



**U.S. Department of Housing and Urban
Development**

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Washington, DC 20410
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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: Isackson's Affordable Housing Project

Responsible Entity: City of Arcata

Grant Recipient (if different than Responsible Entity):

State/Local Identifier:

Preparer: City of Arcata and SHN

Certifying Officer Name and Title: David Loya, Community Development Director, City of Arcata

Consultant (if applicable): SHN

Direct Comments to: David Loya, Community Development Director, City of Arcata
Community Development Department, 736 F Street, Arcata, CA 95521, dloya@cityofarcata.org

Project Location:

The project site (Address: 7th Street between “I” and “J” Streets/APN: 021-163-006) consists of a 1.28-acre parcel that is located between “I” and “J” and 6th and 7th Streets in the City of Arcata (see Figure 1 – Project Area). The project will be developed on 0.67-acres (29,185 s.f.) of the northern portion of parcel 021-163-006, which will be subdivided as part of the proposed project (see Description of the Proposed Project). The site is designated and zoned Commercial Central (see Attachment 15, Property Report). According to the City of Arcata Geographic Information System (GIS) Parcel Finder application, the project site is located inside of the Coastal Zone Boundary (see Attachment 15, Property Report). Vehicular access to the project site currently occurs from 7th Street, “I” Street, and “J” Street. Topography on the project site is generally flat (<2%) and ranges from approximately 12-14 feet in elevation.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

To allow for development of the project, it is proposed to subdivide parcel 021-163-006 into two lots. Lot 1 will be approximately 0.61 acres and Lot 2 will be approximately 0.67 acres. Lot 1 contains existing development that will not be impacted by the proposed project and Lot 2 will be developed with a four-story building (~45 feet) that will contain forty-three (43) income-restricted residential units and a manager’s unit. The project proposes the following mix of residential unit types that will provide housing for a minimum of 81 low-income qualified persons:

Unit Type	# of Units	# of Bedrooms	Unit Size (s.f.)	Total Size (s.f.)
1-bedroom	16	16	609	9,744
2-bedroom	16	32	835	13,360
2-bedroom	1	2	959	959
3-bedroom	11	33	1,110	12,210
TOTAL	44	83	--	36,273

Thirty-seven (37) of the units will be adaptable units (all units that are not accessible), five (5) of the units will be accessible units, and two (2) of the units will be sensory impaired units. Each residential unit will have private open space in the form of a patio or balcony. The project will also include 2,122 s.f. of retail space on the ground floor near the corner of 7th and “I” Streets. Common areas proposed for the project include a community center (1,110 s.f.), computer lounge (274 s.f.), skate park (730 s.f.), tot lot (1,450 s.f.), and outdoor garden space (304 s.f.). Site development includes sidewalk and driveway improvements, new walkways, fifteen off-street vehicle parking spaces with two accessible spaces, an EV charging station for two vehicles, bicycle racks, benches, utility infrastructure, the undergrounding of PG&E power poles, stormwater improvements, trash and recycling enclosures, landscaping with native species, gardening beds, outdoor lighting, monument sign, and open space including a public plaza at the west side of the site near the corner of 7th and “J” Streets (see Figure 2 - Site Plans). As indicated on the Site Plan (Sheet Number C-1), development of Lot 2 will require the demolition of four structures, including two residences. Project construction will take approximately 18 months to complete. The total cost of the project will be \$22,475,660.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

Danco Communities proposes to construct forty-three (43) income-restricted rental housing units and a manager’s unit on an underutilized commercial property in the City of Arcata Downtown area. The Humboldt County Regional Housing Needs Allocation lists Arcata as

needing to provide 56 low-income housing units to meet the projected need for the 2014 to 2019 period (see Attachment 13, pg. 5). The proposed project would provide rental housing for a minimum of 81 low-income qualified persons.

Generally, the City has been lagging behind in the development of its share of the regional housing need for the last few Housing Element planning cycles. For the current planning cycle, the City has issued 118 construction permits towards the 363-unit planning cycle goal, leaving 245 (or 67%) remaining units that are needed to meet the Regional Housing Needs Allocation (RHNA) (Attachment 5). For the fourth planning cycle, the City issued 207 construction permits towards the 811-unit planning cycle goal, leaving 604 (or 74%) remaining units that were needed to meet the RHNA.

As stated in Arcata's 2014 Housing Element, "*Affordable housing projects and programs are critical, especially for lower income renters, in meeting the City's housing goals*" (see Attachment 13, pg. 4). The proposed project would assist the City in meeting its share of the regional housing need for lower income residents and is consistent with the following policies in the 2014 Arcata Housing Element (see Attachment 13, pg. 10):

Policy HE-16: Support private and nonprofit developers through grants, loans, and other forms of assistance to voluntarily develop housing affordable to extremely-low, very-low and low-income households.

Policy HE-19: Assist in the development of housing affordable to very low-, low- and moderate-income households through financial and/or technical assistance.

Policy HE-20: Provide incentives to developers to include low- and moderate-income housing units in their proposals; and support housing for persons with lower incomes in residential developments in all areas of the City through a variety of methods to ensure neighborhood diversity.

Policy HE-22: Prioritize meeting the needs of low-income households, since they represent the most significant area of unmet need.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The project is located along 7th Street between "I" and "J" Streets (APN 021-163-006) in Arcata, California. The project site is currently developed with three businesses including Joe's Auto Repair, Humboldt Patient Resource Center, and Heart of Humboldt. The site has several buildings including commercial buildings, residences, and a mobile building previously used as an office for car sales. The remainder of the site contains paved areas that are primarily used by a food truck (Roman's) and parking for several businesses (see Figure 3 – Street View Photos of Project Site). Uses of the area surrounding the site consist of the following (see Figure 1 – Project Area):

North: To the north of the project site is 7th Street, professional offices, single-family residences, and multi-family residences.

South: To the south is 6th street, single-family residences, and professional offices.

East: To the east is "I" Street, single-family residences, retail stores, professional offices, and a PG&E substation.

West: To the west is “J” Street, single-family residences, and multi-family residences. Arcata’s population is growing slowly and is trending to peak at approximately 20,000 residents by 2020, which is consistent with the population projection in the City’s General Plan. Though modest overall, growth has been greatest in the 55-64 age group. Young adults in the 15-24 and 25-34 age groups comprise most of the City’s population (see Attachment 13, pg. 3). According to the California Department of Finance, the City’s population was estimated to be 18,078 at the beginning of 2019 (see Attachment 3). As noted above, the City of Arcata has been lagging behind in the development of its share of the regional housing need for the last few Housing Element planning cycles.

Funding Information

Grant Number	HUD Program	Funding Amount
	HOME	\$1,500,000
	CDBG Program Income	\$500,000

*This is the annual amount which will occur over a 15-year contract period

Estimated Total HUD Funded Amount: \$2,000,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:

Construction Costs:	\$16,526,690
Non-Construction Costs:	\$5,948,970
Total:	\$22,475,660

Figure 1: Project Area (SHN, January 2019)

Figure 2: Site Plans (Pacific Affiliates, May 2019)

Figure 3: Street View Photos of Project Site (Google Earth, January 2019)

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not located within 2,500 feet of the end of a civil airport runway or 8,000 feet of the end of a military airfield runway. The closest civilian airports to the project area occur approximately 4.5 miles to the south (Murray Field), approximately 7.2 miles to the north (California Redwood Coast – Humboldt County Airport), and approximately 13.7 miles to the southeast (Kneeland Airport). The closest military airport is the United States Coast Guard Air Station which is located adjacent to the California Redwood Coast – Humboldt County Airport approximately 7.2 miles to the north of the project site. See attached Humboldt County Web GIS Map which shows that the area of the City of Arcata containing the project site is not located within an Airport Compatibility Zone (see Attachment 25). <small>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	There are no Coastal Barrier Resource System (CBRS) Units, CBRS buffer zones, as defined under the Coastal Barrier Resources Act of 1982 (PL 97-348), as amended by the Coastal Barrier Improvement Act of 1990 (PL 101-591) located within Humboldt County. The Coastal Barriers Resources Act primarily applies to the eastern coastline of the United States. The project is therefore not located

		<p>within a CBRS Unit, or CBRS buffer zone (see Attachment 37).</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Flood Insurance</p> <p>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Based on the 2017 Flood Insurance Rate Map (06023C0852G, revised by FEMA June 21, 2017), the project area is not located in a FEMA designated Special Flood Hazard Area which is defined as <i>"the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year"</i> (see Attachment 19). Flood insurance is not applicable to the project.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5</p>		
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The project site is located within the North Coast Air Basin and within the jurisdiction of the North Coast Unified Air Quality Management District (NCUAQMD). The North Coast Air Basin is currently listed as being in "attainment" or is "unclassified" for all Federal health protective standards for air pollution (ambient air quality standards). According to the U.S. EPA, Humboldt County is not listed under "Currently Designated Nonattainment Areas for All Criteria Pollutants" (see Attachment 34). However, under State ambient air quality standards, the North Coast Air Basin has been designated "nonattainment" for particulate matter less than ten microns in size (PM₁₀) (see Attachment 28).</p> <p>During the proposed construction activity, there is the potential for dust to be generated that could impact nearby sensitive receptors (e.g., residential uses). The NCUAQMD's Regulation 1 prohibits nuisance dust generation, such as that generated by construction activity. The City's standard condition for controlling dust emissions during construction is included in General Plan Policy AQ-2f (see Attachment 12, pgs. 4-47 and 4-48) and will be included by the City of Arcata as a condition of</p>

		<p>approval for the project. Therefore, the following control measures from General Plan Policy AQ-2f shall be followed to reduce dust generation during demolition, excavation, or earthmoving construction activities:</p> <ul style="list-style-type: none"> a. Water all active construction areas twice per day and use erosion control measures to prevent water runoff containing silt and debris from entering the storm drain system; b. Cover trucks hauling soil, sand, and other loose material; c. Pave, water, or apply non-toxic soil stabilizers on unpaved access roads and parking areas; d. Sweep paved access roads and parking areas daily; and e. Sweep streets daily if visible material is carried onto adjacent public streets. <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>According to the City of Arcata Geographic Information System (GIS) Parcel Finder application, the project site is located inside of the Coastal Zone Boundary (see Attachment 15). When a multi-family housing project is proposed within the Coastal Zone Boundary, a Coastal Development Permit (CDP) is typically required. For the Isackson's project, the development of housing units does not require a CDP since the project site is located within the mapped Categorical Exclusion Area E-88-3 and multi-family housing is a principally permitted use in the Commercial-Central zoning district (see Attachment 14, Table 2-10). Categorical Exclusion Area E-88-3 was certified by the California Coastal Commission on April 24, 1991 (see Attachment 2).</p> <p>As discussed above in the "Description of the Proposed Project", to allow for development of the project, it is proposed to subdivide parcel 021-163-006 into two lots. Lot 1 contains existing development that will not be impacted by the project and Lot 2 will be developed with the project. Although a</p>

		<p>CDP is not required for the development of multi-family housing on the project site, a CDP is required for the proposed minor subdivision. Through the CDP process, the project will be required to comply with the regulations in the City’s Local Coastal Program, which is designed to protect coastal resources.</p> <p>As noted in other sections of this document, the project site is proposed on an infill development site within the Downtown area of Arcata (see Figure 3 – Street View Photos of Project Site). Based on the developed condition of the project site and the requirement to obtain a Coastal Development Permit, the project will not adversely impact coastal resources. Based on this and the project’s required compliance with the City’s certified Local Coastal Program, the project is compliant with the CZMA Sections 307(c) and (d).</p> <p><small>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The project site is not located on or within one mile of an NPL (“Superfund”) site or within 2,000 feet of a CERCLIS site (see Attachment 6).</p> <p>Past land uses on the project site resulted in petroleum hydrocarbon contamination from leaking underground storage tanks and the construction of structures with asbestos- and lead-containing materials. A discussion of these issues and proposed conditions of approval to minimize potential impacts is included below.</p> <p><u>Petroleum Hydrocarbon Contamination</u> The project site was previously used as the Isackson Ford Motors dealership, which contained three underground storage tanks including the following:</p> <ul style="list-style-type: none"> a. 2,000-gallon untreated gasoline tank b. 2,000-gallon premium unleaded gasoline tank c. 400-gallon waste oil tank <p>The two gasoline tanks were removed in</p>

1989 along with all piping, pumps, and the former fuel island. After removal of the gasoline tanks, subsurface investigations were conducted at the site by Winzler & Kelly from 1990-1996, including the collection of soil and groundwater samples. During this time period, soil samples were collected from the immediate vicinity of the tanks and pumps on three occasions. Groundwater sampling, both upgradient and downgradient of the tanks and pumps, was also performed for three full years. In December 1996, Winzler & Kelly submitted a "Request for No Further Action, Case Closure" report to the HCDEH and North Coast Regional Water Quality Control Board (NCRWQCB). Based on the results of the site investigations, a Remedial Action Completion Certification was issued by the HCDEH in June 1997 (see Attachment 23).

