



CITY OF EUREKA
COMMUNITY DEVELOPMENT DEPARTMENT
Kevin R. Hamblin, AICP, Director

Sidnie L. Olson, Principal Planner
531 K Street • Eureka, California 95501-1146
Ph (707) 441-4265 • Fx (707) 441-4202
solson@ci.eureka.ca.gov • www.ci.eureka.ca.gov

**NOTICE OF PUBLIC HEARING and NOTICE OF INTENT TO
ADOPT A MITIGATED NEGATIVE DECLARATION**

EUREKA CITY PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the Eureka City Planning Commission will hold a public hearing to consider the project described below. The public hearing is scheduled for June 8, 2009, at 5:30 p.m., or as soon thereafter as the matter can be heard, in the Council Chamber, Eureka City Hall, 531 "K" Street, Eureka, California.

FURTHER, NOTICE IS HEREBY GIVEN that pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15072 & 15105, the City is providing notice of an "Intent to Adopt a Mitigated Negative Declaration of Environmental Impact" for the project described below. All interested persons are invited to comment on the draft mitigated negative declaration pursuant to the provisions of CEQA. The review period is 20 days and commences on May 11, 2009. Written comments on the draft mitigated negative declaration must be submitted to the Community Development Department no later than May 31, 2009. The draft mitigated negative declaration is available for review during regular business hours at the City of Eureka Community Development Department, or online at www.ci.eureka.ca.gov

PROJECT TITLE: North Coast Ministries

PROJECT APPLICANT: Trent Zelanick

CASE NO: C-08-0007/V-08-0008

PROJECT LOCATION: 321 W. Wabash; APN 004-083-001 & 004-083-002

ZONING DESIGNATIONS: Commercial Neighborhood (CN)

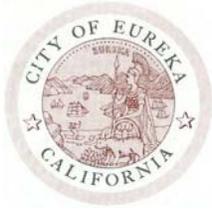
PROJECT DESCRIPTION: The applicant is requesting approval of a conditional use permit to reestablish a church at 321 W. Wabash. The building would contain a sanctuary, classrooms and office space. The applicant proposes to construct a parking lot on the vacant lot to the east of the church building. Even with the new parking lot, the applicant cannot provide all the required off-street parking that is necessary for the reestablishment of a church; therefore, the applicant is also requesting a parking variance.

All interested persons are invited to comment on the project either in person at the scheduled public hearings, or in writing. Written comments on the project may be submitted at the hearing or prior to the hearing by mailing or delivering them to the Community Development Department, address above. Accommodations for handicapped access to City meetings must be requested of the City Clerk, 441-4175, five working days in advance of the meeting. Appeals to the City Council of the action of the Planning Commission may be made within 10 days of the action by filing a written Notice of Appeal, along with applicable appeal fees, with the City Clerk. If you challenge the nature of the proposed action in court, you may be

limited to raising only those issues that you or someone else raised at the public hearing described in this notice or written correspondence delivered to the public entity conducting the hearing at or prior to the public hearing. The project file is available for review at the Community Development Department, Third Floor, City Hall. If you have questions regarding the project or this notice, please contact Sidnie L. Olson, AICP, Principal Planner, phone: (707) 441-4265; fax: (707) 441-4202; e-mail: solson@ci.eureka.ca.gov

April 30, 2009

KEVIN R. HAMBLIN
DIRECTOR OF COMMUNITY DEVELOPMENT



CEQA MITIGATED NEGATIVE DECLARATION

CITY OF EUREKA

SCH #: n/a

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LEAD AGENCY/CONTACT: City of Eureka, Community Development Department; Sidnie L. Olson, AICP, Senior Planner; 531 K Street, Eureka, CA 95501-1165; phone: (707) 441-4265; fax: (707) 441-4202; e-mail: solson@ci.eureka.ca.gov

DATE OF PROJECT APPLICATION: July 28, 2008

DATE OF PROJECT APPROVAL: June 8, 2009

FINDINGS: This is to advise that on June 8, 2009, the Planning Commission of the City of Eureka, as the Lead Agency, approved the project described above, and made the following determinations and findings regarding the project.

1. The Planning Commission found that the proposed project will not have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. The Planning Commission found that the Mitigated Negative Declaration was prepared pursuant to the provisions of CEQA.
4. The decision of the Planning Commission to adopt the Mitigated Negative Declaration was based on the whole record before it (including the initial study and any comments received).

5. The Planning Commission found that the Mitigated Negative Declaration reflects the City of Eureka's independent judgment and analysis.
6. Mitigation measures were made a condition of project approval.
7. A Statement of Overriding Considerations was not adopted for this project.
8. Findings were not made pursuant to the provisions of CEQA (CCR §15091)
9. The Planning Commission adopted a program for reporting on or monitoring the changes which it either required in the project or made a condition of approval to mitigate or avoid significant environmental effects.
10. The Planning Commission found that the project site is not within two nautical miles of a public airport or public use airport, and they determined that the project will not result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

This is to certify the City of Eureka, Community Development Department, is the custodian of the documents or other material which constitute the record of proceedings upon which the Planning Commission's decision was based; and that the Mitigated Negative Declaration and the record of project approval are available to the general public for review during regular office hours at the City of Eureka, Community Development Department, third floor, 531 K Street, Eureka, CA 95501.

Sidnie L. Olson, AICP
Principal Planner
City of Eureka

Date



CEQA INITIAL STUDY

CITY OF EUREKA

PROJECT TITLE: *North Coast Ministries*

PROJECT APPLICANT: **Trent Zelanick**

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PROJECT LOCATION: 321 W. Wabash; APN 004-083-001 & 004-083-002

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LEAD AGENCY: City of Eureka, 531 "K" Street, Eureka, CA 95501-1165

CONTACT PERSON: Sidnie L. Olson, AICP, Principal Planner; *phone:* (707) 441-4265; *fax:* (707) 441-4202; *e-mail:* solson@ci.eureka.ca.gov

SETTING: The City of Eureka is a charter city located on Humboldt Bay, approximately 300 miles north of San Francisco and 100 miles south of the Oregon border. Initially founded in the spring of 1850, the City of Eureka was incorporated through a special act of the state legislature on April 18, 1856. The community was reincorporated as a City on February 19, 1874 and received a charter on February 8, 1895. As the county seat for the 572 square mile Humboldt County, Eureka is the center of business and government; the major industries include agriculture, fishing and tourism. The average July maximum temperature is 61.6°F and the average January maximum temperature is 54.3°F. The average July minimum temperature is 52.3°F and the average January minimum temperature is 41.5°F. The average annual precipitation is 39.0 inches; the average annual snowfall is 0.3 inches.

Humboldt Bay is one of the largest bays on the Pacific Coast. Historically, the bay and associated wetlands covered approximately 27,000 acres (Springer, 1982). Diking, drainage and filling has reduced the effective bay area to approximately 13,000 acres. Humboldt Bay is located about 30 miles northeast of the junction of the Gorda, Pacific and North American crustal plates. Tectonic activity in the area is extremely high: the Gorda Plate is being subducted under the North American Plate, and large-scale tectonic motion has produced a number of northwest-southwest trending faults in the region. Uplifting and folding, differential motion at the various fault lines, and erosion have resulted in a complex pattern of geologic formations – the Franciscan, Hookton, Yager, and Wildcat – in the bay region.

SURROUNDING LAND USES: The subject property is located on the south side of Wabash Avenue between Union and Summer Streets. Wabash Avenue is a wide two-lane street extending from Railroad Avenue on the west (near the shoreline of Humboldt Bay) through Broadway to 'H' Street. Class II bike lanes are provided on Wabash Avenue between Railroad Avenue on the

and 'C' Street on the east. The property is zoned Commercial Neighborhood (CN) and churches are a conditionally permitted use of the CN zone district. In the vicinity of the project site is a mixture of land uses, generally to the east and south are residential uses; to the west are commercial uses fronting Wabash with residential uses behind; and, to the northwest is the Caltrans district office, directly across the street to the north is a meeting hall with other commercial uses beyond, and to the northeast are residential uses.

