

Lost Coast Brewery



Initial Study & Mitigated Negative Declaration

Prepared For:



Community Development Department

Prepared By:



April, 2011

Lost Coast Brewery

Initial Study and Mitigated Negative Declaration

**For:
Proposed General Plan and Zoning Amendments,
Conditional Use Permit, and Lot Line Adjustment**

Lead Agency:

City of Eureka Community Development Department
Contact: Robert S. Wall, AICP, Senior Planner
531 K Street
Eureka, CA 95501
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Initial Study Consultants:

Planwest Partners, Inc.
planners@planwestpartners.com

April, 2011

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**CEQA INITIAL STUDY
AND MITIGATED NEGATIVE DECLARATION
for the
LOST COAST BREWERY PROJECT**

PROJECT APPLICANT: Barbara Groom, Owner and Brewmaster of Lost Coast Brewery;
617 Fourth Street, Eureka, CA 95501

PROJECT LOCATION: East of Highway 101 (Broadway) and North of Sunset Drive on
APNs 019-211-001 and 019-341-002

GENERAL PLAN DESIGNATION: Public/Quasi-Public (PQP)

ZONING: Service Commercial (CS) and Public (P)

FILE NOS: GPA-10-0002, R-10-0003, LLA-10-0002 & C-11-0001

PROJECT DESCRIPTION: The Lost Coast Brewery is proposing a General Plan Amendment and Zone Change, Conditional Use Permit, and Lot-Line Adjustment for a new craft brewery facility in Eureka. This would allow the Lost Coast Brewery to relocate and expand its existing brewery operations currently located on West Third Street, while retaining the existing Lost Coast Brewery and Cafe located on Fourth Street in downtown Eureka. The proposed 11.2 acre project site is located east of South Broadway (Highway 101), between Sunset Drive to the south and the Ocean View Cemetery to the north. The site (APN 019-341-002) consists of 9.3 acres of vacant pastureland presently owned by the Roman Catholic Bishop of Santa Rosa and a 1.9 acre parcel (APN 019-211-001) developed with a single family residence. As part of the project, the existing residence is proposed to be converted into a visitor or administrative center and the new craft brewery facility is proposed on the 9.3 acre parcel.

In addition to the land use changes, the proposed General Plan Amendment and Zone Change includes a text amendment that would permit craft breweries by right in the ML or Limited Industrial Zoning District. This would concurrently permit the applicant to apply for a conditional use permit to construct and operate the craft brewery.

The 9.3 acre parcel has a General Plan designation of Public-Quasi Public (PQP) and is zoned Public (P), while the 1.9 acre parcel currently has a General Plan designation of PQP and is zoned Service Commercial (CS). The proposed General Plan amendment would re-designate the project site to General Service Commercial (GSC), and the proposed zoning amendment would reclassify the 9.3 acre parcel to CS consistent with the zoning on the 1.9 acre parcel. In addition, a lot-line adjustment is proposed, to move the north boundary line of the 9.3 acre parcel further north to abut the existing cemetery access road.

The General Plan Amendment and Zone Change would permit construction of a 66,000 square foot brewery building that would allow for a brewing capacity of up to 300,000 barrels annually. The applicant proposes to construct 37,000 square feet of the brewery building initially that would include brewing, bottling, kegging, storage and distribution facilities. Exterior brewery facilities would include tanks, boilers, and loading docks. Also proposed is a second 20,000

square foot building that would be constructed just west of the brewery building. Up to 10,000 square feet would be constructed initially for office space, a small bar called the “Tap Room,” a limited kitchen to serve bar snacks, and a gift shop while future construction of the remaining 10,000 square feet would consist of office space. Exterior facilities would include an outdoor patio and landscaped area called the “Beer Garden” and bocce ball courts, which would be open to the general public. Brewery tours would be scheduled between 10:00 a.m. to 3:00 p.m., where guests would learn about the beer-making process and obtain complimentary tastings at the Tap Room. Maximum event occupancy of 300 people would be provided for both the Tap Room and Beer Garden.

A 30 foot wide landscaped buffer area and a sound wall are proposed along the east boundary of the project site adjacent to Weiler Road. Landscaping and other measures to minimize stormwater runoff would include rain gardens near parking areas and rain water catchments for roof drains. Parking areas include 177 spaces for staff and visitors.

Both parcels front on Sunset Drive, a dedicated, non-through City street that currently provides access to a cemetery, unincorporated residences along Weiler Road, and the project site. Main access to the project site is proposed via a new driveway on the north side of Sunset Drive, approximately 250 feet east of Broadway. An emergency access driveway is proposed to connect to the north side of Sunset Drive, approximately 450 feet east of Broadway. A proposed roadway connection to the south side of the Ocean View Cemetery access road approximately 500 feet east of Broadway, would provide access for attendees of events at the Tap Room as well as a second emergency access driveway. The existing access driveway located on the east side of Broadway approximately 80 feet north of Sunset Drive is expected to continue to provide access to the existing single family residential unit on the 1.9-acre parcel.

Due to limited access, Sunset Drive has very low traffic volumes, and potential development that would be served by this Drive, other than the proposed project, is extremely limited. For this reason, the applicant is proposing improvements to Sunset Drive only between Broadway and the main access driveway.

LEAD AGENCY, RESPONSIBLE AGENCIES, AND DISCRETIONARY APPROVALS:

The Lead Agency for the proposed project is the City of Eureka Community Development Department, which has discretionary approval over the project. The Responsible Agencies and associated discretionary approvals for the project are listed below:

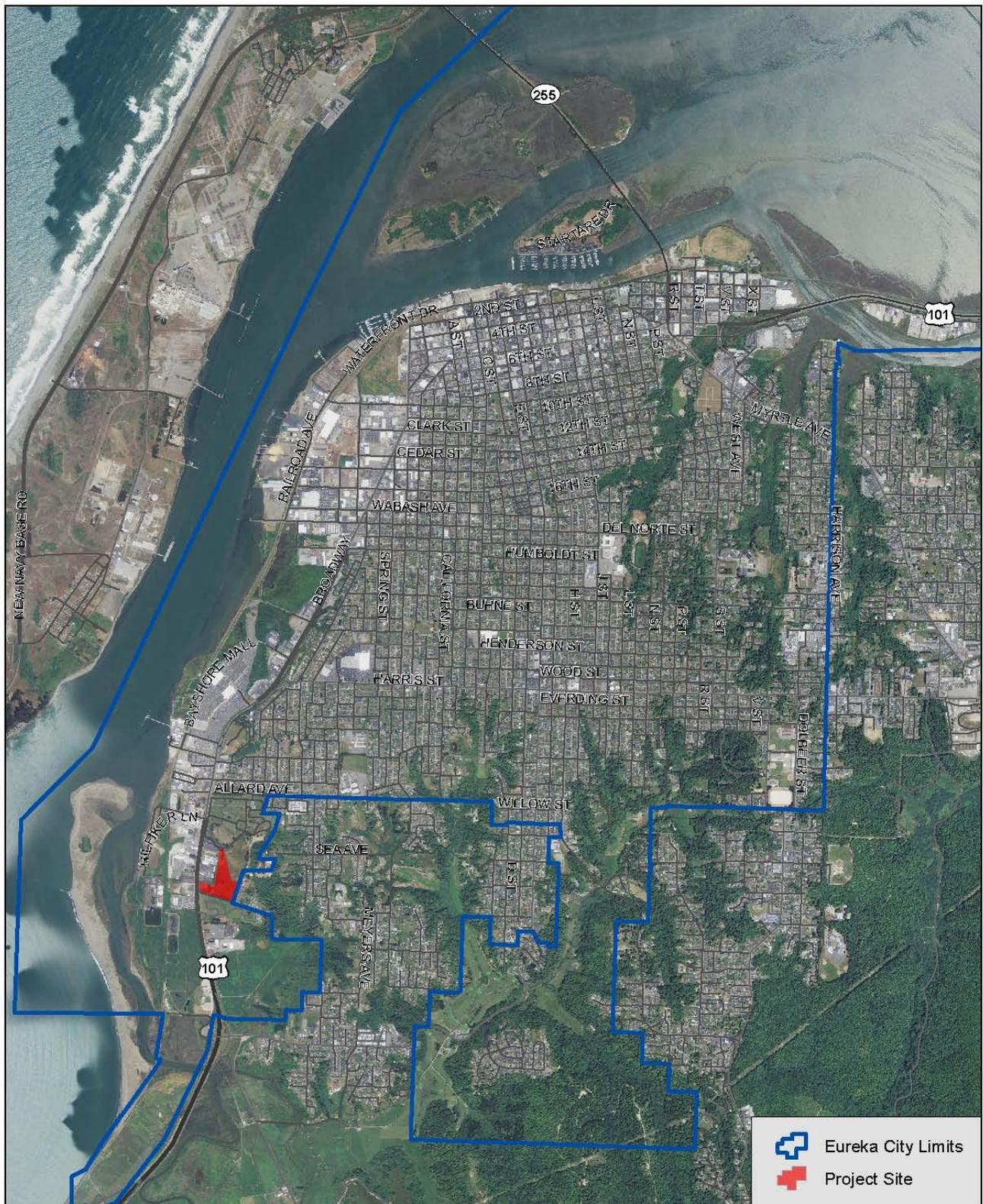
- City of Eureka Building Department.
- City of Eureka Public Works and Engineering Department.
- California Department of Transportation (Caltrans) District 1 – Encroachment Permit.
- North Coast Regional Water Quality Control Board – National Pollutant Discharge Elimination System (NPDES) Permit.
- North Coast Unified Air Quality Management District (NCUAQMD) – Permit for Internal Combustion Engines.