As part of preparation of this NEPA Environmental Assessment for the Isackson's Affordable Housing Project, a Phase I Environmental Site Assessment (ESA) was completed for the project site by Freshwater Environmental Services (FES) in February 2019 (see Attachment 20). The purpose of the Phase I ESA is to identify Recognized Environmental Conditions (RECs) associated with the project site. A REC is defined by the American Society for Testing and Materials as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property:

1. Due to any release to the environment;
2. Under conditions indicative of a release to the environment; or
3. Under conditions that pose a material threat of a future release to the environment.

The term REC includes hazardous substances and petroleum products even under conditions in compliance with law.

The Phase I ESA concludes that the concentrations of gasoline and benzene in the soil and groundwater samples taken

	<p>during past site investigations were higher than current criteria for site closure due to the potential for vapor intrusion. Due to natural degradation of hydrocarbons over the past 20 years, current concentrations of petroleum products in soil and groundwater at the site are not known. The report notes that the current criteria for vapor intrusion at UST sites were published in September 2012. As concluded on page 18 of the report (see Attachment 20): "Because there has been a change in the regulatory criteria after the site received closure the presence of high concentrations of gasoline in soil and benzene in groundwater is considered a REC." Therefore, due to the potential for remaining petroleum hydrocarbon contamination at the project site, there is a potential for soil vapors to accumulate in enclosed spaces in the new building.</p> <p>Site redevelopment plans include the excavation and removal of 4-5 feet of soil from the entire site due to the proposed type of foundation (mat slab). Removal of the top 4-5 feet of soil from the project site will significantly reduce the potential for soil vapor concerns. As a standard construction practice in these cases, a Soil and Groundwater Management Plan will be prepared and followed during excavation that outlines specific actions including segregation, characterization, and disposal in the event that impacted media are inadvertently discovered during site redevelopment.</p> <p>Vapor emanating from contaminated soil and potential impacts in enclosed spaces is frequently addressed through the construction of an appropriate vapor barrier beneath the structure. In order to reduce potential soil vapors, it may be recommended that a high-density polyethylene (HDPE) vapor barrier be installed beneath the proposed structure. HDPE vapor barriers are common features in construction in wet climates such as that in northern California, where they are frequently used beneath concrete slabs to control moisture. For minimization of vapors</p>
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	<p>related to soil contamination, the same concept (and materials) applies, but more care is taken during construction to seal any openings to create an effective barrier.</p> <p>To minimize potential impacts from any remaining petroleum hydrocarbon contamination on the project site, the following conditions of approval are proposed for the project:</p> <ol style="list-style-type: none"> a. The applicant shall hire a licensed professional to prepare a report with recommendations for engineering controls (e.g., vapor barrier) to reduce the potential for groundwater vapor intrusion in the proposed building. b. The applicant shall hire a licensed professional to prepare a Soil and Groundwater Management Plan for the proposed redevelopment activities to protect site construction workers in the event that contaminated soil and/or groundwater is encountered during future site activities. <p>Both of these measures are standard practices for construction to cover inadvertent discoveries of impacted soil or groundwater during site redevelopment. There is no information indicating that the site cannot be redeveloped without implementation of the above measures.</p> <p>Senior Water Resources Control Engineer Craig S. Hunt of the NCRWQCB (707-570-3767) was contacted by Freshwater Environmental Services about the findings of the Phase I ESA and the proposed measures for site development. Mr. Hunt stated that the NCRWQCB would not re-open the leaking underground storage tank case (RB Case # 1THU152) for the project site, and would not need to oversee the Soil and Groundwater Management Plan that will be implemented during construction of the project.</p> <p>The 400-gallon waste oil tank, noted above, was exposed, cleaned, and closed in place in 1987 under a closure permit approved by</p>
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the Humboldt County Division of Environmental Health (HCDEH). Soil and groundwater samples from beneath and downgradient of the waste oil tank have detected minimal soil and groundwater contamination in the vicinity of the tank (see Attachment 39, pg. 16 and Attachment 20, pg. 15). As concluded on page 17 of the Phase I ESA prepared by FES: "This is considered a historical REC because the NCRWQCB concurred with closure of the site."

Asbestos Containing Materials and Lead Based Paints

Some of the existing structures at the project site were constructed before the 1978 federal bans on friable asbestos-containing building materials and lead-containing paints became effective. As such, the proposed demolition of the existing structure could result in a release of these materials.

An Asbestos and Limited Lead Assessment Report was prepared by GHD, a California State Certified Asbestos Consultant (CAC), to evaluate the presence of asbestos-containing materials and lead-based paint or lead-containing surface coatings in the structures at the project site. The assessment results are contained in a report that is attached to this document (see Attachment 21). As concluded in the report, asbestos- and lead-containing materials are present in some of the buildings proposed for demolition.

Since it has been determined that asbestos-containing materials are present within the structures proposed for demolition, the City shall condition the demolition permit for the project to comply with all applicable asbestos regulations as identified in Appendix E of the Asbestos and Limited Lead Assessment Report prepared by GHD (see Attachment 21). This includes the National Emissions Standards for Hazardous Air Pollutants (NESHAP), which is administered by the North Coast Unified Air Quality Management District

	<p>(NCUAQMD). These regulations require the following procedures:</p> <ul style="list-style-type: none">a. Notification to the NCUAQMD at least 10 working days prior to any demolition.b. Employing the use of proper work practices outlined in the NESHAP asbestos regulations.c. Complying with CalOSHA worker safety requirements. <p>The construction contractor shall maintain all records of compliance with the NESHAP asbestos regulations and NCUAQMD rules including, but not limited to, the following: 1) evidence of notification to the NCUAQMD; 2) contact information for the asbestos abatement contractor and asbestos consultant; and 3) receipts (or other evidence) of offsite disposal of all asbestos-containing materials. These records shall be made available to the City upon request.</p> <p>Since it has been determined that lead-based materials are present within the structures proposed for demolition, the City shall condition the demolition permit for the project to comply with all applicable lead regulations as identified in Appendix F of the Asbestos and Limited Lead Assessment Report was that prepared by GHD (see Attachment 21). This includes Title 17, California Code of Regulations Division 1, Chapter 8 (Lead Based Paint Regulations), which addresses requirements for the removal of components painted with lead-based paint during site clearing and demolition of existing structures. The construction contractor shall be required to comply with these provisions. The removal of all lead-based paint materials shall be conducted by a certified lead supervisor or certified lead worker, as defined by §35008 and §35009 of the Lead Based Paint Regulations.</p> <p>The above described requirements to address potential petroleum hydrocarbon contamination and asbestos- and lead-containing materials have been included as conditions of approval for the project to</p>
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		<p>minimize the risks associated with hazardous materials. This will ensure that onsite hazardous materials do not pose a substantial risk to the public or environment.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The City of Arcata is situated on a coastal terrace at the north edge of Arcata Bay, the northern basin of Humboldt Bay. Humboldt Bay is one of the most ecologically diverse embayments on the Pacific coast. Many of the tidelands surrounding Humboldt Bay were diked and drained in the late 1800s for pasture, and remain in agricultural use today. Eastern portions of the City contain redwood forest, an ancient and spectacular plant community unique to the Pacific north coast. West of the City lies a dune ecosystem recognized as the most complex and least disturbed of its kind on the northwest coast of North America. Numerous watercourses meander through the City and empty into Arcata Bay. Freshwater, brackish, and saltwater marshes throughout the area are highly productive, sensitive habitats requiring special protection. The Planning Area's diverse habitat types support a wide variety of plant, fish, and wildlife species (see Attachment 11, pg.6-1).</p> <p>The Department of Fish & Wildlife (DFW) California Natural Diversity Database (CNDDDB) records list occurrences of the following species in this area of Arcata including: Obscure bumblebee (<i>Bombus caliginosus</i>), western bumble bee (<i>Bombus occidentalis</i>), western lily (<i>Lilium occidentale</i>), eulachon (<i>Thaleichthys pacificus</i>), and Pacific Lamprey (<i>Entosphenus tridentatus</i>). Western lily (<i>Lilium occidentale</i>) has a federal and state listing as endangered. Eulachon (<i>Thaleichthys pacificus</i>) has a federal listing of Threatened. Pacific Lamprey (<i>Entosphenus tridentatus</i>) is considered a Species of Special Concern by CDFW. The remaining species above are not federally- or state-listed species (see Attachment 4).</p>

	<p>The project site is located in Downtown Arcata approximately two blocks southwest of the Arcata Plaza. The site is currently developed with three businesses (Joe's Auto Repair, Heart of Humboldt, and Humboldt Patient Resource Center), two residences, and several accessory structures. These commercial and residential structures are primarily located on the western and southern edges of the site. The remainder of the site contains a paved parking lot that is currently used for mobile food vendor use, and was historically as an auto dealership (see Figure 1 – Project Area and Figure 3 – Street View Photos of the Project Site).</p> <p>A culverted section of Jolly Giant Creek runs northwest to southeast at the northeast corner of the project site. Open sections of the creek occur to the north and east of the project site. To the north of the site, the creek daylights on a commercial parcel across 7th Street (960 7th Street/021-154-005). To the east of the site, the creek daylights on a residential parcel across "I" Street (895 7th Street/021-164-017). Both of these open-creek sections contain small areas of riparian vegetation. No other sensitive habitat, wetlands, riparian vegetation, gulches, or other natural areas exist on or directly adjacent to the site (see Figure 1 – Project Area and Figure 3 – Street View Photos of the Project Site).</p> <p>Due to its developed condition, the project site would be considered an "<i>Urban</i>" habitat type (see Figure 1 – Project Area) which is defined in the Arcata General Plan EIR (see Attachment 11, pg. 6-1) as "<i>The urban habitat type contains areas of dense human habitation and activity, including residential, commercial, industrial and public facility sites within the Planning Area. Vegetation in urban habitats is generally sparse or managed as a landscape. Use of urban habitats by native wildlife species is typically low.</i>"</p> <p>Therefore, the project site is an existing developed urban property located within the</p>
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		<p>City of Arcata Downtown area, with no available habitat for the sensitive species listed above, and would have no effect on any natural habitats or federally protected species.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The project does not involve explosive or flammable materials or operations. The neighborhood in which the project is proposed to be located is a mixed-use neighborhood consisting of residential, commercial, and public facility uses. A site visit was conducted by SHN on 02/15/19 and no visual evidence or indication of unobstructed or unshielded aboveground storage tanks (fuel oil, gasoline, propane, etc.) or operations utilizing explosive and/or flammable materials were observed at or in close proximity to the site.</p> <p>Through review of mapping and contact with Humboldt Bay Fire and local gas and propane providers, the closest hazardous operations to the project site were identified as the following (see Attachment 22, Google Earth aerial showing closest hazardous operations to the project site):</p> <p>A) AmeriGas Propane located at 625 "K" Street, to the west of the project site. Two (2) 30,000-gallon propane tanks are located on the northern boundary of this site.</p> <p>According to the Acceptable Separation Distance (ASD) Electronic Assessment Tool, the acceptable separation distance for the closest 30,000-gallon propane tank is 647.27 feet for blast overpressure, 1,140.69 feet for thermal radiation for people, and 242.26 feet for thermal radiation for buildings (see Attachment 32). The closest propane tank is located approximately 430 feet from the western property line of the project site. As such, the ASD for thermal radiation for buildings (242.26) is met, but the ASD for blast overpressure (674.27) and thermal radiation for people (1,140.69) are not met.</p>