PUBLIC AGENCIES OTHER THAN THE CITY OF EUREKA WHOSE APPROVAL IS, OR MAY BE REQUIRED (e.g. permits, financing approval, or participation agreement): none

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|----------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agricultural & Forest Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utility/Service Systems |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

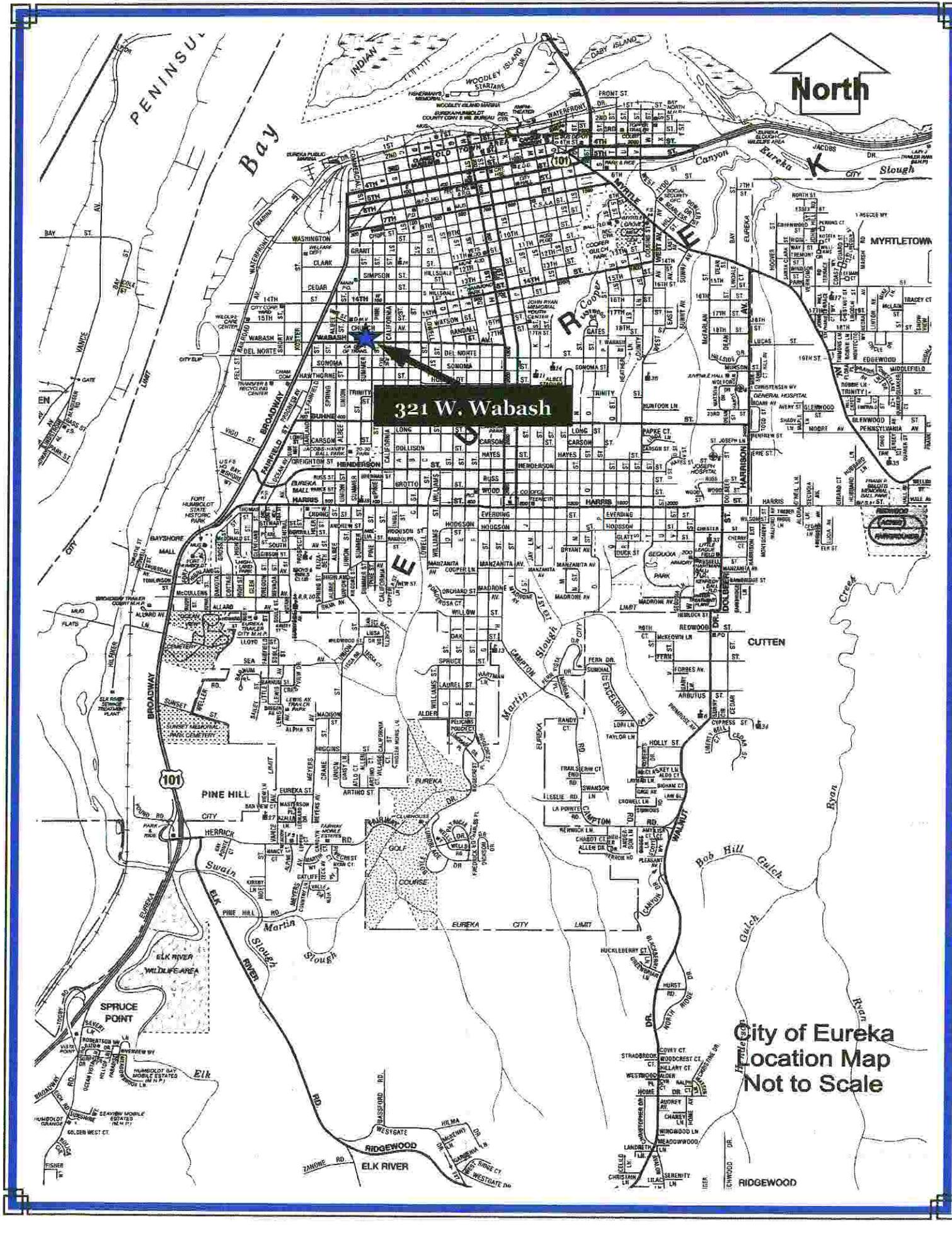
DETERMINATION: On the basis of this initial evaluation:

- I find that the proposed project **could not** have a significant effect on the environment, and a **negative declaration** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **mitigated negative declaration** will be prepared.
- I find that the proposed project **may** have a significant effect on the environment, and an **environmental impact report** is required.
- I find that the proposed project **may** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **environmental impact report** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **negative declaration** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **negative declaration**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Sidnie L. Olson, AICP
Principal Planner, City of Eureka

May 6, 2009
Date



North

321 W. Wabash

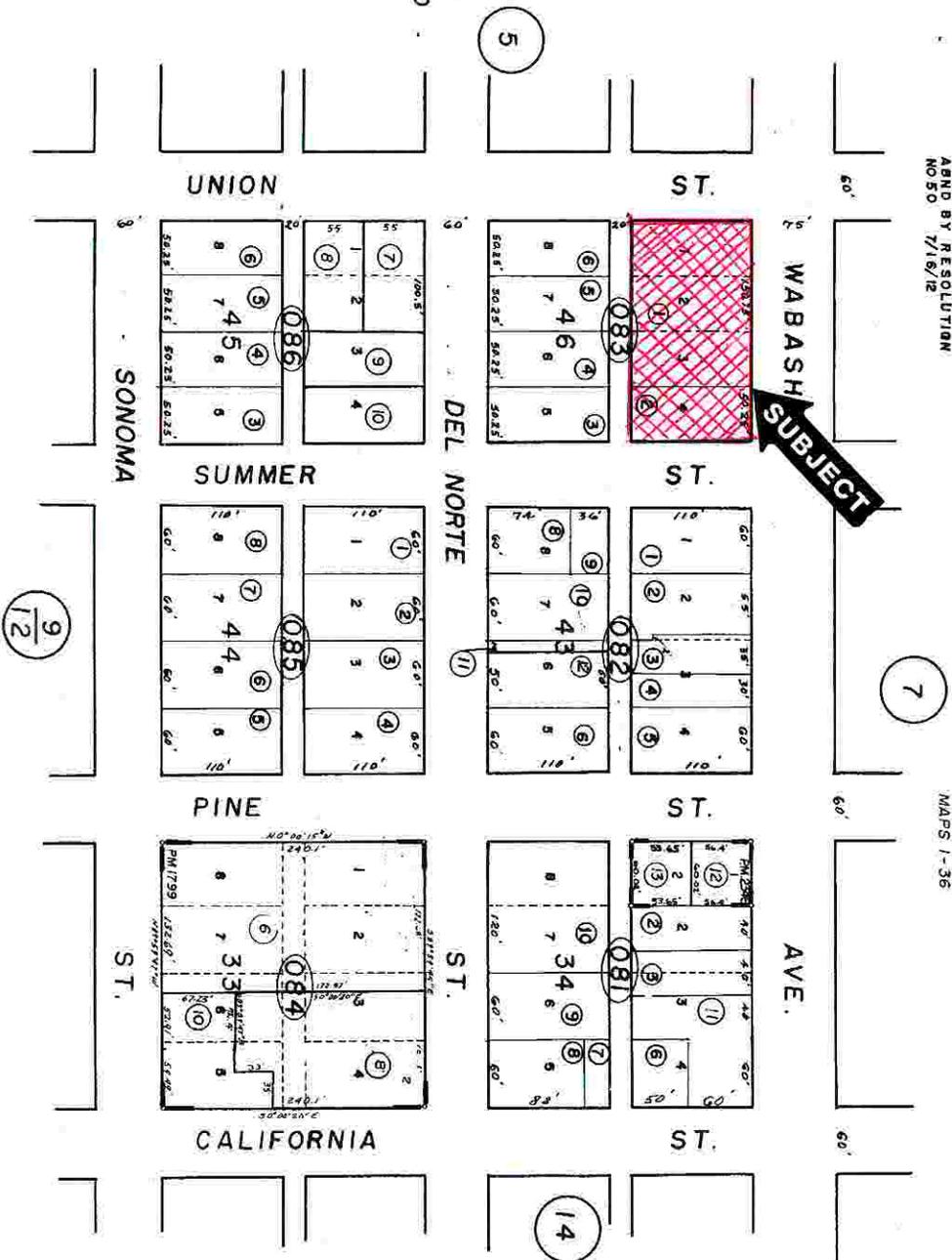
City of Eureka
Location Map
Not to Scale

CITY OF EUREKA (EN CLARKS ADD)

4-08
1" = 100'

NOTE: ALLEY THRU BLK 33
APPROVED BY THE SOLUTION
NO 50 7/18/12

EN CLARKS ADD.
MAPS 1-36



PM. No. 1799 of PM. Bk. 15, Pg. 139
PM. No. 2346 of PM. Bk. 20, Pg. 130

321 W. WABASH STREET, EUREKA CA 95501

AP#: 004-083-001-000 and 004-083-002-000

Applicant: Trent Zelanick

3835 Union Street

(707) 498-2000

PLOT PLAN

SCALE: 1"=40'-0"