LEAD AGENCY/ CONTACT: City of Eureka, Community Development Department; Robert S. Wall, AICP, Senior Planner; 531 K Street, Eureka, CA 95501-1165; Phone: (707) 441-4163; Fax: (707) 441-4202; e-mail: rwall@ci.eureka.ca.gov

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Figure 1 - Location Map

Lost Coast Brewery

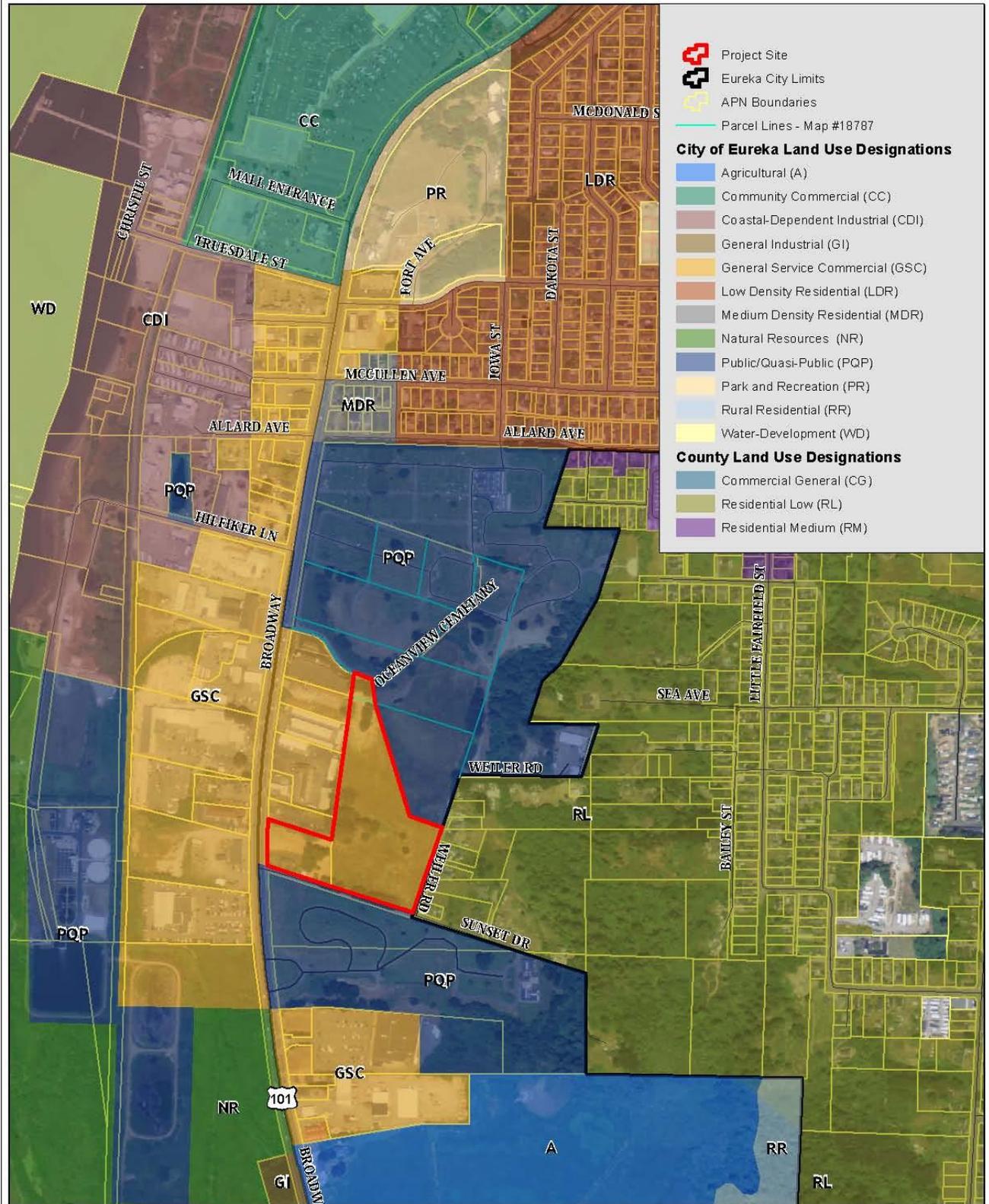


Map Compiled by Planwest Partners
July 19, 2010



PLANWEST
PARTNERS, INC.