		<p>As shown in Attachment 22 (Google Earth aerial showing closest hazardous operations to the project site), there are several residential and commercial structures on the block between the project site and the propane tanks. These man-made barriers have been determined to function as an adequate buffer for the project site in the case that the propane tanks at the AmeriGas site were to explode. This conclusion was provided by Environmental Engineer Nelson Rivera of the U.S. Department of Housing and Community Development (202-402-4455). In a 5/8/19 e-mail, Mr. Rivera determined that with the structures located between the project site and the propane tanks at the AmeriGas site, the exposed incident pressure to the project site is "...much lower than the standard and acceptable to the Department in accordance with the requirements under 24 CFR Part 51.205."</p> <p>B) PG&E electrical substation located on parcel 021-164-013 (No address assigned), to the southeast of the project site. The substation is approximately 50 feet from the eastern boundary of the project site, across "I" Street. As indicated in the Phase I Environmental Site Assessment Report prepared by Freshwater Environmental Services (see Attachment 20, pg. 5), an Environmental Data Resources database search indicated that there is an aboveground storage tank with a capacity of approximately 10,500 gallons at the substation site. However, upon visual inspection by SHN, no aboveground storage tanks were observed on the PG&E substation site. In addition, Jon Viehweg of the Eureka PG&E Office (707-445-5581) was contacted and provided verification that the substation site does not contain an aboveground storage tank. Mr. Viehweg further explained that the transformers at the site do contain oil that is minimally pressurized (2 psi) with inert gas. However, this oil is not flammable or prone to explosion. Therefore, the PG&E substation does not present a hazard to the project.</p>
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		<p>C) Chevron Gas Station located at 421 “J” Street, to the southwest of the project site. One (1) 500-gallon propane tank is located on the eastern boundary of this site. According to the Acceptable Separation Distance (ASD) Electronic Assessment Tool, the acceptable separation distance for this tank is 174.17 feet for blast overpressure, 207.20 feet for thermal radiation for people, and 36.50 feet for thermal radiation for buildings (see Attachment 32). This tank is located over 500 feet from the property line of the project site. As such, the ASD for this propane tank is met.</p> <p>Due to the distance of these operations from the project site and/or the size and type of structures that are located in-between, there is limited potential for these operations to adversely impact the project site (see Attachment 22).</p> <p><small>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is a developed property within the City of Arcata Downtown area and does not include farmland (see Figure 1 – Project Area). As shown on the City of Arcata Zoning Map, the closest agriculturally-zoned properties are located over 0.3 miles from the project site on the south side of Samoa Blvd (see Attachment 16).</p> <p><small>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Based on the 2017 Flood Insurance Rate Map (06023C0852G, revised by FEMA June 21, 2017), the project area is not located in a FEMA designated Special Flood Hazard Area which is defined as “<i>the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year</i>” (see Attachment 19).</p> <p><small>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
<p>Historic Preservation</p>	<p>Yes No</p>	<p>The City contacted the State Historic Preservation Officer (SHPO) and received a</p>

<p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>clearance letter dated May 20, 2019 (see Attachment 9).</p> <p>A Cultural Resources Investigation was completed for the project site by Leslie Heald and Jamie Roscoe which concluded that there were no prehistoric or significant historic artifacts discovered during a field investigation and no archaeological sites have been previously recorded in the immediate project vicinity (see Attachment 26, pg. 18). As part of the Cultural Resources Study prepared for the project site, six buildings were assessed on the site for potential historic value. Of those buildings, only one, the former Arcata & Mad River Railroad roundhouse, was identified as potentially qualifying as a historic resource and being eligible for the California Register. This structure dates to 1886 and was remodeled in 1952 for use as an automotive repair facility. As noted in the "Description of the Proposed Project" above, the project includes a lot split and the Arcata & Mad River Railroad roundhouse is proposed to be located on Lot 1, whereas the proposed project will be developed on Lot 2. As such, the roundhouse building is not planned for modification or removal as part of this project.</p> <p>The findings of the Cultural Resources Study performed by Leslie Heald and Jamie Roscoe are contained on pages 24-26 of the report (see Attachment 26). A summary of the findings are listed below along with a discussion related to each finding.</p> <p>Finding 1) It is possible that buried archaeological materials may be uncovered during future construction operations within the project area.</p> <p>Due to the possibility of discovering unknown Native American or historic cultural resources during construction of the project, the Cultural Resources Study recommends a protocol for inadvertent discoveries (see Attachment 26, pg. 24). The inadvertent discovery protocol recommended in the Cultural Resources Study has been included</p>
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	<p>as a condition of approval for the project.</p> <p>Findings 2 and 3) The Arcata & Mad River Railroad roundhouse appears to qualify as a historic resource as defined by CEQA (section 15064.5[b][3]) and appears to be eligible for the California Register.</p> <p>As noted above, the Arcata & Mad River Railroad roundhouse will be located on a separate lot from the proposed development and will not be impacted by the project.</p> <p>Finding 4) The proposed project includes new construction within an area of Arcata that has been recognized as a potentially eligible historic district during a previous survey prepared by Leslie Heald in 2002 for the Highway 255 Gateway Improvements. New construction in historic areas should meet the Secretary of Interior's recommendation that it be differentiated from the old and be compatible with historic materials, features, size, scale, proportion, and massing to protect the integrity of the property and its environment.</p> <p>The project will be subject to the City's Design Review Process, which is "intended to ensure that the design of proposed development and new land uses assists in maintaining and enhancing the natural beauty, historic, and rural character of the community." One of the specific goals of the Design Review process is to "Ensure that new buildings are designed to fit appropriately within the existing neighborhood context." One of the standards for Design Review includes "Providing architectural design, building height and massing, and scale appropriate to and compatible with other structures on the site and in the immediate vicinity of the site" (see Attachment 14, Land Use Code Section 9.72.040). Through the City's Design Review process, the design of the proposed development will be analyzed to ensure that it is compatible with the character of surrounding development.</p> <p>The City requested formal Section 106</p>
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		<p>Consultation in letters dated January 10, 2019 (see Attachment 17) with the tribes that have a current or ancestral interest in the Arcata area. Responses were received from the Tribal Historic Preservation Officers (THPOs) of the Wiyot Tribe, Bear River Band of the Rohnerville Rancheria, and Blue Lake Rancheria. The THPOs declined formal consultation on the project and recommended that the project be required to observe an inadvertent archaeological discovery protocol that includes notification to the Tribes should Native American archaeological deposits be found during construction. See attached e-mails from Erika Collins of the Bear River Band of Rohnerville Rancheria (01/24/19), Jacob Pounds of the Blue Lake Rancheria (01/28/19), and Ted Hernandez of the Wiyot Tribe (01/28/19) (see Attachment 1).</p> <p>Due to the potential to discover unknown cultural and historic archaeological resources during site preparation and construction, the following condition of approval will be required by the City of Arcata to minimize potential impacts to cultural and historic resources:</p> <p>a. If archaeological materials are encountered, all ground-disturbing work must be temporarily halted and/or shifted to another area. Work near the archaeological finds should not be resumed until a qualified archaeologist has evaluated the materials and offered recommendations for further action. Prehistoric materials which could be encountered include: obsidian, chert flakes, tools, darkened midden, groundstone artifacts, deposits of shell, bone, and human remains. In the event that human remains are encountered during future ground-disturbing activities within the project area, State law requires that the County Coroner be contacted immediately. If the Coroner determines that the remains are likely those of a Native American, he or she must contact the California Native American Heritage Commission. The</p>
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		<p>Heritage Commission will consult with the most likely Native American descendents from the area to determine appropriate treatment of the remains.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Noise Impacts to the Project</p> <p>Ambient noise levels in the project area are somewhat elevated but fairly typical of a Downtown area with a mixture of land uses. The main source of noise in the project area currently is from traffic along the four surrounding streets (6th, 7th, "I", and "J" Streets). The project area does not contain any significant noise-producing land uses such as heavy commercial or industrial.</p> <p>Major roadways within 1,000 feet of the project site include Samoa Blvd (Highway 255) and K Street, which are both classified as arterial streets in the Arcata General Plan (see Attachment 12, pg. 2-40). Figure N-b (<i>Projected Noise Contours</i>) of the Arcata General Plan (see Attachment 12, pg. 6-25) shows the projected noise contours from the planned buildout under the General Plan. On Figure N-b, the project site is shown to be within the 55 dB noise contour for major roadways including Highway 101, Samoa Blvd, and K Street. The closest airport to the project area is approximately 4.5 miles to the south (Murray Field). The Northwestern Pacific (NWP) Railroad line, which formerly served Humboldt Bay, has been out of service since 1998, and service is not expected to resume in the near future. Currently, there is community support for the conversion of existing railroad right-of-ways to provide multi-use trails. The rail line is located approximately 620 feet to the west of the project site. Therefore, the project site is outside of any areas that are adversely impacted by transportation noise.</p> <p>According to the Site DNL Calculator, the combined Day/Night Noise Level (DNL) at the project site from major roadways and airport noise is 60.3 decibels (see Attachment 31). Traffic count data for Samoa Blvd (Highway 255) and Highway</p>