PUBLIC WATER AND SEWER
NO EASEMENTS

DRAINAGE
SURVEY MONUMENTS →



TOTAL OFF-STREET
PARKING AVAILABLE
ON SITE = 17
1 - DISABLED VAN
16 - STANDARD CARS

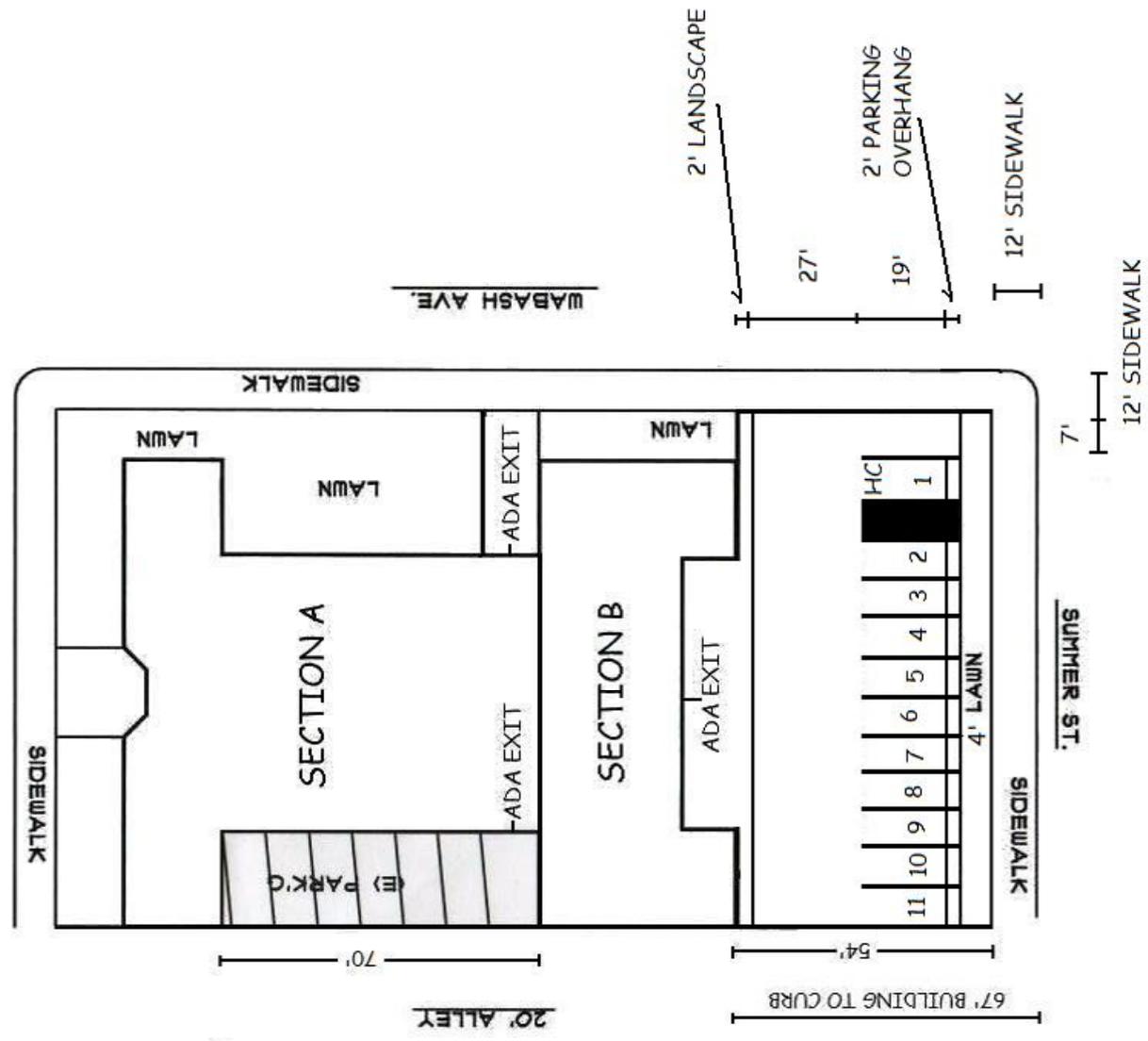
ALLEY PARKING SPACE DESCRIPTION:

- 6 PREEXISTING
NON-CONFORMING
SPACES

PARKING LOT SPACE DESCRIPTION:

- SPACES 1-9 = 9' WIDE
- SPACES 10 & 11 = 8'.5 WIDE
- SPACE 1 H.C. = 8' LOADING

UNION ST.



North Coast Fellowship
321 W. Wabash



Aerial showing general locations of commercial and business uses in vicinity of the subject property.
Areas not identified are predominantly residential

North Coast Fellowship
321 W. Wabash



Aerial showing subject property, and existing & proposed parking lot

NORTH
EXIT

SOUTH
EXIT

STAGE AREA

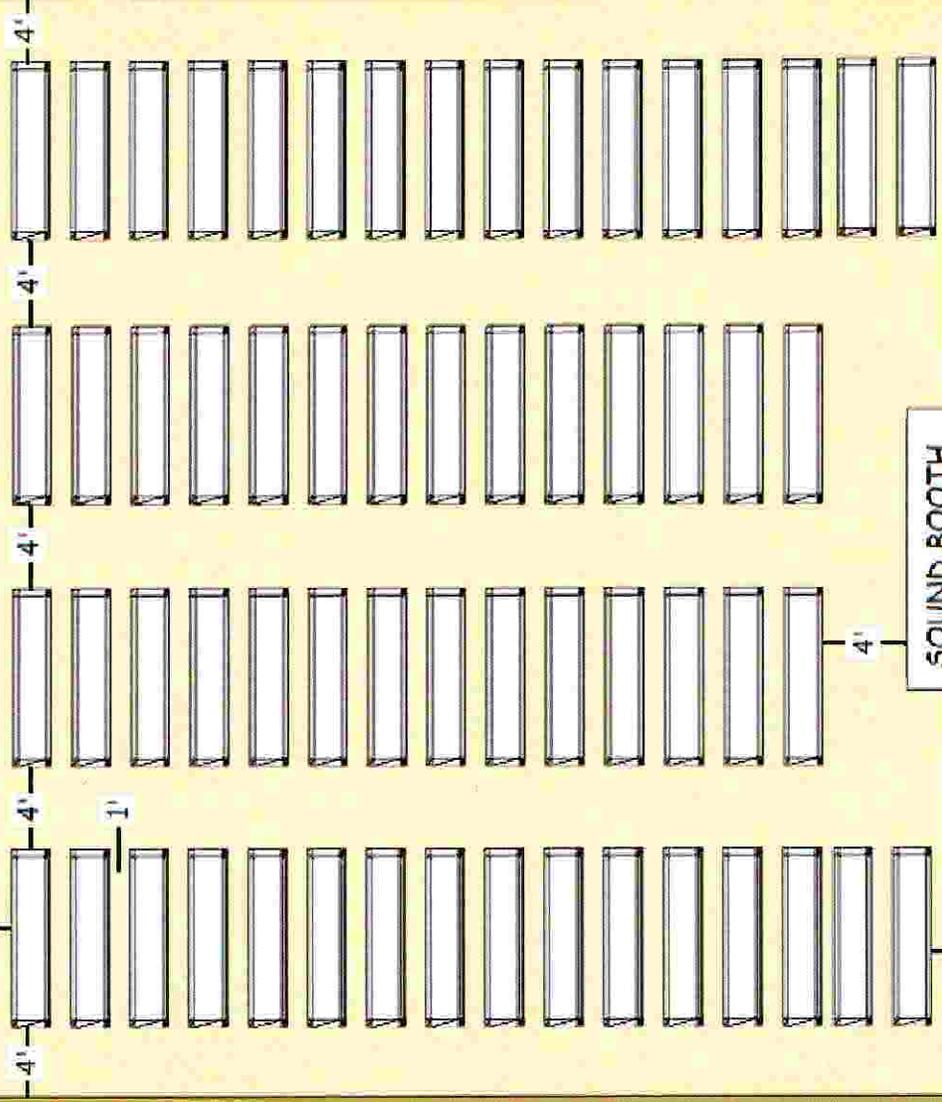
SANCTUARY:
WIDTH - WALL
TO WALL = 60'
LENGTH - STAGE
TO WALL = 56'