Figure 3 - Proposed General Plan Designations *Lost Coast Brewery*



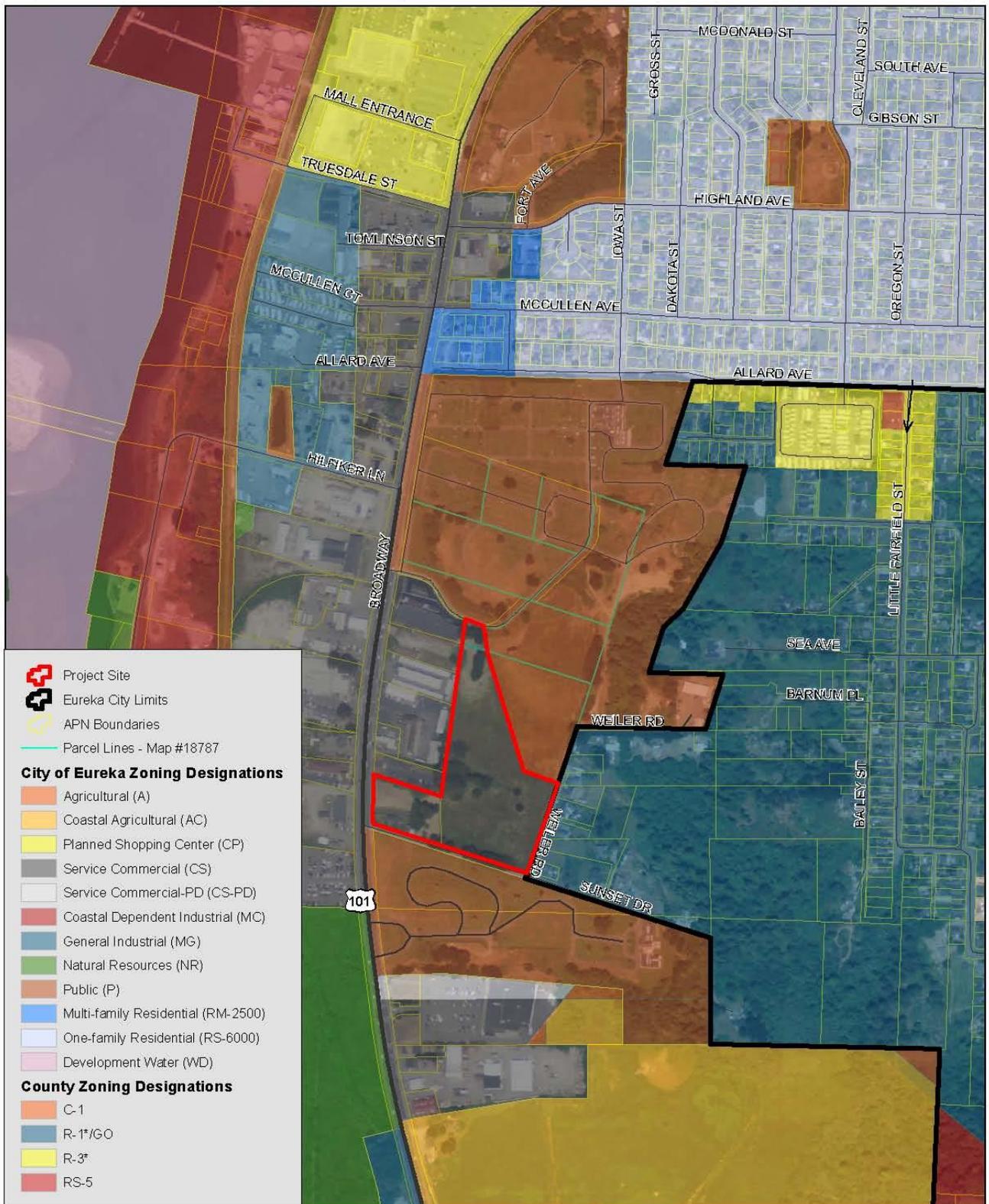
Map Compiled by Planwest Partners
July 19, 2010

0 500 1,000 Feet

PLANWEST PARTNERS, INC.

Figure 5 - Proposed Zoning Districts

Lost Coast Brewery

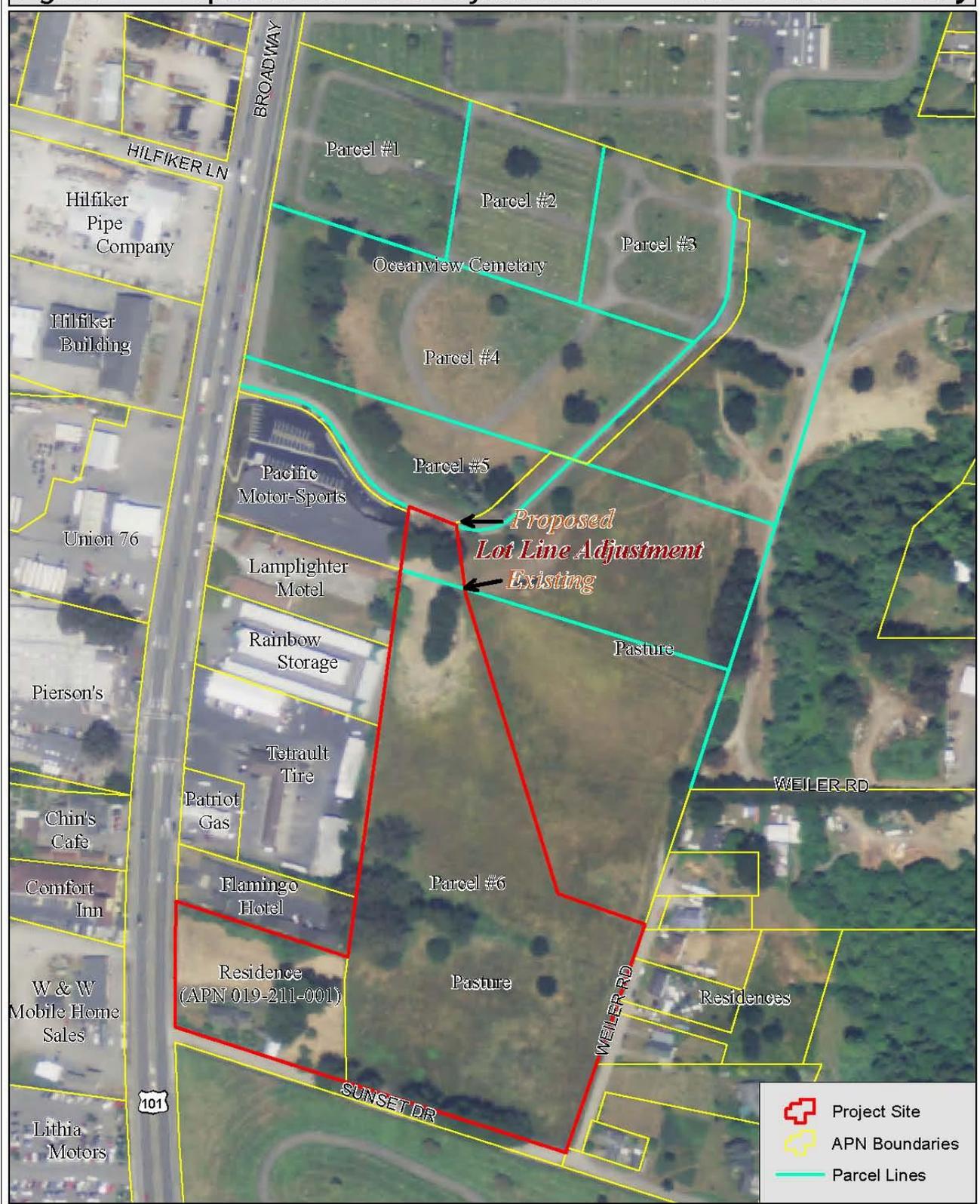


Map Compiled by Planwest Partners
July 19, 2010



PLANWEST PARTNERS, INC.