	<p>101 was obtained from Caltrans (see Attachments 7 & 8). Traffic count data for K Street was obtained from the traffic volume projections in the Arcata General Plan (see Attachment 12, pg. 2-46). Since the project site is approximately 4.5 miles from Murray Field and is not in the flight path for Murray Field, it was estimated that the 'airport noise level' is 45 dBA at the project site.</p> <p>In addition, onsite noise measurements were conducted by SHN on January 3, 2019 between 11 a.m. and 1 p.m. The noise measurements were taken at several locations along the boundary of the project site and detected the following noise levels:</p> <ul style="list-style-type: none"> • East property line = 58.2 Ldn/CNEL • Corner of 7th & "I" Streets = 63.6 Ldn/CNEL • North property line = 58.7 Ldn/CNEL • Corner of 7th & "J" Streets = 58.3 Ldn/CNEL • West property line = 54.9 Ldn/CNEL <p>HUD regulations at 24 CFR Part 51 Subpart B identifies exterior noise levels below 65 DNL to be normally acceptable. Based on the results of the Site DNL Calculator and on the onsite noise measurements, the exterior noise levels at the project site fall within the acceptable range under HUD regulations.</p> <p><u>Noise Impacts from the Project</u> The proposed residential units are not expected to generate significant noise levels that would be noticeable above the traffic noise on surrounding 6th, 7th, "I" & "J" Streets.</p> <p><u>Construction Noise</u> The grading, construction of access and drainage improvements, and construction of residential structures will result in some temporary increases in noise above existing levels. The following noise reduction measures, as required by Policy N-5d and N-5e of the Arcata General Plan (see Attachment 12, pg. 6-34), will minimize</p>
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		<p>potential noise impacts:</p> <p>a. The operation of tools or equipment used in construction, drilling, repair, alteration, or demolition shall be limited to between the hours of 8 a.m. and 5 p.m. Monday through Friday, and between 9 a.m. and 5 p.m. on Saturdays.</p> <p>b. No heavy equipment-related construction activities shall be allowed on Sundays or holidays.</p> <p>c. Construction equipment shall have mufflers and other sound attenuation devices in good working order to reduce noise impacts.</p> <p><small>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the U.S. EPA website, the project site is not located on nor does it affect a sole source aquifer (see Attachment 36).</p> <p><small>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No USFWS NWI Wetlands identified within the project area (see Attachment 38).</p> <p><small>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Rivers designated as Wild & Scenic in Humboldt County include the Eel River, Trinity River, and Klamath River. All of these rivers are more than ten miles from the project site; the project does not interfere with these Wild and Scenic designated rivers (see Attachment 27).</p> <p><small>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
ENVIRONMENTAL JUSTICE		
<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The neighborhood in which the project area is located is a mixed-use neighborhood consisting of commercial and residential uses (see Figure 1 – Project Area). The project site is zoned Commercial - Central (C-C) and is within the City Urban Services Boundary and inside of the Coastal Zone Boundary (see Attachment 15).</p>

		<p>The U.S. EPA EJSCREEN shows that the project site is in an area (1-mile radius) with a density of 3,036 people per square mile, 32% minority population, and \$20,087 per capita income (see Attachment 35). According to the U.S. Census Bureau, the median household income in the City of Arcata in 2017 was \$30,866 (see Attachment 30).</p> <p>As discussed in the section entitled “Contamination and Toxic Substances,” the project site may contain residual petroleum hydrocarbon contamination from past commercial use of the property. Due to the potential presence of remaining contamination on the project site, conditions of approval are proposed for the project to minimize the potential for vapor intrusion into the new building. Implementation of these conditions of approval will ensure any remaining contamination is adequately addressed prior to occupancy of the proposed residential development.</p> <p>Therefore, the project would not result in disproportionately adverse environmental effects on minority or low-income populations.</p> <p>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>The Isackson's Affordable Housing Project will result in the development of forty-three (43) rental housing units for low-income persons and onsite amenities including a community center, computer lounge, tot lot, community garden, and skate park. This project will occur on an infill development site in the City's Downtown area that was historically used as an auto dealership.</p> <p>The proposed project is consistent with the City of Arcata General Plan and Zoning Ordinance. The guiding principles and goals in the General Plan Land Use Element include encouraging infill development which is able to take advantage of existing infrastructure and services and help meet housing needs (see Attachment 11, pg. 8-2). The project site is zoned Commercial Central (C-C) and is within the City Urban Services Boundary and inside of the Coastal Zone Boundary (see Attachment 15). No General Plan amendment or zone change is proposed; multi-family dwelling units are a principally-permitted use within the C-C zone (see Attachment 14, Table 2-10).</p> <p>Although a Coastal Development Permit (CDP) is typically required for multi-family development in the Coastal Zone, the proposed residential units do not require a CDP since the project site is located within the mapped Categorical Exclusion Area E-88-3 and multi-family housing is a</p>

	<p>principally-permitted use in the C-C zone. Categorical Exclusion Area E-88-3 was certified by the California Coastal Commission on April 24, 1991 (see Attachment 2).</p> <p>As discussed above in the “Description of the Proposed Project”, to allow for development of the project, it is proposed to subdivide parcel 021-163-006 into two lots. Lot 1 contains existing development that will not be impacted by the project and Lot 2 will be developed with the project. Although a CDP is not required for the development of multi-family housing on the project site, a CDP is required for the proposed minor subdivision. Through the CDP process, the project will be required to comply with the regulations in the City’s Local Coastal Program, which is designed to protect coastal resources.</p> <p>The project will be subject to the City’s Design Review Process, which is “<i>intended to ensure that the design of proposed development and new land uses assists in maintaining and enhancing the natural beauty, historic, and rural character of the community</i>” (see Attachment 14, Section 9.72.040). Through the City’s Design Review process, the design of the proposed development will be analyzed to ensure that it is compatible with the character of surrounding development.</p> <p>In accordance with California Government Code Section 65915, the proposed project qualifies for up to three planning concessions and a density bonus of up to 35% without requiring any discretionary approvals. The proposal is consistent with the development standards in the Arcata Land Use Code and the applicant is not requesting any concessions for the project.</p> <p>This proposed project is also consistent with the following policies in the Arcata 2014 Housing Element (see Attachment 13, pg. 10):</p> <p>Policy HE-16: Support private and nonprofit developers through grants, loans and other forms of assistance to voluntarily develop housing affordable to extremely-low, very-low, and low-income households.</p> <p>Policy HE-19: Assist in the development of housing affordable to very low-, low- and moderate-income households through financial and/or technical assistance.</p> <p>Policy HE-20: Provide incentives to developers to include low- and moderate-income housing units in their proposals; and support housing for persons with lower incomes in residential developments in all areas of the City</p>
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		<p>through a variety of methods to ensure neighborhood diversity.</p> <p>Policy HE-22: Prioritize meeting the needs of low-income households, since they represent the most significant area of unmet need.</p> <p>The Regional Housing Need Plan for Humboldt County estimates that Arcata will need an additional 85 very low-income (31-50% of area median income) units and 56 low-income (51-80% of area median income) units (see Attachment 14, pg. 5). As described above, this project will provide 43 of those units.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>3</p>	<p>City of Arcata General Plan Policy PS-2d (Requirement for and review of "Geotechnical Reports") requires the preparation of geologic reports for all development in areas subject to seismic hazards. The reports shall provide development recommendations for any potential hazards and shall outline alternative solutions. To comply with this policy, a Geotechnical Recommendations Report was prepared for the project site by SHN in 2005 and an updated report was prepared in January 2019. The City shall condition the project to require the applicant to comply with all recommendations provided in Section 6.0 of the Updated Geotechnical Recommendations Report (see Attachment 29, pgs. 6-14). These recommendations are provided for use in project planning, design, and construction of ground improvements, site grading, and foundations.</p> <p><u>Soil Suitability</u></p> <p>The project site is located on a relatively stable geologic unit that is generally flat. According to the Humboldt County GIS System, the soils at the project site are identified as Zone C0 - Relatively Stable (see Attachment 24).</p> <p>The characteristics of the soils at the project site are described in the Updated Geotechnical Recommendations Report prepared by SHN (see Attachment 29, pg. 3). In the upper, approximately 20 feet, the borings indicate that site soils are predominantly sandy, with occasional silty/clayey strata, and with occasional peat and organic soils, and woody debris. From about 20 feet to about 32 feet in depth, clayey and silty soils, with occasional organic content, were encountered. Below a depth of about 32 feet, stronger soils with higher sampler penetration resistance blow counts were encountered. The report notes that there is a risk that the sandy and silty deposits</p>

	<p>could liquefy, soften, or co-seismically consolidate during relatively rare, very strong seismic ground shaking, creating a risk of excessive differential settlement and cracking of the building. As noted above, the City shall condition the project to require the applicant to comply with all recommendations provided in Section 6.0 of the Updated Geotechnical Recommendations Report (see Attachment 29, pgs. 6-14). Compliance with these recommendations will ensure that the limitations of onsite soils are adequately addressed in the design of the development.</p> <p><u>Slope</u></p> <p>The site is relatively level, as it is located on alluvial flatlands along the margins of Humboldt Bay. Jolly Giant Creek crosses the northeastern corner of the site in an underground culvert. Topography on the project site ranges from approximately 13 feet at the southern border of the property to approximately 11 feet at the corner of 7th & I Streets where the storm drainage inlets are located (see Figure 2 – Site Plans). There are no significant natural hill slopes and no cut or fill slopes at the project site. The slopes at the project site are less than 2%, which is optimum for residential development. The project site does not propose to substantially alter existing site topography.</p> <p><u>Erosion/Drainage/Stormwater Runoff</u></p> <p>The project site is generally flat (<2% slope) and is not susceptible to significant erosion. The site is currently developed with several structures and is entirely paved over. The site currently drains towards existing storm drainage inlets on the corners of 7th and “I” Streets (see Figure 2 – Site Plans).</p> <p>Grading and drainage improvements will occur in compliance with Title VIII Chapter 1 (Building Codes) and Title VII Chapter 5 (Stormwater Management) of the Arcata Municipal Code. As part of the building permit process, the applicant will be required to submit an Erosion and Sediment Control Plan, to be approved by the City of Arcata, which requires specific erosion/sediment control devices and/or practices during construction.</p> <p>Additionally, compliance with State and federal stormwater regulations (e.g. National Pollution Discharge Elimination System (NPDES)) is required during construction activity and long-term operation of the project. The proposed project will not cause a significant increase in stormwater runoff due to the fact that the project site is almost entirely developed with impervious surfaces (i.e. structures and</p>
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		<p>paving). Surface drainage shall be planned to prevent ponding and enable water to drain away from foundations, slabs-on-grade, and edges of pavements, toward suitable collection or discharge facilities. The proposed project includes bioretention areas and self-retaining areas to manage stormwater runoff.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p>	<p><u>Natural Hazards</u></p> <p>The project is proposed to be located on a site that historically contained a variety of commercial and residential uses in a mixed-use neighborhood with commercial and residential development. The project site does not have the potential to be impacted by most natural hazards including: volcanoes, forest fires, mudflow, droughts, hurricanes, tornadoes, seiches, 100-year floods, and poisonous plants, insects, or animals. The natural hazards found to be potentially significant in the Arcata Planning Area include: seismicity, liquefaction, tsunamis, flooding, potential landslides, and soil instability (Attachment 11, pgs. 5-5 to 5-8). According to the Humboldt County GIS System and FEMA mapping, the project site has relatively stable soils, is not subject to flooding, and does not have slopes greater than 15% (see Attachments 19 & 24).</p> <p>According to the Humboldt County GIS System, the project site is in an area of potential liquefaction (see Attachment 24). As discussed in the section entitled "Soil Suitability/Slope/Erosion/Drainage/Stormwater Runoff," there is a risk that the sandy and silty deposits at the project site could liquefy, soften, or co-seismically consolidate during relatively rare, very strong seismic shaking, creating a risk of excessive differential settlement and cracking of the building. As noted above, the City shall condition the project to require the applicant to comply with all recommendations provided in Section 6.0 of the Updated Geotechnical Recommendations Report prepared by SHN (see Attachment 29, pgs. 6-14). Compliance with these recommendations will be effective in minimizing potential impacts related to liquefaction.</p> <p>The project site is located at an elevation of approximately 11-13 feet and is approximately 1 mile from Humboldt Bay. It is expected that the impact of a tsunami on Humboldt Bay would primarily occur along the north and south spits and the King Salmon and Fields Landing areas, which are located directly across from the opening to Humboldt Bay. Based on the "Tsunami Inundation Map for Emergency Planning, Humboldt Bay Map Sheet" (CGS, 2009), the project site is located roughly two blocks north of the</p>

mapped "Tsunami Inundation Area." The Updated Geotechnical Recommendation Report prepared by SHN concludes that risks associated with tsunami inundation hazards at the project site are low (see Attachment 29, pg. 5).