60 SEATING SECTIONS
(6 SEATS PER SECTION)
TOTAL SEATS = 360
TOTAL AREA = 1,710 SF

NON-FIXED SEATING
RATIO: 1 ON-SITE
PARKING SPACE PER
60 SQUARE FEET OF
SEATING AREA = 29
REQUIRED SPACES

CLASSROOMS = 6
2 TEACHERS PER CLASS
ON-SITE PARKING = 12
REQUIRED SPACES

REVISED

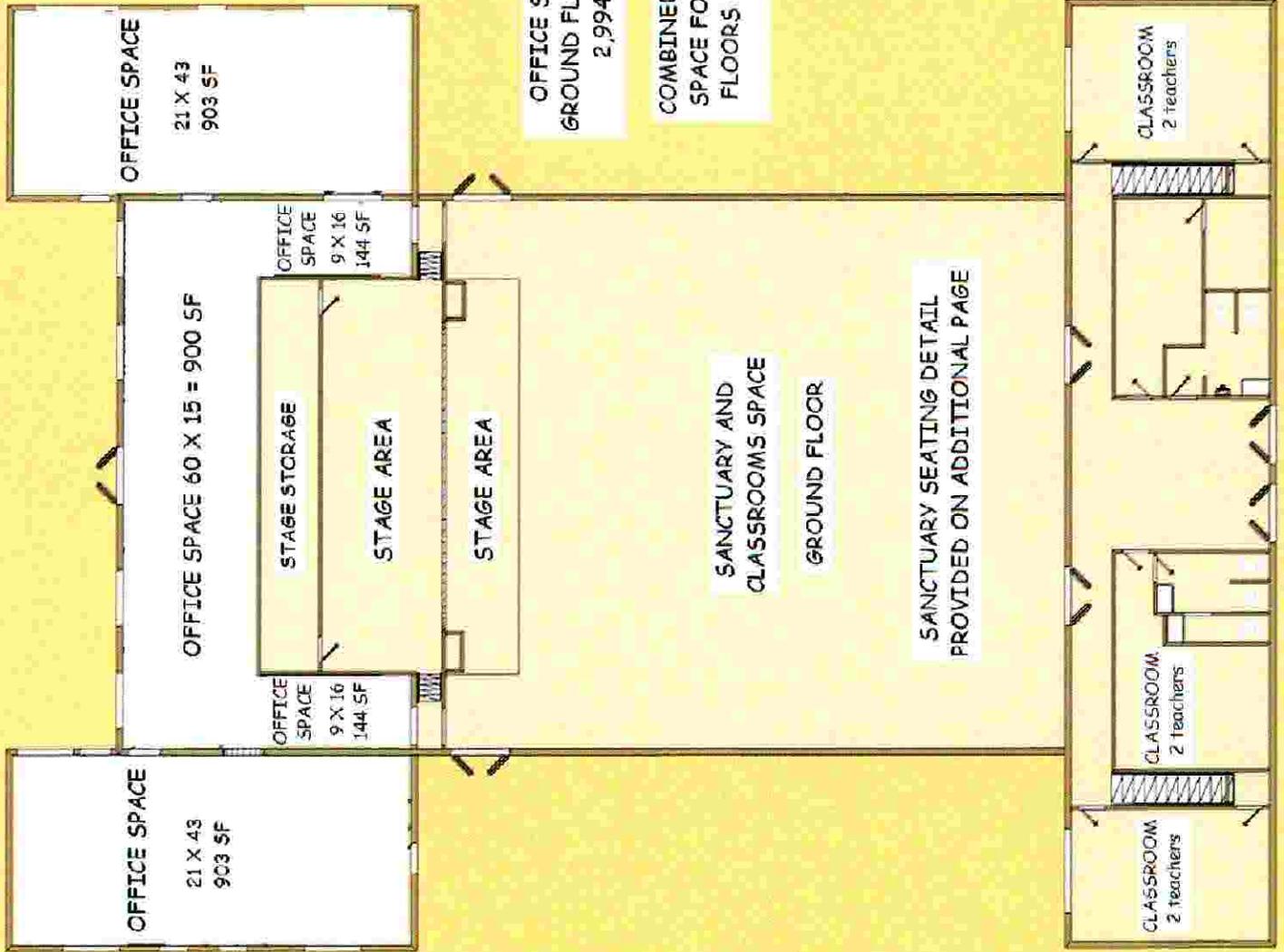


COLUMN WIDTH:
9.5' (6 SEATS)
SEAT DEPTH: 2'
SPACE BETWEEN
SEATING SECTIONS
(FRONT TO BACK): 1'
COLUMN TO WALL,
STAGE OR SOUND
BOOTH: 4'
COLUMN TO COLUMN
(SIDE TO SIDE) : 4'

FOYER AND
WEST EXIT

FOYER AND
WEST EXIT

SOUND BOOTH



OFFICE SPACE
GROUND FLOOR ONLY
2,994 SF

COMBINED OFFICE
SPACE FOR BOTH
FLOORS = 5,988

SANCTUARY AND
CLASSROOMS SPACE
GROUND FLOOR

SANCTUARY SEATING DETAIL
PROVIDED ON ADDITIONAL PAGE

OFFICE SPACE

21 X 43
903 SF

OFFICE SPACE 60 X 15 = 900 SF

OFFICE
SPACE

9 X 16
144 SF

STAGE STORAGE

STAGE AREA

STAGE AREA

OFFICE SPACE

21 X 43
903 SF

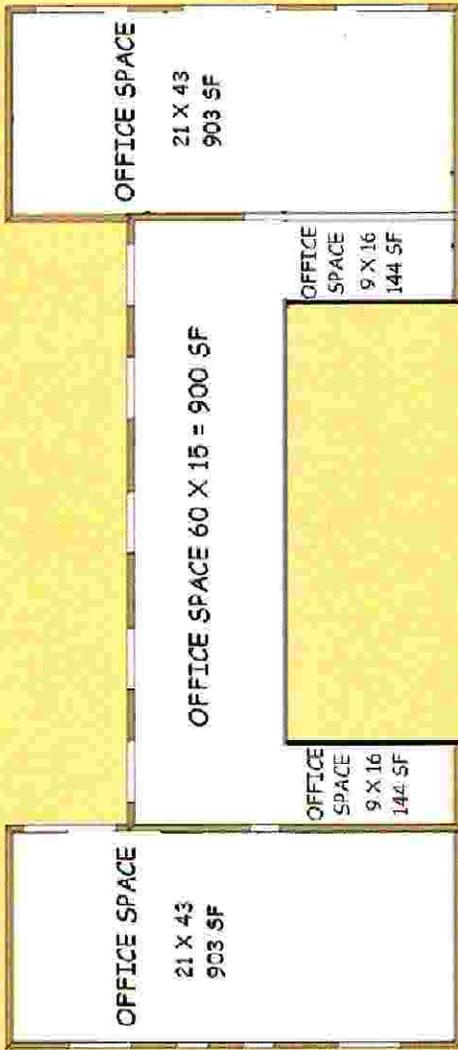
OFFICE
SPACE

9 X 16
144 SF

CLASSROOM
2 teachers

CLASSROOM
2 teachers

CLASSROOM
2 teachers



OFFICE SPACE
SECOND FLOOR ONLY
2,994 SF

SANCTUARY AND
CLASSROOMS SPACE

SECOND FLOOR

SANCTUARY SEATING DETAIL
PROVIDED ON ADDITIONAL PAGE

COMBINED OFFICE
SPACE FOR BOTH
FLOORS = 5,988



REVISED

SUMMARY OF POTENTIAL PROJECT IMPACTS: Below is a table that summarizes the impact potential for each category of impacts discussed and analyzed in this Initial Study.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. Aesthetics		✓		
II. Agricultural & Forest Resources				✓
III. Air Quality			✓	
IV. Biological Resources				✓
V. Cultural Resources				✓
VI. Geology & Soils			✓	
VII. Greenhouse Gas Emissions			✓	
VIII. Hazards & Hazardous Materials			✓	
IX. Hydrology and Water Quality		✓		
X. Land Use and Planning			✓	
XI. Mineral Resources			✓	
XII. Noise			✓	
XIII. Population & Housing			✓	
XIV. Public Services			✓	
XV. Recreation				✓
XVI. Transportation & Traffic			✓	
XVII. Utilities & Service Systems			✓	
XVIII. Mandatory Findings of Significance		✓		

RECOMMENDED MITIGATION MEASURES: Below is a list of mitigation measures that are identified in the following checklist and would be recommended as conditions of project approval.

I. Aesthetics

Mitigation Measure I-1. Any and all exterior lighting shall be located and shielded such that no light or glare extends beyond the property line. In addition, the illuminated portion of the light fixture or lens shall not extend below or beyond the canister or light shield. Exterior lighting shall also comply with §21466.5 of the State of California Vehicle Code. The location of all exterior lights shall be shown on the site plan submitted to and approved by the Design Review Committee. In addition, the applicant shall submit specifications for the exterior lights to the Design Review Committee for review and approval, including a picture or diagram showing the cross section of the light and illustrating that the illuminated portion of the fixture/lens does not extend beyond the shield.