Figure 6 - Proposed Lot Line Adjustment *Lost Coast Brewery*

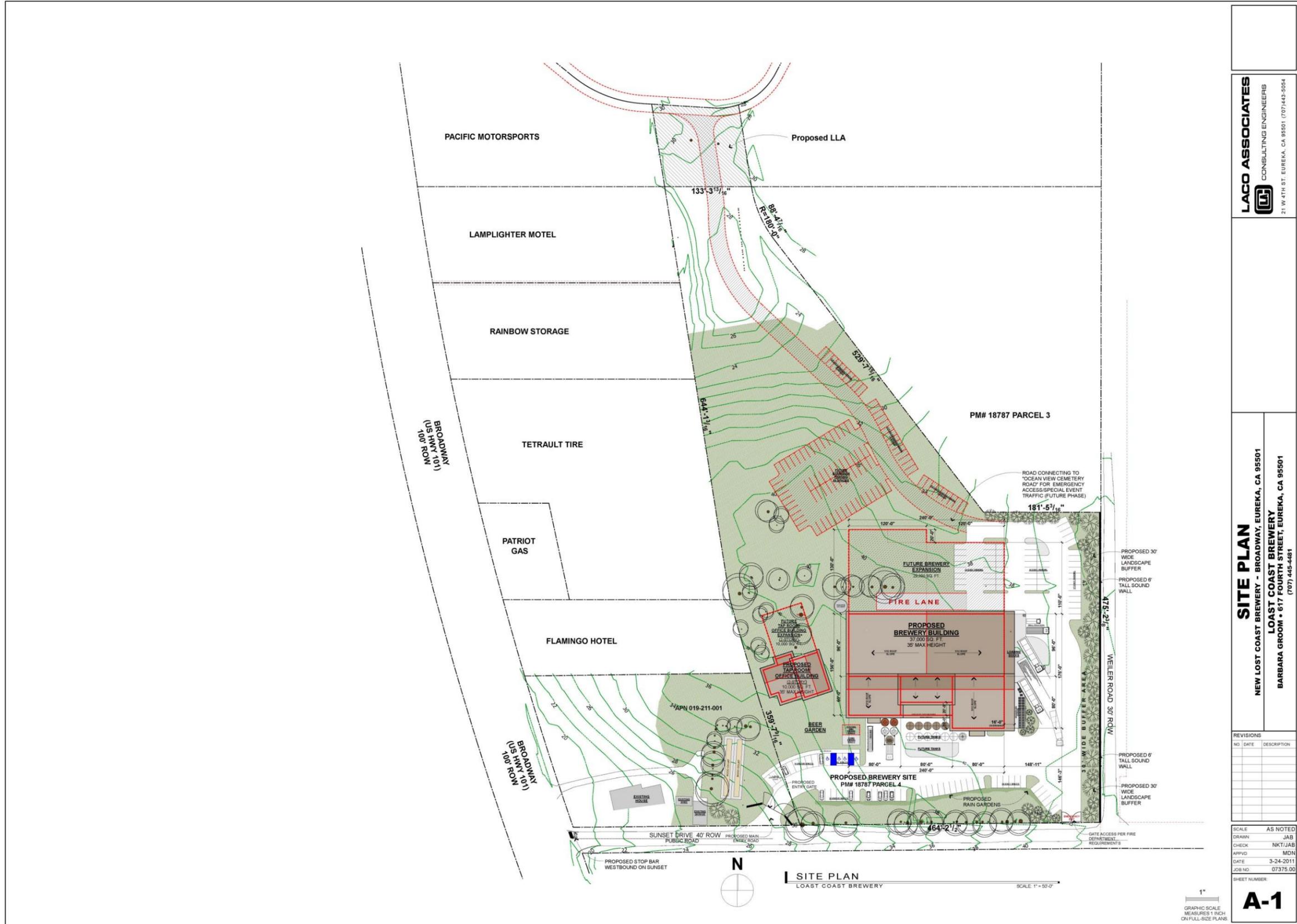


Map Compiled by Planwest Partners
July 19, 2010

0 250 500 Feet

-  Project Site
-  APN Boundaries
-  Parcel Lines

PLANWEST
PARTNERS, INC.



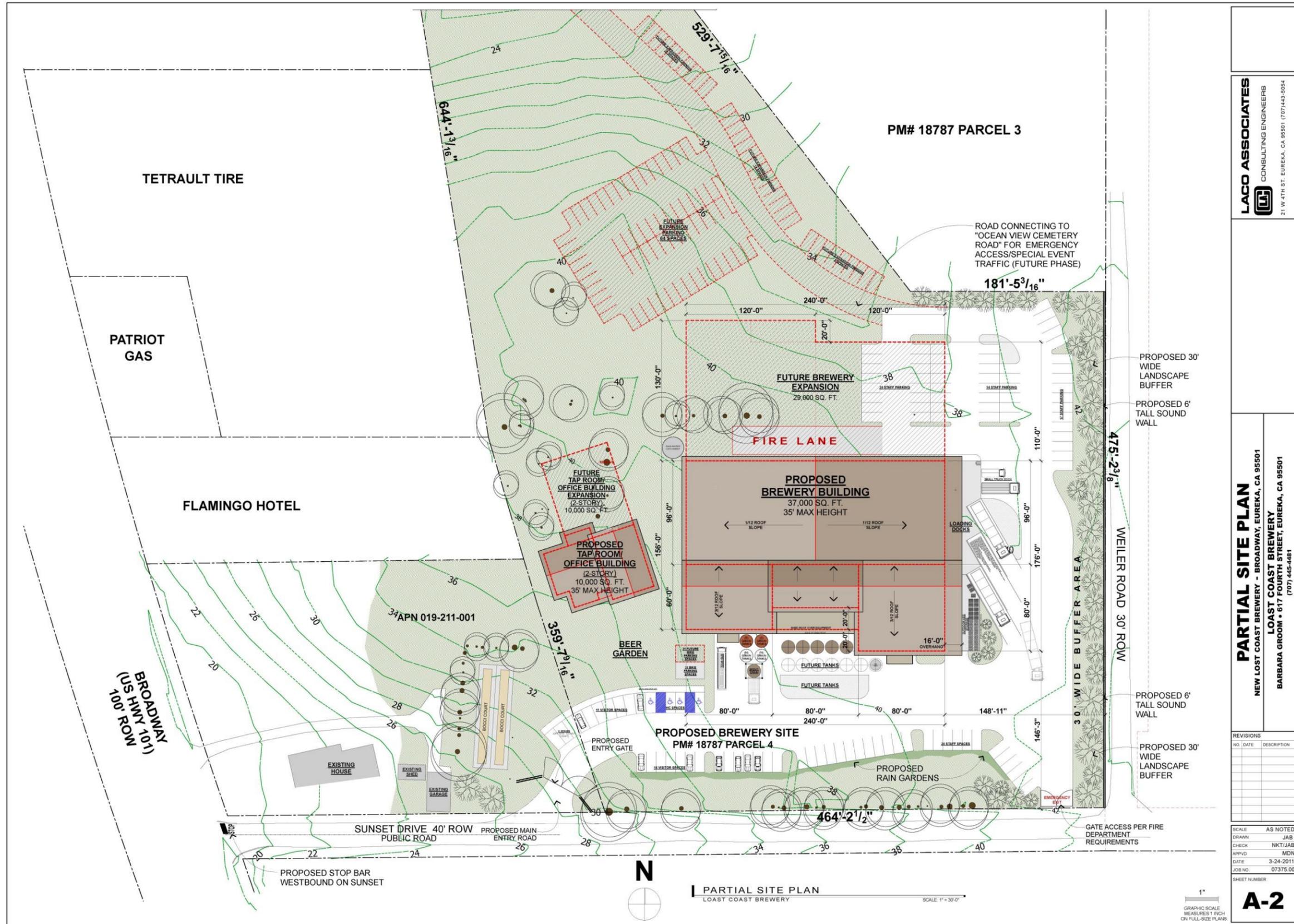
LACO ASSOCIATES
 CONSULTING ENGINEERS
 21 W 4TH ST. EUREKA, CA 95501 (707)443-5054

SITE PLAN
 NEW LOST COAST BREWERY - BROADWAY, EUREKA, CA 95501
 LOST COAST BREWERY
 BARBARA GROOM • 617 FOURTH STREET, EUREKA, CA 95501
 (707) 445-4481

REVISIONS		
NO.	DATE	DESCRIPTION

SCALE: AS NOTED
 DRAWN: JAB
 CHECK: NKT/JAB
 APP'VD: MDN
 DATE: 3-24-2011
 JOB NO: 07375.00

SHEET NUMBER:
A-1



LACO ASSOCIATES
 CONSULTING ENGINEERS
 21 W 4TH ST. EUREKA, CA 95501 (707)443-5054

PARTIAL SITE PLAN
 NEW LOST COAST BREWERY - BROADWAY, EUREKA, CA 95501
 LOAST COAST BREWERY
 BARBARA GROOM • 617 FOURTH STREET, EUREKA, CA 95501
 (707) 448-4481