According to the Humboldt County GIS System, the nearest active faults are a branch of the northwest-southeast trending Little Salmon fault zone located approximately 14 miles southwest of the project site and a branch of the northeast-southwest trending Mad River fault zone located approximately 1.5 miles northeast of the project site (see Attachment 24). The Arcata General Plan EIR identifies seismic activity on the Cascadia Subduction Zone (CSZ) as the primary seismic and geologic concern within the Planning Area (see Attachment 11, pg. 5-5). Based on the regional geology and history of the area, strong ground motion generated by moderate to large earthquakes is likely to occur at the site within the economic lifespan of the proposed development (50 years). Suitable building design in accordance with current codes will reduce the potential for property damage and injury. Construction of the proposed building will be in accordance with the latest edition of the Uniform Building Code for seismically active areas. In addition, the City shall condition the project to require the applicant to comply with all recommendations provided in Section 6.0 of the Updated Geotechnical Recommendations Report prepared by SHN (see Attachment 29, pgs. 6-14). Compliance with these recommendations will be effective in minimizing potential impacts related to seismic activity.

Hazardous Materials

As discussed in the section entitled "Contamination and Toxic Substances," the project site may contain residual petroleum hydrocarbon contamination from past commercial use of the property. To minimize impacts from the potential presence of remaining contamination on the project site, the following conditions of approval are proposed for the project:

- a. The applicant shall hire a licensed professional to prepare a report with recommendations for engineering controls (e.g., vapor barrier) to reduce the potential for groundwater vapor intrusion in the proposed building.
- b. The applicant shall hire a licensed professional to prepare a Soil and Groundwater Management Plan for the proposed redevelopment activities to protect site construction workers in the event that contaminated soil and/or groundwater is encountered during future

		<p>site activities.</p> <p>Both of these measures are standard practices for construction to cover inadvertent discoveries of impacted soil or groundwater during site redevelopment. There is no information indicating that the site cannot be redeveloped without implementation of the above measures.</p> <p>Due to the presence of asbestos-containing materials within the structures proposed for demolition, the City shall condition the demolition permit for the project to comply with all applicable asbestos regulations as identified in Appendix E of the Asbestos and Limited Lead Assessment Report that was prepared by GHD (see Attachment 21). Due to the presence of lead-based materials within the structures proposed for demolition, the City shall condition the demolition permit for the project to comply with all applicable lead regulations as identified in Appendix F of the Asbestos and Limited Lead Assessment Report that was prepared by GHD (see Attachment 21).</p> <p><u>Noise</u></p> <p>As discussed in the section entitled “Noise Abatement and Control,” construction noise would be temporary and would be subject to Arcata General Plan Policies N-5d and N-5e, which places restrictions on the days and hours of construction activities and requires the proper maintenance of construction equipment.</p> <p>As discussed in the section entitled “Noise Abatement and Control,” the project is outside of any areas that are adversely impacted by transportation noise and the project area does not contain any significant noise-producing land uses such as heavy commercial or industrial. According to the Site DNL Calculator, the combined Day/Night Noise Level (DNL) at the project site from major roadways and airport noise is 60.3 decibels (see Attachment 31). In addition, onsite noise measurements were conducted along the boundary of the project site and detected a maximum noise level of 63.6 Ldn/CNEL. HUD regulations at 24 CFR Part 51 Subpart B identifies exterior noise levels below 65 DNL to be normally acceptable. Based on the results of the Site DNL Calculator and on the onsite noise measurements, the exterior noise levels at the project site fall within the acceptable range under HUD regulations</p> <p><small>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</small></p>
Energy Consumption	2	As required by State regulations and the City of Arcata’s building code, the design and construction of the residential units would be in accordance with California’s Energy Efficiency Standards for Residential and

	<p>Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations). In addition, City of Arcata Ordinance No. 1507 [Residential Reach Code] requires the proposed residential buildings to be designed and constructed to exceed minimum 2016 Title 24, Part 6 Building Energy Efficiency Standards by at least 20 percent. The applicant also proposes to construct a zero net energy building by installing rooftop solar arrays, energy efficient appliances, central laundry, and high-performance heat pumps for HVAC and hot water. Thus, energy consumption would occur in an efficient manner during long-term operation of the project.</p> <p>Other than natural gas used to generate electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. To accommodate the project, improvements will be made to the utilities that serve the existing development at the site.</p> <p>The project site is located in the City of Arcata Downtown area. Future residents will be within walking distance of shopping and employment and will have access to mass transit and services that will reduce vehicle miles traveled and energy consumed for transportation.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<p>The Isackson's Affordable Housing Project will result in the development of forty-three (43) rental housing units for low-income persons. The project proposes one-, two-, and three-bedroom units and would provide rental housing for a minimum of 81 low-income persons.</p> <p>This infill development project will occur on an underutilized commercial site in the City of Arcata Downtown area that will help the City meet its share of the regional housing need (see Attachment 13, pgs. 5-6). This project will contribute to the mixed-use character of the neighborhood by providing a new multi-family residential use within walking distance of employment and shopping.</p> <p>The U.S. EPA EJSCREEN shows that the project site is in an area (1-mile radius) with a density of 3,036 people per square mile, 32% minority population, and \$20,087 per capita income (see Attachment 35). According to the U.S. Census Bureau, the median household income in the City of Arcata in 2017 was \$30,866 (see Attachment 30, pg. 2).</p>

	<p>Employment-related impacts of the project for local residents will involve temporary jobs created due to construction and permanent jobs for those working at the housing facility (e.g., manager, maintenance, etc.). Since the project site is located within the City of Arcata Downtown area, job opportunities will be available nearby for the future residents.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Demographic Character Changes, Displacement</p>	<p>The U.S. EPA EJSCREEN shows that the project site is in an area (1-miles radius) with a density of 3,036 people per square mile, 32% minority population, and \$20,087 per capita income (see Attachment 35). According to the U.S. Census Bureau, the median household income in the City of Arcata in 2017 was \$30,866 (see Attachment 30, pg. 2).</p> <p>The Isackson's Affordable Housing Project will result in the development of forty-three (43) rental housing units for low income persons. The project proposes one-, two-, and three-bedroom units totaling 83 bedrooms and would provide rental housing for a minimum of 81 low income persons.</p> <p>The project site is located within the City of Arcata Downtown area. This project will contribute to the mixed-use character of the neighborhood by providing new multi-family residential use within walking distance of employment and shopping. The California Department of Finance estimates the City of Arcata's resident population as 18,078 (see Attachment 3, pg. 3). In relation to the City's resident population, the increase from this project (81 residents) would not be substantial.</p> <p>The project site is developed with three businesses including Joe's Auto Repair, Humboldt Patient Resource Center, and Heart of Humboldt. The remainder of the site contains a paved parking lot that is currently used for a mobile food vendor use. The existing businesses at the project site will not be displaced, except for the potential displacement of a mobile food vendor. In addition, the project proposes approximately 2,122 s.f. of retail space on the ground floor near the corner of 7th and "I" Streets.</p> <p>As noted in the "Description of the Proposed Project," there are four buildings on the project site that are proposed for demolition, two of which include single-family residences. Based on the average persons per household for the City of Arcata (2.26 persons) (see Attachment 30, pg. 1), it is estimated that five persons may be displaced as a result of the project. As such, the applicant will be required to comply with the requirements for relocation payments and</p>

	<p>assistance provided under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. These requirements apply to any family or individual that must move as a direct result of rehabilitation, demolition, or acquisition for a project in which Federal funds are used. Compliance with these regulations will reduce the impacts to displaced residents due to construction of the project.</p> <p>The proposed project will redevelop this underutilized commercial property into housing for low-income persons which is identified as an important need in the City of Arcata Housing Element (see Attachment 13, pg. 4). Based on the above discussion, the project will not displace substantial numbers of existing housing, businesses, or people.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>The Isackson's Affordable Housing Project will result in the development of forty-three (43) rental housing units for low income persons. The project proposes one-, two-, and three-bedroom units and would provide rental housing for a minimum of 81 low-income persons. The project site is currently developed with commercial uses. As such, the project will not displace educational and cultural facilities in the City.</p> <p><u>Educational Facilities</u> Since the project proposes the development of housing for a minimum of 81 persons, it is anticipated that an increase in the student population of local elementary, junior, and high schools will occur as a result of the project. Educational facilities that would be available to the future residents include, but are not limited to, Arcata High School 0.8 miles to the north, Arcata Elementary School 1.6 miles to the north, Sunny Brae Middle School 1.5 miles to the southeast, Humboldt State University approximately 1 mile to the northeast, College of the Redwoods approximately 18 miles to the south, and Eureka Adult School approximately 11.4 miles to the south.</p> <p>Mass transit can be used by the future residents to access these facilities. The nearest bus stop to the project site is located one block to the east on the northeast corner of 6th and "H" Streets. The project site is also located approximately six blocks from the City of Arcata Transit Center. In addition, the project will contribute toward</p>

		<p>improvements in the Downtown area that will encourage alternative modes of transportation and use of mass transit, including but not limited to pedestrian scale lighting, high visibility crossings, bike share program, and bus stop improvements (see Attachment 18).</p> <p><u>Cultural Facilities</u> The City of Arcata contains a variety of cultural facilities that the future residents can access by walking or mass transit. The project site is located within the City of Arcata Downtown area, which contains a variety of cultural facilities (e.g., theaters, art galleries, museums, community gathering spaces, music venues, etc.) that will be available to the future residents. These include facilities such as the Arcata Playhouse, Minor Theater, Arcata Theater Lounge, HSU Natural History Museum, Arcata Plaza, and the Arcata Community Center.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
Commercial Facilities	2	<p>The City of Arcata contains a number of commercial facilities that future residents can access by walking or mass transit. Many of these facilities are located in the Downtown area where the project will be located. The City of Eureka, approximately 10 miles to the south, is the Humboldt County seat and a regional commercial center that contains a variety of commercial facilities that the future residents can access by mass transit. The nearest bus stop to the project site is located one block to the east on the northeast corner of 6th and "H" Streets. The project site is also located approximately six blocks from the City of Arcata Transit Center. In addition, the project will contribute toward improvements in the Downtown area that will encourage alternative modes of transportation and use of mass transit, including but not limited to pedestrian scale lighting, high visibility crossings, bike share program, and bus stop improvements (see Attachment 18). These improvements will provide future residents with greater mobility and access to local commercial facilities.</p> <p>This project does not propose a new larger commercial development that may displace existing smaller retail establishments in the City of Arcata. The project may result in the displacement of a mobile food vendor, but the project proposes approximately 2,122 s.f. of retail space on the ground floor of the new building. The project will primarily locate new residents on a site that will provide additional customers to nearby businesses.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
Health Care and	2	<p>The project area is located within walking distance (two</p>