II. Agricultural and Forest Resources

none

III. Air Quality

none

IV. Biological Resources

none

V. Cultural Resources

none

VI. Geology and Soils

none

VII. Greenhouse Gas Emissions

none

VIII. Hazards and Hazardous Materials

none

IX. Hydrology and Water Quality

Mitigation Measure IX-1. Runoff from the proposed parking lot shall be treated as approved by Public Works Storm Water Management Division prior to discharge to the public drainage system (gutter).

X. Land Use and Planning

none

XI. Mineral Resources

none

XII. Noise

none

XIII. Population and Housing

none

XIV. Public Services

none

XV. Recreation

none

XVI. Transportation and Traffic

none

XVII. Utilities and Service Systems

none

XVIII. Mandatory Findings of Significance

see mitigation measures listed above

CHECKLIST AND EVALUATION OF ENVIRONMENTAL IMPACTS: An explanation for all checklist responses is included, and all answers take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. The explanation of each issue identifies (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. In the **CHECKLIST** the following definitions are used:

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant.

"Less than Significant with Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"No Impact" means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the project.

I. <u>AESTHETICS</u> . Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				✓
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers whether the proposed project would have any significant effect on visual aesthetics because of: (a) the short-term or long-term presence of project-related equipment or structures; (b) project-related changes in the visual character of the project area that may be perceived by residents or visitors as a detraction from the visual character of the project area; (c) permanent changes in physical features that would result in the effective elimination of key elements of the visual character of the project area near a state scenic highway; or (d) the presence of short-term, long-term, or continuous light which would detract from the project area that is otherwise generally dark at night or that is subject to minimal artificial light.

DISCUSSION:

The project applicant proposes to install decorative landscaping around the property and around the new parking lot; paint the exterior; replace exterior wainscoting; replace all windows; replace or repair damaged exterior doors; and repair or replace damaged roof sections.

The measure for determining whether a project will result in aesthetic impacts is a qualitative judgment rather than a set of quantifiable parameters. As such, the opinion of what may be an adverse aesthetic impact can vary from person to person. However, in this case, the exterior improvements proposed by the project applicant would clearly improve the property's aesthetics and not result in adverse aesthetic impacts.

The project will have no impact on scenic vistas or scenic resources.

The project may include exterior security lighting. In order to assure that no light or glare extends beyond the property line or would adversely affect adjacent residential properties, **Mitigation Measure I-1** has been

added requiring that the illuminated lens of any and all exterior lighting not extend below the light canister.

FINDINGS:

With the recommended mitigation measure, it is concluded that the proposed project:

- will not result in a significant adverse impact on any scenic vista or resource;
- will not result in a substantial degradation to the existing visual character or quality of the site and its surroundings;
- will not create a new source of substantial light or glare.

MITIGATION MEASURES:

Mitigation Measure I-1. Any and all exterior lighting shall be located and shielded such that no light or glare extends beyond the property line. In addition, the illuminated portion of the light fixture or lens shall not extend below or beyond the canister or light shield. Exterior lighting shall also comply with §21466.5 of the State of California Vehicle Code. The location of all exterior lights shall be shown on the site plan submitted to and approved by the Design Review Committee. In addition, the applicant shall submit specifications for the exterior lights to the Design Review Committee for review and approval, including a picture or diagram showing the cross section of the light and illustrating that the illuminated portion of the fixture/lens does not extend beyond the shield.

II. <u>AGRICULTURE & FOREST RESOURCES.</u> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to nonforest use?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would: (a) change the availability or use of agriculturally important land areas designated under one or more of the programs above; (b) cause or promote changes in land use regulation that would adversely affect agricultural activities in lands zoned for those uses, particularly lands designated as Agriculture Exclusive or under Williamson Act Contracts; or (c) change the availability or use of agriculturally important land areas for agricultural purposes.

DISCUSSION:

The project site has no farmlands. There is no agricultural land or agricultural zoning, nor lands of a size and soil composition suitable for agricultural production, at or near the project site. There is no timber harvesting in the vicinity of the project, nor are there lands suitable for timber harvesting, therefore the project will not encroach upon or affect timber harvesting.

FINDINGS:

The project will have no impact on agricultural resources.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			✓	
d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
e) Create objectionable odors affecting a substantial number of people?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would (a) directly interfere with the attainment of long-term air quality objectives identified by the North Coast Unified Air Quality Management District; (b) contribute pollutants that would violate an existing air quality standard, or contribute to a non-attainment of air quality objectives in the project's air basin; (c) produce pollutants that would contribute as part of a cumulative effect to non-attainment for any priority pollutant; (d) produce pollutant loading near identified sensitive receptors that would cause locally significant air quality impacts; or (e) release odors that would affect a number of receptors.

DISCUSSION:

Air quality is a general term used to describe various aspects of the air to which plants and human populations are exposed on a regular basis. Air quality can be degraded by a variety of contaminants including criteria pollutants that consist of gases or suspended particulate matter (PM-10). Ambient air quality standards and allowable limit levels are set at both the state and federal level; in most cases the standards are similar. The standards are set for air pollutants in outside air and are based on predicated health effects of those pollutants. Humboldt, Del Norte and Trinity Counties are located in the North Coast Air Basin under the regulation of North Coast Unified Air Quality Management District (NCUAQMD).

Humboldt County is listed as attainment (i.e., within allowable limits) for the following criteria pollutants: ozone; carbon monoxide; nitrogen dioxide; sulfur dioxide; sulfates; hydrogen sulfide; and vinyl chloride. Humboldt County is listed as non-attainment for the state standard for PM-10 air emissions, which include chemical emissions and other inhalable particulate matter with an aerodynamic diameter of less than 10 microns. Examples include smoke, dust, fly ash, and airborne salts or other particulate matter naturally generated by ocean surf. The major sources of PM-10 pollutants include industrial processes, automobiles, wood smoke from open burning and residential wood heating, dust from paved and unpaved roads, construction, and agricultural practices. Pursuant to data from the California Air Resources Board as presented by the Center for Economic Development, California State University, Chico (2003), Humboldt County has not exceeded the national PM-10 standard since at least 1990.

Despite the state status of non-attainment for PM-10 pollutants, based on the published data it is evident that the implementation and enforcement by the NCUAQMD of the Particulate Matter (PM-10) Attainment Plan

and the Air Quality Regulation 1, Chapter IV, that Humboldt County is on the correct path towards attainment. As evidence, in 1990 Humboldt County exceeded the state standard for PM-10 on 30 days, in 1994 on 12 days, in 1999 and 2000 on 6 days each, and in 2001, only on one day.

The proposed project has the potential for release of fugitive dust and particulate matter during the construction of the proposed parking lot. However, construction emissions will be limited in scope and duration, thus contributing to the minimization of air quality impacts. To further reduce the potential impacts to air quality to a level judged to be below the threshold of significance, state law requires the construction contractor to operate in accordance with Air Quality Regulation 1, Chapter IV, Rules 420 and 430, which will reduce potential fugitive dust emission impacts.

Activities occurring near sensitive receptors should receive a higher level of preventative planning. Sensitive receptors include school-aged children (schools, daycare, playgrounds), the elderly (retirement community, nursing homes), the infirm (medical facilities/offices), and those who exercise outdoors regularly (public and private exercise facilities, parks). However, the NCUAQMD has advised that, generally, an activity that individually complies with the state and local standards for air quality emissions will not result in a cumulatively considerable increase in the countywide PM-10 air quality violation. Further, the NCUAQMD has advised that smaller construction projects, such as the proposed parking lot, do not generate particulate matter greater than the local and/or state standard.

With regard to objectionable odors, the project does not propose any use or construction technique that will result in odors that could reasonably be considered objectionable by the general public.

No atmospheric effects other than noted above are expected.

FINDINGS:

The proposed project will not result in adverse air quality impacts, nor result in a cumulatively considerable increase in the PM-10 non-attainment.

IV. <u>BIOLOGICAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers whether the proposed project would result in significant adverse direct or indirect effects to: (a) individuals of any plant or animal species (including fish) listed as rare, threatened, or endangered by the federal or state government, or effects to the habitat of such species; (b) more than an incidental and minor area of riparian habitat or other sensitive habitat (including wetlands) types identified under federal, state, or local policies; (c) more than an incidental and minor area of wetland identified under federal or state criteria; (d) key habitat areas that provide for continuity of movement for resident or migratory fish or wildlife, or (e) other biological resources identified in planning policies adopted by the City of Eureka.