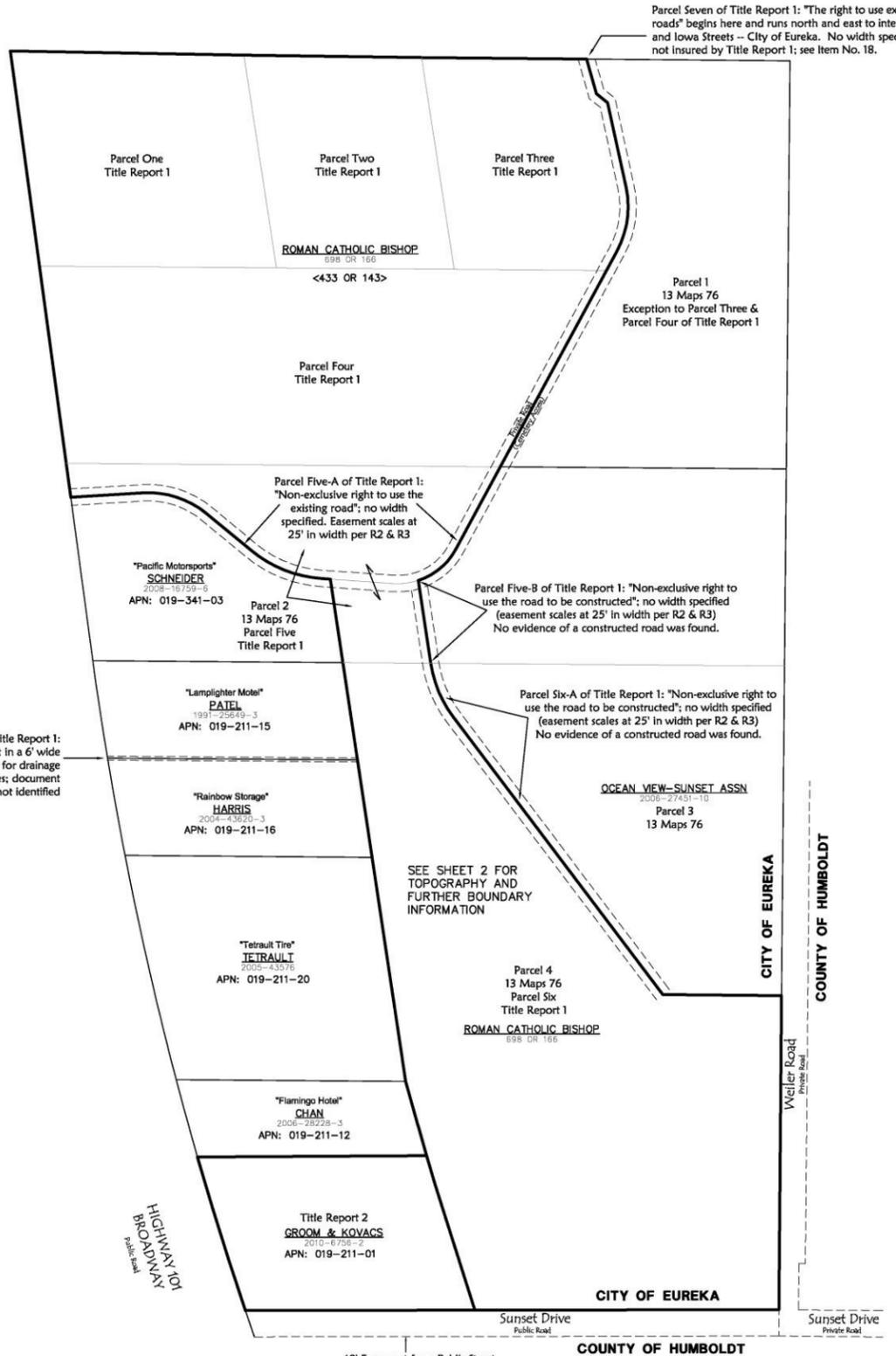
REVISIONS		
NO.	DATE	DESCRIPTION

SCALE: AS NOTED
 DRAWN: JAB
 CHECK: NKT/JAB
 APP'D: MDN
 DATE: 3-24-2011
 JOB NO: 07375.00
 SHEET NUMBER:

A-2



SCALE: 1" = 100'



Parcel Seven of Title Report 1: "The right to use existing cemetery road" begins here and runs north and east to intersection of Allard and Iowa Streets - City of Eureka. No width specified. This Parcel is not insured by Title Report 1; see Item No. 18.

REFERENCE	REFERENCE INDEX	FILING DATA
R1		
R2	MAP OF OCEAN VIEW & ST. BERNARD'S CEMETERIES	13 MAPS 76
R3	ADDITION TO OCEAN VIEW CEMETERY	13 MAPS 87
R4	RECORD OF SURVEY FOR OCEAN VIEW CEMETERY	62 5 42-45
R5	PARCEL MAP NO. 3189	30 PM 5-8

LEGEND	
—————	EXISTING PROPERTY BOUNDARY
-----	ADJACENT PROPERTY BOUNDARIES
- - - - -	SIDELINES OF EASEMENT
APN	ASSESSOR'S PARCEL NUMBER
BD	BOOK AND PAGE OF DEEDS, HCR
HCR	HUMBOLDT COUNTY RECORDS
M	BOOK AND PAGE OF SUBDIVISION MAPS, HCR
OR	BOOK AND PAGE OF OFFICIAL RECORDS, HCR
PM	BOOK AND PAGE OF PARCEL MAPS, HCR
RS	BOOK AND PAGE OF RECORD OF SURVEY, HCR
ROW	STREET RIGHT OF WAY WIDTH
TRI, 2	TITLE REPORT 1 OR 2. SEE SURVEY NOTE 2
GROOM & KOVACS	PROPERTY OWNER & DEED REFERENCE
2010-6756-2	
<433 OR 143>	PREVIOUS RELEVANT DEED REFERENCE

ENCUMBRANCES (EASEMENTS) OF RECORD			
TITLE REPORT 1: AFFECTS APN 019-341-02			
NOT YET SHOWN UNLESS OTHERWISE NOTED			
SEE SURVEY NOTE 4			
ITEM NO.	OWNER OF INTEREST	PURPOSE	DOCUMENT NOS.
7	STATE OF CALIFORNIA	STATE HIGHWAY	195 BD 479 198 BD 41
8	PT&T	INGRESS, EGRESS & PUBLIC UTILITIES	DEC. 6, 1949 #11055
9	OCEAN VIEW CEMETERY	ROAD PURPOSES	433 OR 143
10	OCEAN VIEW CEMETERY	5' WIDE EASEMENT DRAINAGE PURPOSES	433 OR 143
11	OCEAN VIEW CEMETERY	ROAD PURPOSES	433 OR 146
12	CITY OF EUREKA	20' EASEMENT WATER LINE	1122 OR 305
13	STATE OF CALIFORNIA	PUBLIC HIGHWAY	2000-2420-3
14	STATE OF CALIFORNIA	WAIVER OF CLAIMS FOR DAMAGES	2000-2420-3
14	STATE OF CALIFORNIA	WAIVER OF CLAIMS FOR DAMAGES	2000-2420-3
TITLE REPORT 2: AFFECTS APN 019-211-01			
ITEM NO.	OWNER OF INTEREST	PURPOSE	DOCUMENT NOS.
3	STATE OF CALIFORNIA	WAIVER OF CLAIMS FOR DAMAGES	195 BD 479

PROJECT DATA		
APN	EXISTING PARCELS	EXISTING AREA
019-341-02	TITLE REPORT 1	22.9 AC. ±
019-211-01	TITLE REPORT 2	1.9 AC. ±

Parcel Eight of Title Report 1: 1/2 interest in a 6' wide easement for drainage purposes; document reference not identified

SEE SHEET 2 FOR TOPOGRAPHY AND FURTHER BOUNDARY INFORMATION

- SURVEY NOTES**
- THE PURPOSE OF THIS MAP IS TO IDENTIFY PROPERTY LOCATION, EASEMENT AND ACCESS INFORMATION. SEE SHEET 2 OF 2 FOR BOUNDARY AND TOPOGRAPHIC DETAIL.
 - BOUNDARY LINES AND TITLE REPORT PARCELS ARE SHOWN AS PER PRELIMINARY TITLE REPORTS PREPARED BY HUMBOLDT LAND TITLE COMPANY:
"TITLE REPORT 1": 00132262-001-SB, FEBRUARY 5, 2010 (APN 019-211-01)
"TITLE REPORT 2": 00132674-001-SB, MAY 17, 2010 (APN 019-341-02)
 - BOUNDARY INFORMATION SHOWN HAVE BEEN CALCULATED BASED ON MEASUREMENTS TO SURVEY MONUMENTS SHOWN ON R2 & R4. BOUNDARIES ARE SUFFICIENT FOR PRELIMINARY DESIGN AND PERMITTING PURPOSES, BUT ARE SUBJECT TO MINOR REVISION. A RECORD OF SURVEY OR PARCEL MAP SHALL BE FILED AND PROPERTY CORNERS SET DURING THE COURSE OF THIS PROJECT.
 - EASEMENTS ENCUMBERING THE LANDS DESCRIBED IN TITLE REPORTS REFERENCED IN NOTE 2 ABOVE HAVE NOT BEEN SHOWN, BUT WILL BE SHOWN IN A REVISION TO THIS MAP TO BE SUBMITTED UPON REVIEW OF DEEDS LISTED THEREIN.
 - THIS SURVEY IS LIMITED IN SCOPE TO THOSE LANDS LYING SOUTHERLY OF THE ACCESS ROAD SPLITTING PARCEL FIVE OF TITLE REPORT 1 (PARCEL 2 OF R2).