<p>Social Services</p>	<p>blocks) from the City of Arcata Plaza. This area of Arcata contains several health and social services that will be available to the future residents. Arcata also has one of the largest hospitals in Humboldt County (Mad River Community Hospital) which is approximately 2.4 miles to the north of the project area. The City of Eureka, approximately 10 miles to the south, is the Humboldt County seat and contains a variety of health and social services that the future residents can access by mass transit. The nearest bus stop to the project area is one block to the east on the northeast corner of 6th and “H” Streets. The project area is also located approximately six blocks from the City of Arcata Transit Center. In addition, the project will contribute toward improvements in the Downtown area that will encourage alternative modes of transportation and use of mass transit, including but not limited to pedestrian scale lighting, high visibility crossings, bike share program, and bus stop improvements (see Attachment 18). These improvements will provide future residents with greater mobility and access to local health and social services.</p> <p>This project will not cause a substantial amount of growth and it is anticipated that existing health and human services will be adequate to serve this residential in-fill development.</p> <p>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
<p>Solid Waste Disposal / Recycling</p>	<p>2</p> <p>The Isackson’s Affordable Housing project will generate solid waste during both construction and operation. This project will be served by solid waste disposal facilities with sufficient permitted capacity to accommodate the project’s solid waste. Currently, solid waste collection services are provided by franchised contractors (Recology Arcata). Waste is then transferred to a Humboldt Waste Management Authority (HWMA) solid waste transfer station and then trucked to a licensed landfill in either Anderson, CA or Dry Creek, OR. The Anderson Landfill is permitted to receive 1,850 tons of solid waste per day and is projected to close in 2049. The Dry Creek Landfill receives approximately 900 tons of solid waste per day and is projected to close in 2074. As such, the landfills that would serve the proposed project have adequate permitted capacity to accommodate the project’s solid waste disposal needs.</p> <p>As part of site development, there is the potential that soils contaminated with petroleum hydrocarbons and/or other materials (e.g., asbestos and lead) may be removed from the site and require disposal at a permitted disposal facility. The closest facility is located in Anderson, CA approximately 150 miles to the east of the project area.</p>

		*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.
Waste Water / Sanitary Sewers	2	<p>The project area is served by the City of Arcata Wastewater Treatment Plant (WWTP) which is an innovative system that combines conventional wastewater treatment with the natural processes of constructed wetlands. The Arcata General Plan EIR (see Attachment 11, pgs. 5-20 & 5-22) analyzed impacts to the City's wastewater treatment system resulting from "buildout" and found that the projected increases in wastewater production will bring the Arcata treatment plant close to its design capacity. The Arcata General Plan includes policies directing the City to monitor the system closely and plan and budget for future improvements (see Attachment 11, pg. 5-20). This project will occur on an in-fill development site, which has been analyzed in the EIR and accounted for in the Arcata General Plan.</p> <p>It is proposed to improve the existing wastewater infrastructure connected to the site to accommodate the wastewater needs of the project. The City of Arcata Public Works Department has determined that the City's wastewater treatment facility has adequate capacity to accommodate the wastewater that will be generated by the project. As such, the Isackson's Housing project will not exceed the wastewater treatment capacity of the WWTP, and would not result in the need for the construction of new wastewater treatment facilities or the expansion of existing treatment facilities.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
Water Supply	2	<p>The project area is already served by the City's public potable water system. The Isackson's Housing Project would create a small incremental increase in demand for domestic water service from the City but would not result in the need for the construction of new water facilities or the expansion of existing facilities. The Arcata General Plan EIR (see Attachment 11, pg. 5-22) discusses the fact that the City's existing water rights are more than adequate to serve the projected growth.</p> <p>It is proposed to improve the existing water infrastructure connected to the site to accommodate the water needs of the project. The City of Arcata Public Works Department has determined that the City's water system has adequate capacity to accommodate the use that will be generated by the project. The Isackson's Housing project will not place significant demands on the City's water supply, and would not result in the need for the construction of new water treatment facilities or the expansion of existing treatment</p>

		<p>facilities.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>Emergency response and evacuation in the project area is the responsibility of the Arcata Volunteer Fire Department and City Police Department. These agencies provide critical emergency response services and leadership, and serve as the community's primary response agencies under the City's Emergency Response Plan. The Arcata Police Station is located at City Hall which is approximately three blocks from the project area. The Arcata Fire Protection District Headquarters is located approximately five blocks from the project area.</p> <p>Based on the limited increase in population that would result from the project (81 persons), the Isackson's Affordable Housing Project would not substantially increase the demand for police, fire, or emergency medical services, and would not require the construction of new police, fire, or emergency medical facilities.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
Parks, Open Space and Recreation	2	<p>The Isackson's Affordable Housing Project will result in the development of forty-three (43) rental housing units for low-income persons. The project proposes one-, two-, and three-bedroom units and would provide rental housing for a minimum of 81 low-income persons.</p> <p>This project will occur on an in-fill development site, which has been analyzed and accounted for in the Arcata General Plan EIR. The growth projected in the General Plan is primarily infill development, which is able to take advantage of existing infrastructure and services (see Attachment 11, pg. 8-2).</p> <p>To meet some of the recreation needs of the future residents, it is proposed to include a playground ("tot lot"), skate park, community garden, and a public plaza as part of the project. There are additional parks and recreational facilities within reasonable walking distance of the project site as well as being accessible by public transportation. Nearby public parks, within one mile of the project site, include Arcata Plaza, Rotary Park, Arcata Community Park, Redwood Park, and Greenview Park.</p> <p>This project would not eliminate any parks, recreational facilities or open space and would not require the development of additional parks, recreational facilities or open space for the City.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project</p>

	Environmental Binder in the Community Development Department at City Hall.
Transportation and Accessibility	<p data-bbox="654 226 1425 527">The Isackson’s Affordable Housing Project will result in the development of forty-three (43) rental housing units for low-income persons. The project proposes one-, two-, and three-bedroom units and would provide rental housing for a minimum of 81 low-income persons. The project would also include approximately 2,122 s.f. of retail space and onsite recreation amenities including a community center, computer lounge, tot lot, community garden, and a skate park.</p> <p data-bbox="654 562 1425 758">The project site is located in the downtown area of Arcata between 6th & 7th Streets and “I” and “J” streets. Vehicular access to the project site is currently off of 7th Street and “I” Street. As shown on the Site Plans (see Figure 2 – Site Plans), vehicular access to the proposed development will occur from “I” Street.</p> <p data-bbox="654 793 1425 1633">A Focused Traffic Study was prepared by W-Trans to analyze the potential traffic impacts that could occur from the proposed project. In the Traffic Study, the anticipated amount of automobile traffic associated with the proposed project has been estimated using trip generation rates published by the Institute of Transportation Engineers in Trip Generation Manual, 10th Edition (2017) for “Multifamily Housing (Mid-Rise)” (ITE LU #221) and “Shopping Center” (ITE LU #820). According to the ITE trip generation rates, the proposed project would generate an average of 319 vehicle trips per day, 18 of which are estimated to occur in the Peak AM Hour and 27 or which are estimated to occur in the Peak PM Hour (see Attachment 40, pgs. 1-2). According to the Traffic Study, the project would be expected to generate 292 new vehicle trips daily after pass-by deductions (-27 trips) are taken into account (see Attachment 40, pg. 2). In addition to a calculation of estimated vehicle trips, the Traffic Study provided the recommendations for the proposed project that would encourage alternative modes of transportation and improve accessibility and traffic safety. The project has been designed to incorporate the recommendations from the Traffic Study and, as noted below, will contribute to improvements in the Downtown area that will encourage alternative modes of transportation and use of mass transit.</p> <p data-bbox="654 1669 1425 1892">As discussed in the Arcata General Plan EIR (see Attachment 11, pgs. 4-6, 4-11, & 4-12), the Arcata Traffic Model (ATM) was developed to assess existing trip volumes and project the increased trip generation from residential and employment growth analyzed in the General Plan. The model predicts a 13% increase in the vehicle miles traveled and a 16% increase in total trips from the</p>

build out of the General Plan. The Arcata Traffic Model (ATM) divides the planning area into Traffic Analysis Zones (TAZ's) and assigns vehicle trips based on existing and projected land uses within the TAZ.

The nearest major arterials to the project site are "H" Street (one block east), Samoa Blvd (two blocks south), and K street (one block west). Arterial streets are meant to provide intra-city mobility as efficiently as possible. The nearest collector street to the project site is 7th Street, which borders the project site to the north. These roadways move vehicular, pedestrian, and bicycle traffic within and between residential, commercial, and industrial areas. As the name implies, collector streets are intended to collect traffic from local streets and channel it to the arterial street system (see Attachment 12, pg. 2-40). The nearest bike lane is located on 7th Street (Class II) adjacent to the project site.

According to Figure T-c (*Traffic Volumes*) of the Arcata General Plan (see Attachment 12, pg. 2-46), daily traffic volume near the intersection of 5th and K Streets was 3,600, and the "build out" projection is 4,800. The Arcata General Plan EIR (see Attachment 11, pg. 4-14) states: "*Average daily traffic is projected to continue operating within acceptable levels of service*". Table T-2 (*Afternoon Peak Hour Intersection Service Levels*) of Arcata General Plan (see Attachment 12, pg. 2-47) describes afternoon peak hour intersection service levels. The closest nearby study intersections, which include 10 (K & 7th Streets) and 18 ("G" & 7th Streets) are projected to operate at Level of Service (LOS) C or better after "build out" which is generally considered an acceptable LOS. As noted previously, this project will occur on an infill development site, which has accounted for and analyzed in the Arcata General Plan and EIR.

The project site is located in the Downtown area of the City of Arcata. The Downtown commercial district is considered both walkable and bicycle-friendly, as there are generally continuous sidewalks and bicycle facilities along the property frontages which lead to complimentary land uses and does not affect the adjacent street network. Future residents will be within walking distance of shopping and employment and will have access to mass transit and services that will reduce vehicle trips and miles traveled. In addition, the project will contribute toward improvements in the Downtown area that will encourage alternative modes of transportation and use of mass transit, including but not limited to pedestrian scale lighting, high visibility crossings, bike share program, and bus stop improvements (see

	<p>Attachment 18).</p> <p>The Humboldt Transit Authority (HTA) provides fixed route bus service in the City of Arcata through the Arcata Mad River Transit System (AMRTS) and the Redwood Transit System (RTS). The nearest bus stop to the project site is located one block to the east on the northeast corner of 6th and "H" Streets. The project area is also located approximately six blocks from the City of Arcata Transit Center. Access to mass transit facilities for future residents will further reduce vehicle miles traveled from the proposed project.</p> <p>Based on the estimated vehicle trips, the centralized location in the Downtown area, and the proposed improvements to encourage alternative modes of transportation, this multi-family residential infill development project will not result in an unacceptable level of service at nearby street intersections and there will not be a substantial or noticeable increase in traffic above planned levels.</p> <p>*Documentation can be found in The Isackson's Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p><u>Unique Natural Features</u></p> <p>The project site is located within an infill development site in the Downtown area of the City of Arcata and does not contain unique natural features or existing farmland, and the proposed project would not convert existing farmland uses (see Figure 1 – Project Area). A culverted section of Jolly Giant Creek runs northwest to southeast at the northeast corner of the project site. Open sections of the creek occur to the north and east of the project site. To the north of the site, the creek daylights on a commercial parcel across 7th Street (960 7th Street/021-154-005). To the east of the site, the creek daylights on a residential parcel across "I" Street (895 7th Street/021-164-017). Both of these open-creek sections contain small areas of riparian vegetation. No other sensitive habitat, wetlands, riparian vegetation, gulches, or other natural areas exist on or directly adjacent to the site (see Figure 1 – Project Area and Figure 3 – Street View Photos of the Project Site).</p>