DISCUSSION:

The project site is an urban lot with no biological resources present on or in the vicinity of the project site.

Pursuant to Fish & Game Code Section 711.4 and California Code of Regulations (CCR) Title 14, Section 753.5 a project may be determined to be “de minimis” in its effect on fish and wildlife resources if the project does not result in any individual or cumulative adverse effect on fish, wildlife, or their habitat.

FINDINGS:

The project considered as a whole, involves no potential for individual or cumulative adverse effects on wildlife resources or the habitat upon which the wildlife depends including no permanent disturbance to natural lands from grading.

V. <u>CULTURAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				✓
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d) Disturb any human remains, including those interred outside of formal cemeteries?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would cause (a) physical changes in known or designated historical resources, or in their physical surroundings, in a manner that would impair their significance; (b) physical changes in archaeological sites that represent important or unique archaeological or historical information; (c) unique paleontological resource site or unique geologic feature; or (d) disturbance of human burial locations. In addition, this Initial Study considers to what degree the proposed project would cause impacts to Native American artifacts and sites, including traditional tribal cultural places on both public and private lands for federally and non-federally recognized tribes.

DISCUSSION:

The project will involve ground disturbance during construction of the proposed parking lot, and possibly for completing alley improvements. The location of the project site is not in an area of known or suspected tribal cultural or village sites. A project referral was sent to the Table Bluff Reservation, Wiyot Tribe, who responded with “no comment” on the project.

The City and its contractors are subject to State laws relative to the discovery of archaeological sites containing cultural resources and/or human remains (Section 7050.5 of the Health and Safety Code and Sections 5097.94 and 5097.98 of the Public resources code). If undiscovered paleontological, archaeological, historical, ethnic or religious resources are encountered during excavation, grading or general construction activities, State Law requires that all work cease and a qualified cultural resources specialist be contacted to analyze the significance of the find and formulate further mitigation (e.g. project relocation, excavation plan, protective cover). If human remains are encountered, all work must cease and the County Coroner contacted.

FINDINGS:

The project does not have the potential to cause a physical change that would affect unique ethnic cultural values of the project area or on cultural resources.

VI. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?				✓
iv) Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?			✓	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers project-related effects that could involve or result from: (a) damage to project elements as a direct result of fault rupture along a fault identified in the Alquist-Priolo study or other known fault; (b) damage to project elements as a direct or indirect effect of seismically derived ground movement; (c) damage to project elements because of landslides that are not seismically related; (d) project-derived erosion by water or wind of more than a minimal volume of earth materials; (e) project-derived or project-caused secondary instability of earth materials that could subsequently fail, damaging project elements or other sites or structures; (f) location of project elements on expansive soils that are identified by professional geologists, which could result in damage to project elements or other sites or structures.

DISCUSSION:

The North Coast region is subject to seismic ground shaking due to fault lines and proximity to the intersection of three tectonic plates. However, based upon a review of the Alquist-Priolo Earthquake Fault Zoning Maps, the proposed project is not in an area where fault rupture is known or expected, therefore, potential impacts resulting from fault rupture are less than significant.

The construction area is on relatively flat ground with no geologic features in the vicinity that could result in, or expose people to landslides. There will be minimal excavation or ground clearing disturbance.

The project will be connected to the City's sewage disposal system; therefore, the project will not have septic tanks or other alternative wastewater disposal systems.

FINDINGS:

Because the building is existing and is located on relatively flat stable soils, the impacts resulting from geologic activity or unique soil characteristics would be less than significant.

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VII. GREEN HOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

THRESHOLDS OF SIGNIFICANCE:

This initial study considers to what degree the project would contribute to greenhouse gas emissions and global warming.

DISCUSSION:

On Earth the gases believed to be most responsible for global warming are water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Enhancement of the greenhouse effect can occur when concentrations of these gases exceed the natural concentrations in the atmosphere. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills.

Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

1. Higher maximum temperatures and more hot days over nearly all land areas;
2. Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
3. Reduced diurnal temperature range over most land areas;
4. Increase of heat index over land areas; and
5. More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts on agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood, and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

Some amount of GHG emissions would result from motor vehicle trips associated with the proposed project, as well as from natural gas combustion and landscape maintenance activities. However, because of the very small scale of the project it is not anticipated that the project would have an individually discernable effect on global climate change (i.e., increase global temperature as a result of emissions from the project).

FINDINGS:

The project will not adversely increase greenhouse gas emissions or contribute substantially to global warming.

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	

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d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized area or where residences are intermixed with wildlands?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would involve: (a) potential storage or use, on a regular basis, of chemicals that could be hazardous if released into the environment; (b) operating conditions that would be likely to result in the generation and release of hazardous materials; (c) use of hazardous materials, because of construction-related activities or operations, within a quarter-mile of an existing or proposed school; (d) project-related increase in use intensity by people within the boundaries of, or within two miles of, the Airport Planning Areas; (e) project-derived physical changes that would interfere with emergency responses or evacuations; (f) potential major damage because of wildfire.

DISCUSSION:

During construction of the parking lot, heavy equipment may be used that could be equipped with non-spillable lead acid batteries. In the unlikely event of a spill, materials will be controlled and cleaned up in accordance with county and state regulations, with minimal environmental impact.

There is a chance that asbestos or lead based paint may be present in or on the existing structure. Removal of asbestos containing materials and/or lead based paint is regulated and enforced by regulatory agencies such as the North Coast Unified Air Quality Management District (NCUAQMD), the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC).

The project site is greater than two-miles from the Eureka City Airport located on the Samoa Peninsula and the Murray Field airport; the project is not located within the vicinity of a private airstrip.

The proposed project will not affect any emergency response plans. The project will have no impact on the City of Eureka's emergency response or evacuation plans. The project area contains no known hazardous waste sites.

The project area is not considered to be a wildfire hazard area and there are no "wildlands" near the project site.

FINDINGS:

The proposed project will not result in any substantial impacts with regards to hazards and hazardous materials.

IX. <u>HYDROLOGY AND WATER QUALITY.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				✓

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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			✓	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			✓	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓		
f) Otherwise substantially degrade water quality?				✓
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				✓
i) Expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Result in inundation by seiche, tsunami, or mudflow?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would involve: (a) improvements that would violate standards set for water quality and for discharge of waste water; (b) use of, or interference with ground water such that the amount of flow of groundwater is adversely impacted; (c) drainage improvements that would alter or cause an increase in amount or flow of drainage, or that would affect the free-flow of a stream or river or cause an increase in silt runoff as to cause adverse impact; (d) added runoff from the site that would exceed the capacity of drainage facilities; (e) the creation of polluted runoff or other general adverse water quality impacts; (f) the placement of housing or other structures within the 100-year flood plain, or other area subject to flooding; (g) development in such a manner or location that it would be adversely affected by seiche, tsunami or mudflow.

DISCUSSION:

The project site is on relatively flat, level ground. There will be no change to the rate or runoff pattern of surface water on the site with the existing building. The vacant lot that will be developed with a parking lot that will increase the amount of non-pervious surfaces, thus increasing the rate and amount of surface runoff. However, because of the small size of the parking lot and the existing storm drain system in the city, it is not expected that the project would result in substantial impacts resulting from the added surface runoff. In order to assure that the runoff from the parking lot does not increase pollutants into the city's drainage system, a mitigation measure has been added that will require that runoff from the proposed parking lot be treated as approved by Public Works Storm Water Management Division prior to discharge to the public drainage system (gutter).

Based on review of the Flood Insurance Rate Map prepared by the Federal Emergency Agency, the proposed development is in Flood Zone "C", which is defined as areas of minimal flooding (Community Panel 060062 0005 C; Revised June 17, 1986). Therefore, the proposed project will not impede or redirect flood flows nor expose people or structure to flooding.

Due to the known seismic activity in the Pacific Rim, a tsunami could impact 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. Humboldt State University faculty and graduate students have conducted a number of studies on the impacts to Humboldt Bay resulting from tsunami inundation. These studies indicate that although a wave from 12 to 20 feet high could threaten the southern end of the north Spit, including the U.S. Coast Guard base, Fairhaven and parts of Samoa, the largest tsunamis occurring on Humboldt Bay, including those dating back as early as 1700 A.D. did not entirely inundate the north spit. This is partially due to the fact that the northern end of the north spit is almost a mile wide, and in addition, a tsunami of less than 20 feet high is unlikely to overtop the stable dunes there. The last recorded tsunami of any observable height to occur in Humboldt Bay was in 1964 as a result of the Gulf of Alaska earthquake. It had a recorded maximum height of twelve feet on the inside of the north spit, with lower heights occurring along the Eureka waterfront area.

