lead Agency | End of construction |
| | 2. The project applicant will contribute a mitigation offset fee for the amount of acreage of prime agricultural soils (as defined by the | Public agency | Prior to project approval | Lead Agency | Prior to project approval |

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| | County General Plan) lost due to the project. The fee shall be used to fund the Inland Mendocino Land Trust, another land trust, or another entity acceptable to the Lead Agency for use in purchasing and/or protecting agricultural lands. The amount of the fee shall be determined by the County of Mendocino. Alternatively, the project applicant can coordinate with the Mendocino County Agricultural Commission to establish an agricultural conservation easement near the project area. This easement would be purchased for properties containing prime agricultural soils that are at some risk of being developed in the future (e.g., adjacent to urbanized areas). | applicant | | State Dept. of Conservation County of Mendocino | |
| 3.11-B: Projects included in the Draft RTP could affect agricultural operations on properties under Williamson Act contracts. | The same mitigation measures recommended for Impact 3.11-A will apply. | See the appropriate mitigation measure | | | |
| 3.11-E: Projects included in the Draft RTP could result in land use that conflict with existing or proposed nearby land uses. | 1. The project applicant shall design the project to avoid residential areas and other sensitive receptors (e.g., schools and hospitals) to the maximum degree feasible. Where avoidance is not feasible, require the other mitigation measures recommended in this EIR to eliminate or reduce potential land use conflicts. | Public agency applicant | Prior to project approval | Lead Agency | End of project construction |
| 3.11-F: Projects included in the Draft RTP could result in homes being or people being displaced. | 1. For Caltrans projects, Caltrans will assist displaced residents in locating new, affordable housing. The proposed Caltrans mitigation measures for this impact are listed on pages 5-9 to 5-10 of the Willits Bypass Draft EIR/EIS and include development of a comprehensive Relocation Plan, payment of relocation assistance payments and Last Resort Housing payments, relocation and rental differential payments for mobile home residents, and working with the local jurisdiction to ensure there is adequate vacant land to construct the necessary low income housing. | Caltrans | Prior to project approval | Caltrans | Prior to project approval |
| | 2. For projects under the authority of the County or its Cities, the Lead Agency shall to the degree feasible utilize the same programs identified above as well as any other financial assistance available through local and State programs to assist low income households to relocate within the immediate area. | Public agency applicant | Prior to project approval | Lead Agency | Prior to project approval |