	<p><u>Water Resources</u></p> <p>The proposed project will be served by the City’s public potable water and wastewater treatment systems, which the City’s General Plan EIR and Public Works Department have indicated contain adequate capacity to serve the proposed residential development (see Attachment 11, pgs. 5-20 & 5-22).</p> <p>The project site is generally flat (<2% slope) and is currently developed with existing structures and is entirely paved. The site currently drains towards existing drainage inlets on the corner of 7th and “I” Streets (see Figure 2 – Site Plans).</p> <p>Based on the 2017 Flood Insurance Rate Map (06023C0852G, revised by FEMA June 21, 2017), the project area is not located in a FEMA-designated Special Flood Hazard Area which is defined as “<i>the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year</i>” (see Attachment 19).</p> <p>Grading and drainage improvements will occur in compliance with Title VIII Chapter 1 (Building Codes) and Title VII Chapter 5 (Stormwater Management) of the Arcata Municipal Code. As part of the building permit process, the applicant will be required to provide a plan that addresses and meets the standards of the City’s waste discharge, grading, erosion control, water quality and drainage ordinances.</p> <p>Additionally, compliance with State and federal stormwater regulations (e.g. National Pollution Discharge Elimination System (NPDES)) is required during construction activity and long-term operation of the project. The proposed project will not cause a significant increase in stormwater runoff due to the fact that the project site is almost entirely developed with impervious surfaces (i.e. structures and paving). Surface drainage shall be planned to prevent ponding and enable water to drain away from foundations, slabs-on-grade, and edges of pavements, toward suitable collection or discharge facilities. The proposed project includes bioretention areas and self-retaining areas to manage stormwater runoff.</p> <p>Based on the project location, project design, and compliance with existing regulatory requirements, the project will not result in adverse impacts to water resources.</p> <p>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
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Vegetation, Wildlife	2	<p>The project site is located in an urbanized area within the Downtown area of the City of Arcata. The site has several commercial and residential buildings along the south and west sides. The remainder of the site is paved and does not contain any major vegetation or provide habitat for wildlife species (see Figure 1 – Project Area and Figure 3 – Street View Photos of Project Site). As such, the proposed project will not impact plant and wildlife species.</p> <p>The project proposes to landscape with native plant species, install raised garden beds, and establish a public plaza on the corner of 7th & “J” streets. This new vegetation will improve the aesthetic appearance of the project area and may provide limited habitat for wildlife accustomed to urbanized areas.</p> <p>*Documentation can be found in The Isackson’s Affordable Housing Project Environmental Binder in the Community Development Department at City Hall.</p>
Other Factors	2	None.

Additional Studies Performed:

1. Leslie Heald & Jamie Roscoe. 2004. *Cultural Resources Study of APN 021-163-006-000 Arcata, Humboldt County, California*. September 2004.
2. SHN. 2019. *Noise Measurements at APN 021-063-006, Arcata, CA 95521*. January 3, 2019.
3. SHN. 2019. *Updated Geotechnical Recommendations Report, Proposed Multi-unit Residential Development, 7th and I Streets, Arcata, California*. January 18, 2019.
4. Freshwater Environmental Services (FES). 2019. *Phase I Environmental Site Assessment Report, 980 6th Street, Arcata, California*. February.
5. W-Trans. 2019. *Focused Traffic Study for the Isaacsons Arcata Housing Project*. May.
6. GHD. 2019. *Asbestos and Limited Lead Assessment Report, 7th and I/J Streets, Arcata, California*. May.

Field Inspection (Date and completed by):

- July 19, 2004; Leslie Heald M.S. & Jamie Roscoe M.A.
- February 15, 2005; SHN
- January 3, 2019; SHN
- February 8, 2019; Freshwater Environmental Services
- April 10 and April 17, 2019; GHD

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ATTACHMENTS

An electronic disc with copies of the following attachments is provided. These documents are also available for review at the City of Arcata Development Services Department, 731 F Street, Arcata, CA 95521.

Attachment 1: Bear River Band of Rohnerville Rancheria, Blue Lake Rancheria, and Wiyot Tribe. 2019. *E-mails from Wiyot Area Tribal Historic Preservation Officers (THPO) Erika Cooper of the Bear River Band of Rohnerville Rancheria, Jacob Pounds of the Blue Lake Rancheria, and Ted Hernandez of the Wiyot Tribe stating that the inadvertent discovery protocol for Native American archaeological deposits recommended in the Cultural Resources Study performed by Heald & Roscoe are adequate.* January 24 and January 28.

Attachment 2: California Coastal Commission (CCC). 1991. *Categorical Exclusion E-88-3 Map, City of Arcata.* April.

- Attachment 3: California Department of Finance (DOF). 2019. *E-1: City/County/State Population Estimates with Annual percentage Change – January 1, 2018 and 2019*. May 2019.
- Attachment 4: California Department of Fish and Wildlife (CDFW). 2018. *California Natural Diversity Database - Maps and Data. CNDDDB and Spotted Owl Data Viewer*. Accessed on: 12/17/18.
- Attachment 5: California Department of Housing and Community Development (HCD). 2018. *5th Annual Progress Report Permit Summary*. Available at: <http://www.hcd.ca.gov/community-development/housing-element/index.shtml>. Accessed on: 05/12/19.
- Attachment 6: California Department of Toxic Substances Control (DTSC). 2019. *Envirostor Database Map and Sites List*. Available at: www.envirostor.dtsc.ca.gov. Accessed on: 05/17/19.
- Attachment 7: California Department of Transportation (Caltrans). 2017. *Annual Average Traffic Volumes on California State Highways*. Available at: <http://www.dot.ca.gov/trafficops/census/>. Accessed on: 05/21/19.
- Attachment 8: California Department of Transportation (Caltrans). 2017. *Annual Average Truck Traffic on the California State Highway System*. Available at: <http://www.dot.ca.gov/trafficops/census/>. Accessed on: 05/21/19
- Attachment 9: California Office of Historic Preservation. 2019. *Letter from Shannon Lauchner of the Office of Historic Preservation stating no objection to the determination by the City of Arcata that No Historic Properties will be Affected by the Isackson's Affordable Housing Project*. 05/20/19.
- Attachment 10: California State Water Resources Control Board (SWRCB). 2019. *Geotracker Database*. Available at: <https://geotracker.waterboards.ca.gov/>. Accessed on: 05/23/19.
- Attachment 11: City of Arcata. 2000. *Excerpts from the Environmental Impact Report (EIR) for the Arcata General Plan*. SCH# 96072062. Revised June.
- Attachment 12: City of Arcata. 2000. *Excerpts from the Arcata General Plan*. October 2000. Amended October 2008.
- Attachment 13: City of Arcata. 2014. *Excerpts from the City of Arcata 2014 Housing Element*.
- Attachment 14: City of Arcata. 2018. *Excerpts from the City of Arcata Municipal Code – Land Use Code*. April. 2017.
- Attachment 15: City of Arcata. 2018. *City of Arcata GIS Parcel Finder Application. Property Report*. Available at: https://gis01.cityofarcata.org/web/COA_Parcel_finder/. Accessed on: 09/21/18.
- Attachment 16: City of Arcata. 2018. *City of Arcata Zoning Map*. Available at: <https://www.cityofarcata.org/DocumentCenter/View/710/Zoning-Map-PDF>.

- Attachment 17: City of Arcata. 2019. *Tribal Consultation Letters and attachments sent to Tribes that have a current or ancestral interest in Humboldt County*. 1/10/19.
- Attachment 18: City of Arcata. 2019. *Transit, Transportation, and Program Improvements Map*. February.
- Attachment 19: Federal Emergency Management Agency (FEMA). 2017. *Flood Insurance Rate Map (FIRM) Community-Panel Number 06023C0852G*. Effective 06/21/2017. Available at: <https://msc.fema.gov/portal/home>. Accessed on: 12/14/18.
- Attachment 20: Freshwater Environmental Services. 2019. *Phase I Environmental Site Assessment, 980 6th Street, Arcata, California*. February.
- Attachment 21: GHD. 2019. *Asbestos and Limited Lead Assessment Report, 7th and I/J Streets, Arcata, California*. May.
- Attachment 22: Google Earth. 2019. *Aerial Photo showing the Proximity of Potentially Hazardous Operations to the Isackson's Affordable Housing Project Site*. Accessed on: 05/23/19.
- Attachment 23: Humboldt County Division of Environmental Health (HCDEH). 1997. *Remedial Action Completion Certification Letter for Isackson Motors, 601 I Street, Arcata, California*. LOP# 12152.
- Attachment 24: Humboldt County. 2018. *Humboldt County Web GIS – Hazard Mapping*. Available at: <http://www.humboldt.gov/1357/Web-GIS>. Accessed on: 05/23/19.
- Attachment 25: Humboldt County. 2019. *Humboldt County Web GIS – Airport Compatibility Zones*. Available at: <http://www.humboldt.gov/1357/Web-GIS>. Accessed on: 05/12/19.
- Attachment 26: Leslie Heald & Jamie Roscoe. 2004. *Cultural Resources Study of APN 021-163-006-000, Arcata, Humboldt County, California*. September 2004.
- Attachment 27: National Wild and Scenic Rivers System Website. 2019. *California Designated Wild & Scenic Rivers*. Available at: www.rivers.gov/california.php. Accessed on: 05/21/19.
- Attachment 28: North Coast Unified Air Quality Management District (NCUAQMD) Website. 2018. *General Air Quality Information in the North Coast*. Available at: <http://www.ncuaqmd.org/index.php?page=air.quality>. Accessed on: 12/14/18.
- Attachment 29: SHN. 2019. *Updated Geotechnical Recommendations Report, Proposed Multi-unit Residential Development, 7th and I Streets, Arcata, California*. January 18, 2019.
- Attachment 30: U.S. Census Bureau Website. 2018. *City of Arcata: Quick Facts*. Available at: www.factfinder.census.gov. Accessed on: 12/17/18.

- Attachment 31: U.S. Department of Housing and Urban Development (HUD) Website. 2019. *Site DNL Calculator*. Available at: <https://www.hudexchange.info/environmental-review/dnl-calculator/>. Accessed on: 05/21/19.
- Attachment 32: U.S. Department of Housing and Urban Development (HUD) Exchange Website. 2017. *Acceptable Separation Distance (ASD) Electronic Assessment Tool*. Available at: <https://www.hudexchange.info/environmental-review/asd-calculator/>. Accessed on: 02/04/19.
- Attachment 33: U.S. Department of Housing and Urban Development (HUD). 2019. *Acceptable Separation Distance (ASD) Review by Environmental Engineer Nelson Rivera*. May.
- Attachment 34: U.S. Environmental Protection Agency (EPA) Website. 2019. *Current Nonattainment Counties for All Criteria Pollutants*. Available at: www.epa.gov/airquality/greenbook/ancl.html. Accessed on: 05/12/19.
- Attachment 35: U.S. Environmental Protection Agency (EPA) Website. 2019. *Environmental Justice Screening and Mapping Tool (EJSCREEN) – City of Arcata, CA*. Available at: <https://ejscreen.epa.gov/mapper/>. Accessed on: 05/23/19.
- Attachment 36: U.S. Environmental Protection Agency (EPA) Website. 2018. *Sole Source Aquifers in Pacific Southwest, Region 9*. Available at: <http://epa.gov/Region9/water/groundwater/ssa.html>. Accessed on: 12/17/18.
- Attachment 37: U.S. Fish & Wildlife Service (USFWS). 2018. *Coastal Barrier Resources System Mapper*. Available at: <https://www.fws.gov/cbra/maps/Mapper.html>. Accessed on: 12/18/18.
- Attachment 38: U.S. Fish & Wildlife Service (USFWS). 2018. *National Wetlands Inventory – Wetlands Mapper*. Available at: www.fws.gov/wetlands/Data/Mapper.html. Accessed on: 12/17/18.
- Attachment 39: Winzler & Kelly, Consulting Engineers. 1996. *Request for No Further Action, Case Closure, Isackson Motors, 601 I Street, Arcata, California, LOP #12152*.
- Attachment 40: W-Trans. 2019. *Focused Traffic Study for the Isaacson's Arcata Housing Project*. May.