Because of the project's location at a higher elevation, approximately 35 feet, and its distance from the Bay, approximately 3,500 feet, it is extremely unlikely that the project would be impacted by a tsunami.

There are no streams or creeks in the vicinity that will be altered or impacted by implementation of the proposed project.

FINDINGS:

The project as mitigated will not result in a substantial impact regarding hydrology and water quality.

MITIGATION MEASURES:

Mitigation Measure IX-1. Runoff from the proposed parking lot shall be treated as approved by Public Works Storm Water Management Division prior to discharge to the public drainage system (gutter).

X. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?			✓	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would (a) divide an established community or conflict with existing land uses within the project's vicinity; (b) conflict with the Eureka General/Coastal Plans designation, policies, and zoning ordinances; (c) conflict with applicable environmental plans and protection measures enforced by regulatory agencies such as habitat conservation plans or a natural community conservation plan.

DISCUSSION:

The project site is located on the south side of Wabash Ave between Summer and Union Streets. The property is zoned Commercial Neighborhood (CN) and churches are a conditionally permitted use of the CN zone district. In the vicinity of the project site is a mixture of land uses, generally to the east and south are residential uses; to the west are commercial uses fronting Wabash with residential uses behind; and, to the northwest is the Caltrans district office, directly across the street to the north is a meeting hall with other commercial uses beyond, and to the northeast are residential uses.

The project proposes the reestablishment of a church on the property. The prior non-conforming occupancy of the building as a church ceased several years ago and the Eureka Municipal Code states that the cessation of a non-conforming use for a period of greater than 90 days is an abandonment of the non-conforming status. Hence the applicant's request for a conditional use permit to allow the reestablishment of a church.

Churches are commonly located in residential neighborhoods. As described above, the subject property is

located principally in a residential neighborhood on the edge of a neighborhood commercial area, as such, the proposed use as a church is consistent with how churches are located in other areas of the city. The advantage to being on the edge of a neighborhood commercial area is that the potential overflow parking the could occur during church services would have a proportionately lower impact on the adjoining residential neighborhood if drivers parked on streets fronting closed commercial businesses rather than in the residential areas.

FINDINGS:

Based on the above discussion, the project will not result in an adverse impact to land use and planning.

XI. MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would interfere with the extraction of commodity materials or otherwise cause any short-term or long-term decrease in the availability of mineral resources that would otherwise be available for construction or other consumptive uses.

DISCUSSION:

There are no mineral extraction operations within the City of Eureka, most mining occurs in the unincorporated area of Humboldt County. Mining occurs in quarries and along most of the major rivers, including the Mad River, Van Duzen River and the Eel River; the quantity of material mined annually fluctuates based upon demand, however entitlements would allow several million tons of material to be mined annually. Although the precise quantity of mineral resources needed for this project is not known, it is clearly minimal compared to the several million cubic yards of minerals mined in Humboldt County annually. Therefore, the proposed project will not result in the loss of availability of a state or locally known mineral resource.

FINDINGS:

The proposed project will not result in the loss of availability of a state or locally known mineral resource.

XII. NOISE. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Expose persons to or generate excessive ground borne vibration or ground borne noise levels?				✓
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers whether the proposed project would produce: (a) sound-pressure levels contrary to the City of Eureka noise standards; (b) long-term ground vibrations and low-frequency sound that would interfere with normal activities and which is not currently present in the project area; (c) a substantial increase in ambient short-term or long-term sound-pressure levels; (d) changes in noise levels that are related to operations, not construction-related, which will be perceived as increased ambient or background noise in the project area.

DISCUSSION:

Noise is the quintessential local environmental impact. It does not travel well, it has no staying power beyond that of its source, and it does not accumulate in the environment. Nonetheless, prolonged noise exposure is a threat to human health, potentially resulting in high stress levels and impaired hearing.

The project will result in temporary short-term increased noise levels. The highest noise levels generated by the project would occur during site preparation for the construction of the parking lot and improvements that may be required for the alley. Under the Noise Element of the adopted General Plan, general construction noise is considered acceptable because such noise, although loud and often annoying, is of limited duration and intensity. Therefore, the construction noise resulting from the project will not generate noise in excess of established standards.

No ground borne noise such as noise from piling driving will be generated by the project. The project is not located within two miles of the Eureka Municipal Airport, and not within the vicinity of a private airstrip.

Sound levels associated with operation of the church will be very similar to existing noise generators, which include traffic on Wabash and other commercial uses in the area. Any increase in overall sound level will be very small, essentially unchanged and no mitigation is needed.

FINDINGS:

The project will not result in any substantial adverse impacts with regard to noise.

XIII. <u>POPULATION AND HOUSING.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and/or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would result in, or contribute to, population growth, displacement of housing units, demolition or removal of existing housing units, or any project-related displacement of people from occupied housing.

DISCUSSION:

With a population of about 28,000 within the City Limits, and up to another 20,000 in surrounding areas, Eureka is the largest city along the 400 miles of highway between Santa Rosa and Medford. Since 1980, the average annual percent change in population within the City of Eureka has been 0.3%; the average annual percent change in the population of Humboldt County during the same period has been .75%.

By its nature and based on the project description, this project will not be growth inducing or growth inhibitive, but rather a reestablishment of a church on an already developed site. There is no housing being displaced and the only potential housing proposed for the project would be parish housing. This project is not contingent on or otherwise related to the development of an additional water source or any other project.

FINDINGS:

The project will have no significant adverse impact on population and housing.

XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?			✓	
b) Police protection?			✓	
c) Schools?			✓	
d) Parks?				✓
e) Other public facilities?			✓	

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would result in any changes in existing fire or police protection service levels, or a perceived need for such changes, as well as any substantial changes in the need for, or use of, schools, parks, or other public facilities.

DISCUSSION:

The project will not require any new or physically altered governmental services and will not facilitate the need for such services on a permanent basis. Except in an emergency, the project will place no material demand on fire and police services. The project will not place additional demands on schools, parks, or other services. The project site is currently served by full levels of public services and will not require new or physically alter governmental services.

The proposed project would help reduce the need for police and fire protection by renovating and occupying a vacant and boarded building that has, in the past, been an attractive nuisance for vagrants and vandals. Therefore, staff concludes that the project will not result in substantial adverse impacts to public services, and may reduce the need for some services.

FINDINGS:

The project will not result in an adverse impacts on or to public services

XV. RECREATION. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree any aspect of the proposed project would be related to demand for recreational facilities or increase use of existing recreational areas such that those areas are physically degraded, including secondary effects such as degradation through over-use of environmentally sensitive areas.

DISCUSSION:

The proposed church does not, in itself, require recreational opportunities such as parks. Nor will it impact existing recreational facilities; the City of Eureka currently maintains 13 City owned parks comprising 136 acres. By its nature, the project will have no significant adverse effects on recreational facilities.

FINDINGS:

The project will not result in substantial adverse impacts regarding recreation.

XVI. TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d) Substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e) Result in inadequate emergency access?			✓	
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree, if any, the proposed project would be associated with (a) changes in traffic, circulation, or other changes that might be perceived as adverse, including traffic effects resulting from temporary construction-related changes; (b) any project-related changes in levels-of-service on streets and roads; (c) project-associated travel restrictions that would prevent emergency vehicles from reaching the locations where they were needed.

DISCUSSION:

The subject property is located on the south side of Wabash Avenue between Union and Summer Streets. Wabash Avenue is a wide two-lane street extending from Railroad Avenue on the west (near the shoreline of Humboldt Bay) through Broadway to 'H' Street. Class II bike lanes are provided on Wabash Avenue between Railroad Avenue on the west and 'C' Street on the east. Wabash is classified as a minor arterial in the adopted General Plan. Minor arterials collect and distribute traffic from freeways to collector streets and visa versa. The General Plan identifies the Average Daily Volume for minor arterials as "up to 40,000." Wabash currently has an Average Daily Volume of 8,000. The project would be expected to generate an Average Daily Volume on Sunday of no more than 200. Therefore, the project would clearly not exceed the capacity of Wabash Avenue.

Examples of other minor arterials in the city include: E Street from 1st Street to Harris; F Street from Henderson Street to Oak Street; Fairway Drive from Ridgecrest Drive to Herrick Road; Harris Street from Broadway to Hall Avenue; 6th and 7th Streets.

The Institute of Transportation Engineers "*Trip Generation, Seventh Edition*" identifies the peak hours of traffic generation for a church as follows:

The weekday a.m. peak hour was between 10:00 a.m. and noon.

The weekday p.m. peak hour was between 7:00 p.m. and 11:00 p.m.