SURVEYOR'S STATEMENT
 THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AT THE REQUEST OF PLANWEST PARTNERS, INC. IN JULY, 2010.
 DATED: 7/6/10 *Dylan L. Kolstad*
 DYLAN L. KOLSTAD PLS 8152

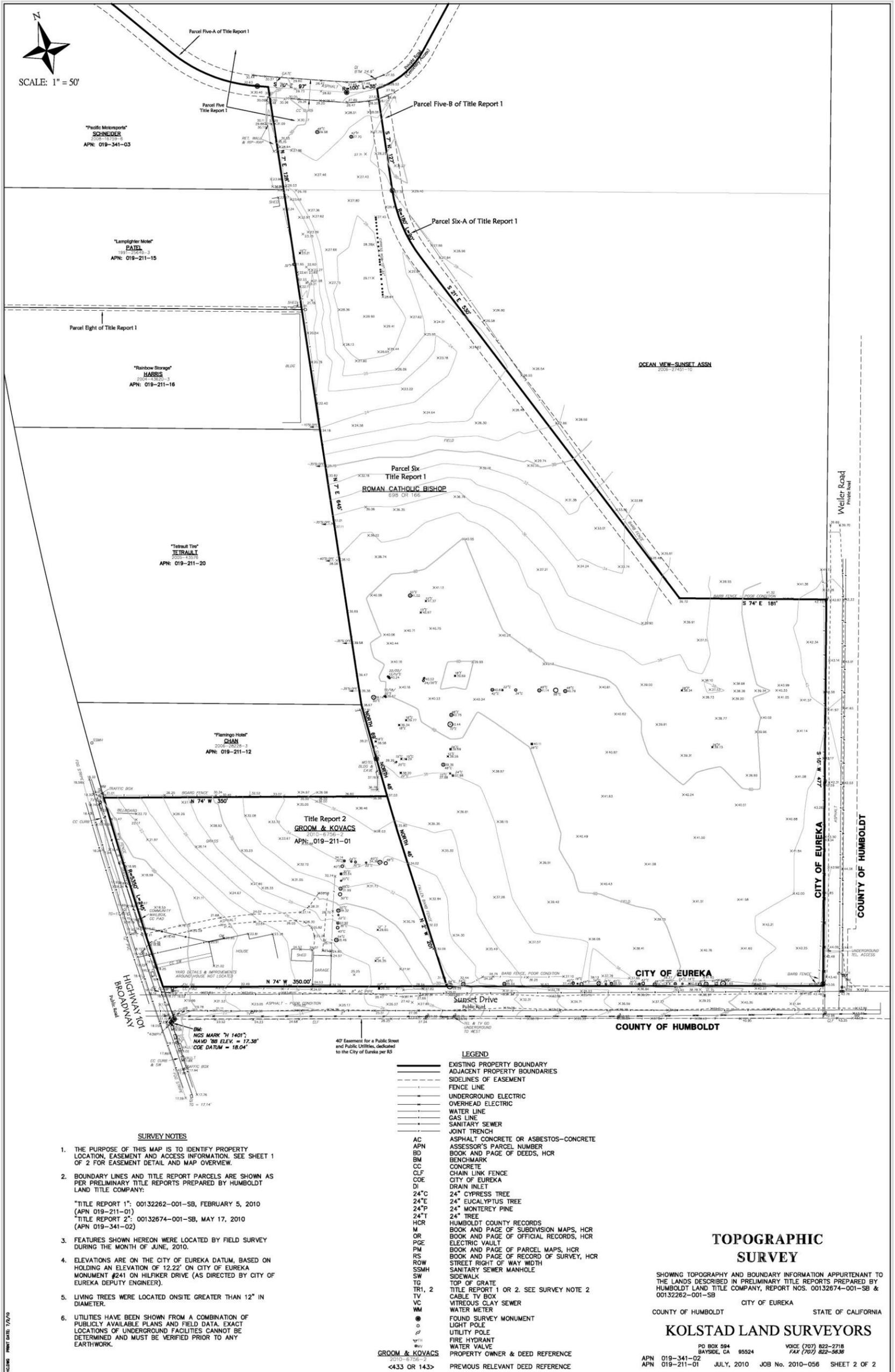


TOPOGRAPHIC SURVEY

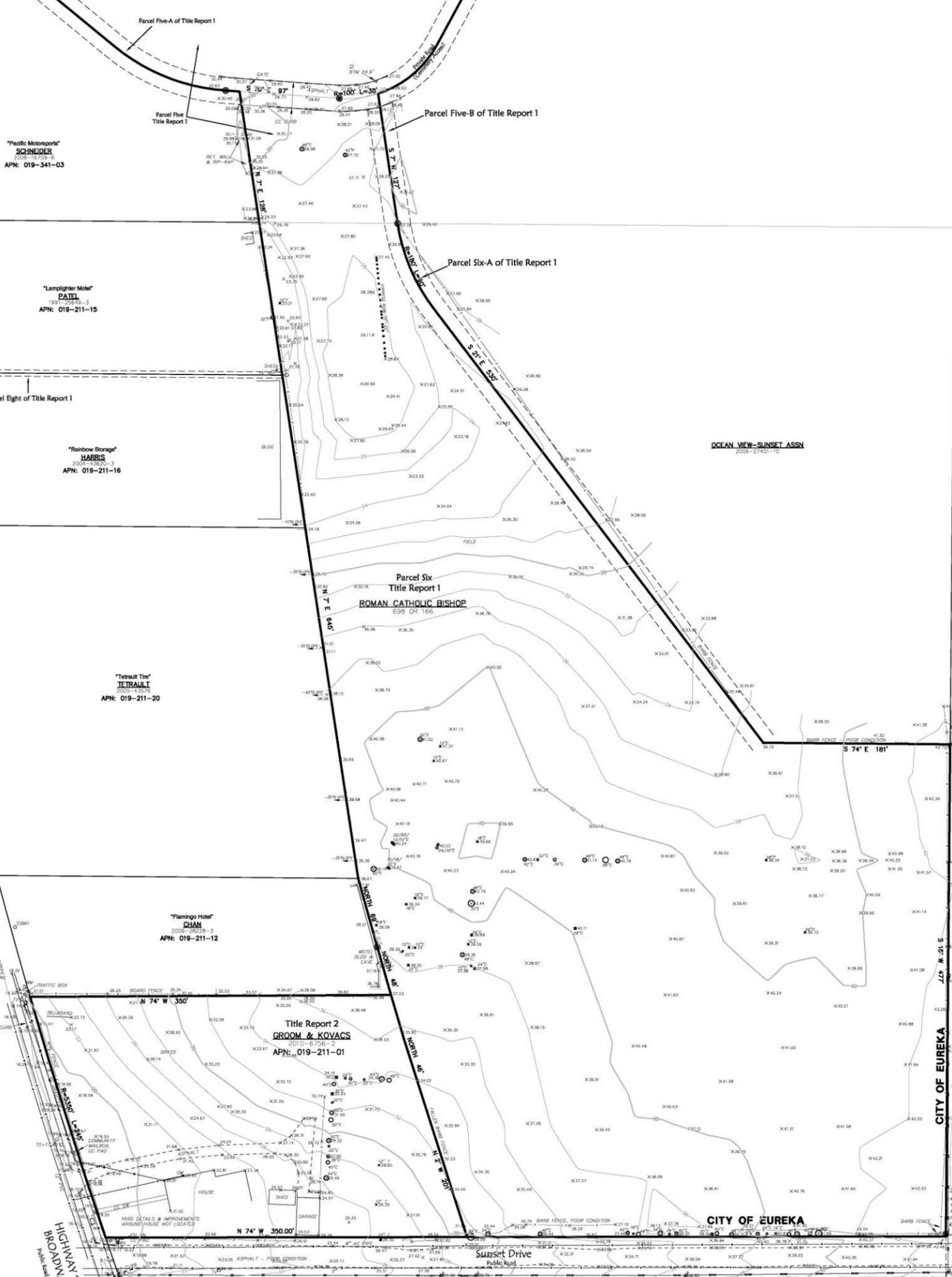
SHOWING TOPOGRAPHY AND BOUNDARY INFORMATION APPURTENANT TO THE LANDS DESCRIBED IN PRELIMINARY TITLE REPORTS PREPARED BY HUMBOLDT LAND TITLE COMPANY, REPORT NOS. 00132674-001-SB & 00132262-001-SB
CITY OF EUREKA
COUNTY OF HUMBOLDT STATE OF CALIFORNIA