List of Permits Obtained:

The project site is zoned Commercial Central (C-C) and is within the City Urban Services Boundary and inside of the Coastal Zone Boundary (see Attachment 15). No General Plan amendment or zone change is proposed; multi-family dwelling units are a principally-permitted use within the C-C zone (see Attachment 14, Table 2-10). The project will be subject to approval of a Minor Subdivision, Coastal Development Permit, and Design Review.

Public Outreach [24 CFR 50.23 & 58.43]:

The City of Arcata, as the Responsible Entity under NEPA, will comply with the following requirements for public outreach:

- Public noticing shall be published in an appropriate local printed news medium, and sent to individuals and groups known to be interested in the proposed action, concerning the availability for review of the Environmental Assessment (EA) completed for the proposed project (24 CFR 50.23).
- Publishing of the Finding of No Significant Impact (FONSI) and observance of the corresponding comment periods (24 CFR 58.43).

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project is not part of a series of activities. The project would not result in additional cumulative impacts from future related actions.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]**Offsite Alternative:**

An alternative to the proposed project is to site the housing for low-income persons at another location. However, the proposed project site is superior to other sites because: 1) the property is being purchased by an applicant who is experienced in constructing and managing low-income housing developments; 2) the project involves the redevelopment of an underutilized commercial site which is within walking distance of employment and shopping; and 3) most importantly, the site is zoned to allow multi-family housing as a principally-permitted use.

No Action Alternative [24 CFR 58.40(e)]:

The no action alternative would mean the property would continue being used for single-family residences, food truck vending, and parking. Under the No Action Alternative, the City of Arcata would not be assisted in meeting its Regional Housing Need Allocation of 56 low income (51-81% of area median income) housing units for the 2014 to 2019 period (see Attachment 13, pg. 5). No Action would eliminate construction activities, thus avoiding potential construction impacts of the proposed project.

However, No Action would mean this commercial property would remain in an underutilized condition instead of being redeveloped into a beneficial use for the community. Subsequent development could result in market rate residential units, thereby eliminating the housing opportunity at this site for low-income persons.

Summary of Findings and Conclusions:

For several environmental issues, the project would result in minor adverse impacts that would be reduced or minimized through conditions of approval and compliance with existing regulatory requirements. No impacts are potentially significant to the extent that an Environmental Impact Statement would be required.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Air Quality conditions of approval:

- 1) The following construction management measures for dust control, as required by Policy AQ-2f of the Arcata General Plan, shall be adhered to during excavation or earthmoving construction activities:
 - a. Water all active construction areas twice per day and use erosion control measures to prevent water runoff containing silt and debris from entering the storm drain system;
 - b. Cover trucks hauling soil, sand, and other loose material;
 - c. Pave, water, or apply non-toxic soil stabilizers on unpaved access roads and parking areas;
 - d. Sweep paved access roads and parking areas daily; and
 - e. Sweep streets daily if visible material is carried onto adjacent public streets.

Geologic conditions of approval:

- 1) The applicant shall comply with all recommendations provided in Section 6.0 of the Updated Geotechnical Recommendations Report (see Attachment 29, pgs. 6-14) prepared by SHN (Jan. 2019). These recommendations are provided for use in project planning, design, and construction of ground improvements, site grading, and foundations. All grading and site work should be performed in accordance with the 2016 CBC, Title 24, Chapter 33 (Safeguards During Construction), Appendix J (Grading), Chapter 18 (Soil and Foundations), and in accordance with the recommendations of the Geotechnical Engineer-of-Record during construction.

Hazardous Materials conditions of approval:

- 1) To minimize impacts from the potential presence of residual petroleum hydrocarbon contamination on the project site from past commercial uses, the following conditions of approval will be required:
 - a. The applicant shall hire a licensed professional to prepare a report with recommendations for engineering controls (e.g., vapor barrier) to reduce the potential for groundwater vapor intrusion in the proposed building; and
 - b. The applicant shall hire a licensed professional to prepare a Soil and Groundwater Management Plan for the proposed redevelopment activities to protect site construction workers in the event that contaminated soil and/or groundwater is encountered during future site activities.
- 2) Due to the presence of asbestos-containing materials in the structures proposed for demolition on the project site, the applicant shall comply with all applicable asbestos

regulations as identified in Appendix E of the Asbestos and Limited Lead Assessment Report prepared by GHD (see Attachment 21).

- 3) Due to the presence of lead-containing materials in the structures proposed for demolition on the project site, the applicant shall comply with all applicable lead regulations as identified in Appendix F of the Asbestos and Limited Lead Assessment Report prepared by GHD (see Attachment 21).

Historic and Cultural Resources conditions of approval:

- 1) Due to the potential to discover unknown cultural and historic archaeological resources during site preparation and construction, the following measures are proposed to minimize potential impacts to cultural and historic resources:
 - a. If archaeological materials are encountered, all ground-disturbing work must be temporarily halted and/or shifted to another area. Work near the archaeological finds should not be resumed until a qualified archaeologist has evaluated the materials and offered recommendations for further action. Prehistoric materials which could be encountered include: obsidian, chert flakes, tools, darkened midden, groundstone artifacts, deposits of shell, bone, and human remains. In the event that human remains are encountered during future ground-disturbing activities within the project area, State law requires that the County Coroner be contacted immediately. If the Coroner determines that the remains are likely those of a Native American, he or she must contact the California Native American Heritage Commission. The Heritage Commission will consult with the most likely Native American descendants from the area to determine appropriate treatment of the remains.

Noise conditions of approval:

- 1) The following noise reduction measures, as required by Policy N-5d and N-5e of the Arcata General Plan (see Attachment 12, pg. 6-34), will minimize potential noise impacts from construction activities:
 - a. The operation of tools or equipment used in construction, drilling, repair, alteration or demolition shall be limited to between the hours of 8 a.m. and 5 p.m. Monday through Friday, and between 9 a.m. and 5 p.m. on Saturdays;
 - b. No heavy equipment-related construction activities shall be allowed on Sundays or holidays; and
 - c. Construction equipment shall have mufflers and other sound attenuation devices in good working order to reduce noise impacts.

Law, Authority, or Factor	Conditions of Approval
North Coast Unified Air Quality Management District Rule (NCUAQMD) 104(D)	This NCUAQMD rule prohibits the generation of fugitive dust emissions. All site preparation work, demolition, or other construction activity that could create dust, must employ best management practices to minimize fugitive dust emissions. The project will be conditioned to require implementation of the control measures in Arcata General Plan Policy AQ-2f as noted below.
City of Arcata General Plan Policy AQ-2f (Enforce air quality control measures and monitoring at construction sites)	This policy requires air quality control measures to be implemented during construction activity. To reduce potential air quality impacts during construction activity, a condition of approval has been included requiring the control measures in this policy to be implemented.
City of Arcata General Plan Policy PS-2d (Requirement for and review of "Geotechnical Reports")	This policy requires the preparation of geologic reports for all development in areas subject to seismic hazards. The reports shall recommend minimization measures for any potential impacts and shall outline alternative solutions. To comply with this policy, a geotechnical report was prepared by SHN for the project and the recommendations of the report will be incorporated into the structural plans for the proposed building.
City of Arcata General Plan Policy PS-6b (Contaminated sites)	This policy requires the preparation of Environmental Site Assessments (ESA) prior to development review and approval of potentially contaminated sites, and cleanup prior to reuse. As noted above, leaking underground storage tanks were removed from the site in the late 1980s. After removal of the tanks, the project site underwent several years of site investigations and received a Remedial Action Completion Certification in 1997. A Phase I ESA was prepared for the project site in February 2019, which determined that concentrations of gasoline and benzene in the soil and groundwater samples taken during past site investigations were higher than current criteria for site closure due to the potential for vapor intrusion. Due to natural degradation of hydrocarbons over the past 20 years, current concentrations of petroleum products in soil and groundwater at the site are not known. To minimize potential impacts from any residual petroleum hydrocarbon contamination on the project site, conditions of approval shall be required to minimize the potential for vapor intrusion into the new building.
California Health and Safety Code, Division 20, Chapter 6.11, Sections 25404-25404.9 as implemented by the Humboldt County Division of Environmental Health as a Certified Unified Program Agency (CUPA)	The County Division of Environmental Health requires the preparation and submittal of Soil and Groundwater Management Contingency Plans for development on sites with past soil and groundwater contamination. The purpose of these plans is to address potential worker safety issues associated with future site development as

	<p>areas of residual soil and groundwater contamination may remain in place. The project has been conditioned to require preparation of a Soil and Groundwater Management Contingency Plan that will be implemented during construction activities.</p>
<p>National Emissions Standards for Hazardous Air Pollutants (NESHAP) as implemented by the North Coast Unified Air Quality Management District (NCUAQMD)</p>	<p>Due to the presence of asbestos-containing materials within the structures proposed for demolition, the City shall condition the demolition permit for the project to comply with all applicable asbestos regulations as identified in Appendix E of the Asbestos and Limited Lead Assessment Report prepared by GHD.</p>
<p>Title 17, California Code of Regulations Division 1, Chapter 8 (Lead Based Paint Regulations); Cal/OSHA lead standards (Title 8, Lead-based paint disturbance, remediation and CCR Section 1 532.1); HUD Lead stabilization associated with the proposed project will Safe Housing Rule 24 CFR Part 35</p>	<p>Due to the presence of lead-based materials within the structures proposed for demolition, the City shall condition the demolition permit for the project to comply with all applicable lead regulations as identified in Appendix F of the Asbestos and Limited Lead Assessment Report prepared by GHD.</p>
<p>Section 106 of the National Historic Preservation Act (36 CFR 800) and the California Environmental Quality Act (Section 15064.5)</p>	<p>Due to the potential for discovering cultural archaeological resources during site preparation and construction activities, a condition of approval has been included requiring compliance with the inadvertent discovery protocol recommended in the Cultural Resource Study to prevent potential impacts to cultural archaeological resources.</p>
<p>City of Arcata General Plan Policy N-5d (Construction site tool or equipment noise) and N-5e (Stationary and construction equipment noise)</p>	<p>These goals concern protecting Arcata residents from the harmful and annoying effects of exposure to excessive noise. To reduce potential noise impacts of construction activity, a condition of approval has been included to restrict the hours and days of construction and require the proper maintenance of equipment.</p>
<p>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p>	<p>Since it is estimated that the project will result in the displacement of approximately five residents from the project site, the applicant will be required to comply with the requirements for relocation payments and assistance provided under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. These requirements apply to any family or individual that must move as a direct result of rehabilitation, demolition, or acquisition for a project in which Federal funds are used.</p>

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: Garry Rees Date: 5/24/19

Name/Title/Organization: Garry Rees, Senior Planner, SHN

Certifying Officer Signature: _____ Date: _____

Name/Title: David Loya, Community Development Director, City of Arcata

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).