The Saturday peak hour was between 5:00 p.m. and 8:00 p.m.

The Sunday peak hour was between 9:00 a.m. and 1:00 p.m.

The peak hour for traffic on Wabash is expected to be weekdays during 'rush hour' between 7:00 a.m. and 9:00

a.m. and between 4:00 p.m. and 6 p.m. Therefore, the peak hours of traffic generation for the church do not coincide with the peak 'rush' hours for Wabash Avenue. This means that the reestablishment of the church would not result in adverse traffic congestion on Wabash during peak hours of usage of Wabash.

The Eureka Municipal Code specifies the number of required off-street parking spaces based on the proposed use of the property. The applicant proposes to reestablish a church on the property. The floor area of the church would be divided into three basic areas: the sanctuary, offices and classrooms. The parking calculations used for these three areas are as follows:

Sanctuary: one space for each 60 square feet of floor area usable for seating (if seats are not fixed)

Offices: one space per 300 square feet of gross floor area

Classrooms: one space for each employee, and one space for each four students in grade 10 or above.

The applicant has provided a floor plan of the sanctuary showing the size and location of the pews that are proposed for seating. The gross floor area of the seating area as shown on the floor plan is 1,710 square feet; the four foot aisles are not included in the calculation because the aisles would not be "floor area usable for seating." At one space per 60 square feet the 1,710 gross floor area would require 29 parking spaces.

The gross floor area of all the offices is about 6,144 square feet; at one space per 300 square feet, the number of off-street parking spaces required for the offices would be 20. The parking calculation for "offices" does not distinguish between commercial offices and offices for non-profit agencies, the calculation is the same for both.

For the classrooms, the applicant indicates that if all classrooms were in use at one time, the maximum number of teachers would be 12; during these times the students would be youth under grade 10. The applicant does propose that the classrooms be used for adult classes at which time only one or a few classrooms would be used at a time. A parking requirement of 12 spaces would allow full use of classrooms for youths under grade 10 as described above, and it would allow the use of classrooms for adults (over grade 10) that, for example, would have one teacher and 44 students, or two teachers and 40 students (or some other combination to equate to 12 spaces).

Based on the discussion above, the off-street parking requirement for the reestablishment of the church would be 61 spaces. There are currently six off-street parking spaces located to the rear of the church accessed from the alley. The applicant proposes to construct a new parking lot on the adjacent vacant lot, based on a sketch prepared by staff it is estimated that eleven off-street parking spaces can be developed in the new parking lot. The required 61 off-street parking spaces less the 17 parking spaces that can be provided on-site results in a deficit of 44 parking spaces.

The applicant prepared a parking study to determine the availability of street parking in the vicinity of the church. Based on counts of occupied and unoccupied curb space conducted during weekday mornings and evenings and weekend mornings and evenings, conservatively, the average number of available on-street parking spaces within a one block area of the church is:

weekday a.m.	54
weekday p.m.	82
weekend a.m.	86
weekend p.m.	89

In all cases, the potential overflow of 44 spaces can be accommodated without displacing existing users of curb parking spaces. Churches are commonly located in residential neighborhoods and overflow parking often occurs in front of private residences. As described herein, the subject property is located on the edge of a commercial and business area. The advantage to being on the edge of a commercial/business area is that the potential overflow parking could be concentrated in the commercial and business areas rather than in the residential areas, thus resulting in a proportionately lower impact on the adjoining residential neighborhood. During peak use by the church, most of the commercial businesses would be closed and therefore, there would be no detrimental impact to those businesses of people parking at the curb in front of those businesses. The City Engineering Department reviewed the parking study and concurred with the findings that the residents in the area would not be largely impacted.

With regard to loading berths, no berths are required for *public and private business offices, professional and*

administrative offices, hospitals, nursing homes, sanitariums, institutions, hotels and motels of less than 10,000 square feet gross floor area; one loading berth is required for these uses that are between 10,000 sq. ft and 100,000 sq ft. The subject building appears to have a total floor area of about 15,000 square feet, including all hallways, storage areas, bathrooms, etc., therefore, one loading berth is required. The loading berth must be 12' wide by 25' long and would be located in the drive aisle of the proposed parking lot, which is a common location for loading berths for similar uses that do not expect or receive regular deliveries of goods and services.

The project is not located near a public airport or private airstrip; therefore, the project will not interfere with air traffic control.

FINDINGS:

Based on the above information, the project will not have a significant adverse impact on transportation or traffic.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d) Have insufficient water supplies available to serve the project from existing entitlements and resources (i.e., new or expanded entitlements are needed)?			✓	
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g) Violate any federal, state, and local statutes and regulations related to solid waste?			✓	

THRESHOLDS OF SIGNIFICANCE:

This Initial Study considers to what degree the proposed project would be related to: (a) a substantial demand for water supplies affecting existing entitlements and resources; (b) increase in runoff intensity that exacerbates drainage conditions and changes; and (c) insufficient provision for solid waste disposal.

DISCUSSION:

The City of Eureka's Elk River Wastewater Treatment Plant at 4301 Hilfiker Lane provides Wastewater services for the City of Eureka. The wastewater system capacity is 32 MGD (Million Gallons per Day), at an overall system peak wet weather flow. The current operating level is approximately 14.5 MGD. The proposed project will not substantially alter or increase the need for wastewater.

The City of Eureka water supply system capacity is 8 MGD, and the current operating level is approximately 4.4 MGD. Water is purchased from the Humboldt Bay Municipal Water District and is piped from its original source, which are subsurface wells on the Mad River near Blue Lake, to Eureka's 20 million gallon storage reservoir. The capacity of the Humboldt Bay Municipal Water District system is approximately 75 MGD (combined treated domestic and untreated industrial) and the current operating level is approximately 40 MGD. There are no plans to expand water services as current operating levels are only around half of the

system capacity levels. The project will not substantially alter the existing demand for water.

The solid waste provider is the Humboldt Waste Management Authority (HWMA). The HWMA has formulated a joint powers agreement with the County and the most of the incorporated Cities within the County for the disposal of waste. The HWMA has contracted with ECDC Environmental to ship solid waste produced in the County to state licensed landfills located outside of Humboldt County. Currently solid waste is trucked to Medford, Oregon to a new triple line state licensed landfill. Ultimately, solid waste will be shipped by rail to the State licensed Potrero Hills landfill in Solano County. Both of these landfills have excessive capacity and can accept the minimal amount of waste generated by this project. Solid waste will be collected and transferred to the HWMA transfer station for shipment to one of the landfills discussed above. The amount of solid waste generated by project will not significantly contribute to the waste stream volumes transferred out of the County, and based on information from the Potrero Hills landfill and the Medford, Oregon landfill, the project will not cumulatively result in amounts of waste that exceed the capacity of either landfill. Therefore, the project will not be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

FINDINGS:

This project will not place extraordinary demands on public utilities or services and no new utility systems are necessary.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✓
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).		✓		
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

DISCUSSION:

The analysis in this Environmental checklist shows that the project as described will have no substantial adverse effects on the environment, fish or wildlife, or on people.

The project's impacts will not add appreciably to any existing or foreseeable future significant cumulative impact, such as species endangerment, wetland loss, or air quality degradation. Incremental impacts, if any, will be negligible and undetectable. No growth-related cumulative impacts are peculiar to this proposed project. This project is not contingent on or otherwise related to the development of additional communication facilities or any other project. The project is in-fill development.

Also as discussed above, the project, as mitigated, will not have impacts that are individually limited, but cumulatively considerable, and will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

EARLIER ANALYSES

1) ***Earlier Analyses Used.*** The following document(s), available at the Community Development Department, have adequately analyzed one or more effects of the project. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (CEQA Guidelines Section 15063 (c)(3)(D)).

N/A

2) ***Impacts Adequately Addressed.*** The following effects from the above checklist were within the scope of and adequately analyzed in the document(s) listed above, pursuant to applicable legal standards.

N/A

3) ***Mitigation Measures.*** The following mitigation measures from the document(s) listed above have been incorporated into the checklist.

N/A

SOURCE/REFERENCE LIST: The following documents were used in the preparation of this Initial Study.

- 1) Eureka Municipal Code
- 2) Adopted City of Eureka General Plan and Certified Local Coastal Plan, as applicable
- 3) Project File(s) for the project for which this Initial Study was prepared.
- 4) *Trip Generation, Seventh Edition.* Institute of Transportation Engineers
- 5) *Mapping Humboldt County's Tsunami Hazard.* Lori Dengler and Jay Patton, Geology Department, Humboldt State University.
- 6) Humboldt Earthquake Education Center, Humboldt State University.