KOLSTAD LAND SURVEYORS

PO BOX 994 BAYSIDE, CA 95524 VOICE (707) 822-2719 FAX (707) 822-5638
APN 019-341-02 JULY, 2010 JOB No. 2010-056 SHEET 1 OF 2
APN 019-211-01



SCALE: 1" = 50'



- SURVEY NOTES**
- THE PURPOSE OF THIS MAP IS TO IDENTIFY PROPERTY LOCATION, EASEMENT AND ACCESS INFORMATION. SEE SHEET 1 OF 2 FOR EASEMENT DETAIL AND MAP OVERVIEW.
 - BOUNDARY LINES AND TITLE REPORT PARCELS ARE SHOWN AS PER PRELIMINARY TITLE REPORTS PREPARED BY HUMBOLDT LAND TITLE COMPANY:
 "TITLE REPORT 1": 00132262-001-SB, FEBRUARY 5, 2010 (APN 019-211-01)
 "TITLE REPORT 2": 00132674-001-SB, MAY 17, 2010 (APN 019-341-02)
 - FEATURES SHOWN HEREON WERE LOCATED BY FIELD SURVEY DURING THE MONTH OF JUNE, 2010.
 - ELEVATIONS ARE ON THE CITY OF EUREKA DATUM, BASED ON HOLDING AN ELEVATION OF 12.22' ON CITY OF EUREKA MONUMENT #241 ON HILFIKER DRIVE (AS DIRECTED BY CITY OF EUREKA DEPUTY ENGINEER).
 - LIVING TREES WERE LOCATED ONSITE GREATER THAN 12" IN DIAMETER.
 - UTILITIES HAVE BEEN SHOWN FROM A COMBINATION OF PUBLICLY AVAILABLE PLANS AND FIELD DATA. EXACT LOCATIONS OF UNDERGROUND FACILITIES CANNOT BE DETERMINED AND MUST BE VERIFIED PRIOR TO ANY EARTHWORK.

- LEGEND**
- EXISTING PROPERTY BOUNDARY
 - - - ADJACENT PROPERTY BOUNDARIES
 - - - SIDELINES OF EASEMENT
 - - - FENCE LINE
 - - - UNDERGROUND ELECTRIC
 - - - OVERHEAD ELECTRIC
 - - - WATER LINE
 - - - GAS LINE
 - - - SANITARY SEWER
 - - - JOINT TRENCH
 - - - ASPHALT CONCRETE OR ASBESTOS-CONCRETE
 - - - ASSESSOR'S PARCEL NUMBER
 - - - BOOK AND PAGE OF DEEDS, HCR
 - - - BENCHMARK
 - - - CONCRETE
 - - - CHAIN LINK FENCE
 - - - CITY OF EUREKA
 - - - DRAIN INLET
 - - - 24" CYPRESS TREE
 - - - 24" EUCALYPTUS TREE
 - - - 24" MONTEREY PINE
 - - - 24" TREE
 - - - HUMBOLDT COUNTY RECORDS
 - - - BOOK AND PAGE OF SUBDIVISION MAPS, HCR
 - - - BOOK AND PAGE OF OFFICIAL RECORDS, HCR
 - - - ELECTRIC VAULT
 - - - BOOK AND PAGE OF PARCEL MAPS, HCR
 - - - BOOK AND PAGE OF RECORD OF SURVEY, HCR
 - - - STREET RIGHT OF WAY WIDTH
 - - - SANITARY SEWER MANHOLE
 - - - SIDEWALK
 - - - TOP OF GRATE
 - - - TITLE REPORT 1 OR 2. SEE SURVEY NOTE 2
 - - - CABLE TV BOX
 - - - VITREOUS CLAY SEWER
 - - - WATER METER
 - - - FOUND SURVEY MONUMENT
 - - - LIGHT POLE
 - - - UTILITY POLE
 - - - FIRE HYDRANT
 - - - WATER VALVE
 - - - PROPERTY OWNER & DEED REFERENCE
 - - - PREVIOUS RELEVANT DEED REFERENCE

TOPOGRAPHIC SURVEY

SHOWING TOPOGRAPHY AND BOUNDARY INFORMATION APPURTENANT TO THE LANDS DESCRIBED IN PRELIMINARY TITLE REPORTS PREPARED BY HUMBOLDT LAND TITLE COMPANY, REPORT NOS. 00132674-001-SB & 00132262-001-SB

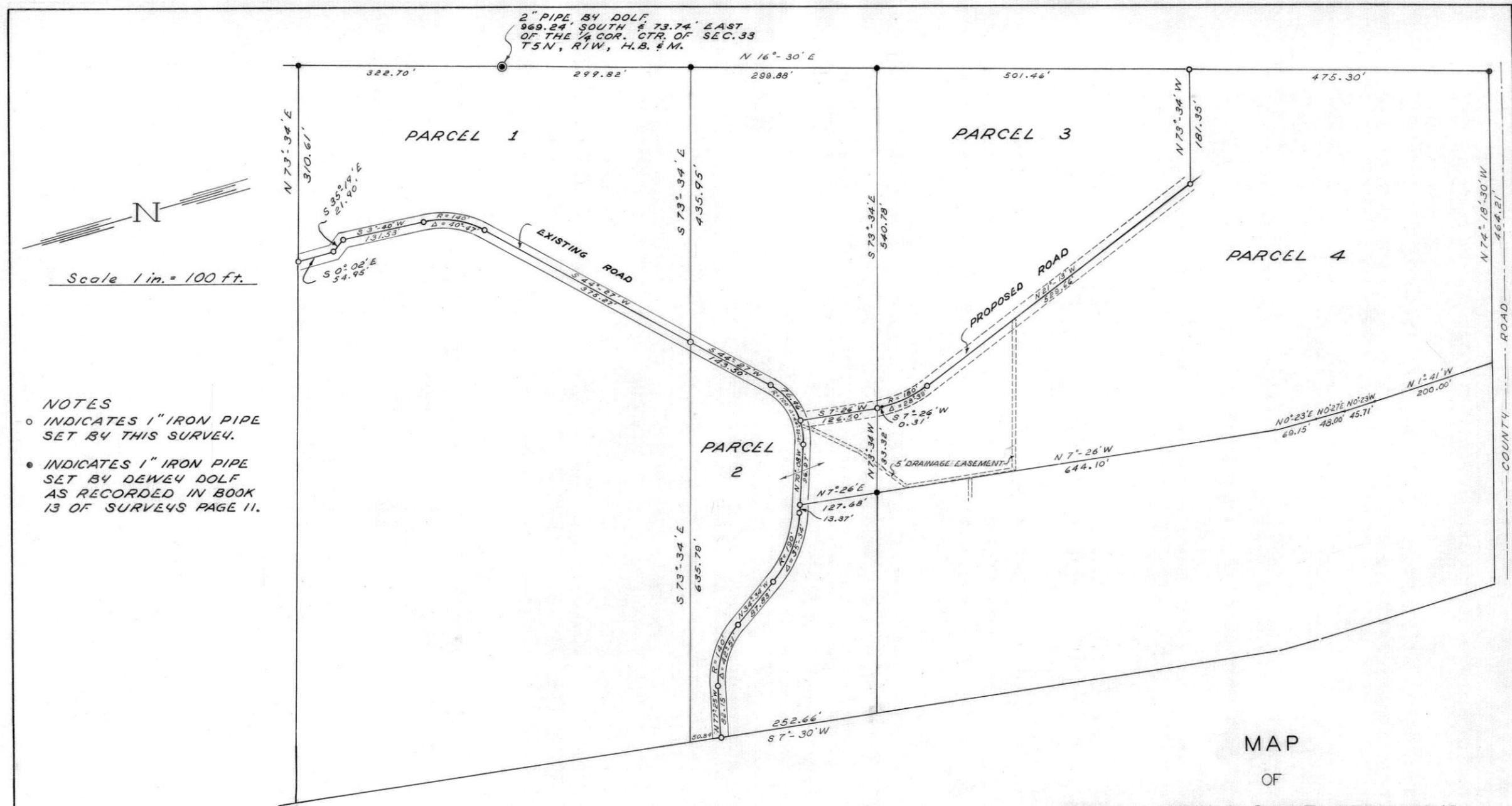
CITY OF EUREKA

COUNTY OF HUMBOLDT STATE OF CALIFORNIA

KOLSTAD LAND SURVEYORS

PO BOX 594 BAYSIDE, CA 95524 VOICE (707) 822-2718 FAX (707) 822-5636

APN 019-341-02 JULY, 2010 JOB No. 2010-056 SHEET 2 OF 2



MAP
OF
OCEAN VIEW & SAINT BERNARD'S
CEMETERIES

IN
SOUTH 1/2 OF SEC. 33 T5N R1W H.B. & M.

THIS MAP HAS BEEN EXAMINED BY ME AND I
HEREBY APPROVE SAME FOR RECORD THIS
16th DAY OF November 1956.

Charles F. Shalle
COUNTY SURVEYOR, COUNTY OF
HUMBOLDT, STATE OF CALIFORNIA

18787
RECORDED AT THE REQUEST OF JOHN R. WINZLER
THIS 16th DAY OF NOVEMBER 1956, AT 48 MINUTES
PAST 4 O'CLOCK P.M. IN BOOK 13 OF MAPS
PAGE 76.

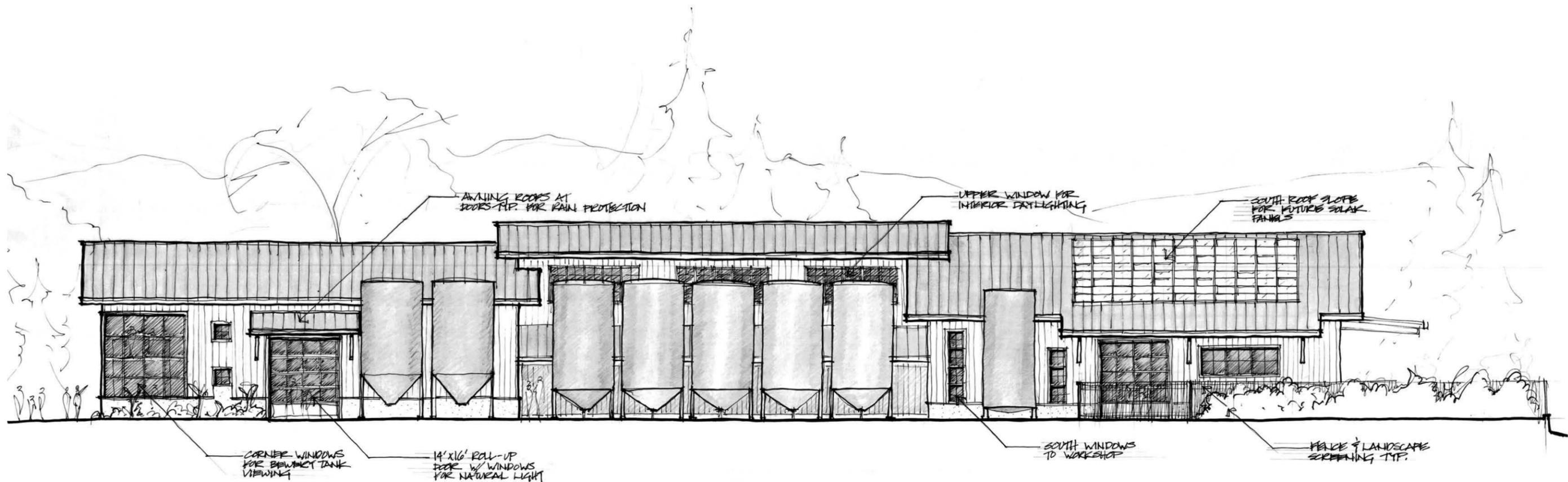
Emma Cordeale
COUNTY RECORDER COUNTY OF
HUMBOLDT, STATE OF CALIFORNIA

OCTOBER 1956

Winzler & Winzler
CONSULTING ENGINEERS
No. 9970

Fee \$5.00 BY *Penny Keeling* DEPUTY

BY *John R. Winzler*
Book 13 of Maps, Page 76



CONCEPTUAL SOUTH ELEVATION

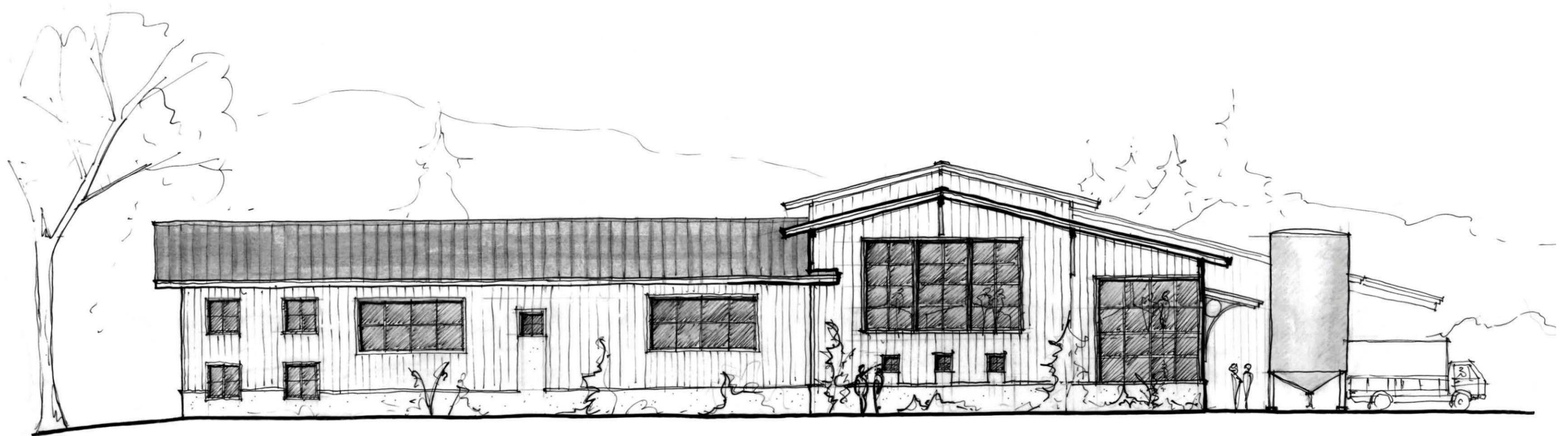
LOST COAST BREWERY - BREWERY BUILDING

MARCH 9, 2011

SCALE: 

LACO ASSOCIATES
 ENGINEERS • GEOLOGISTS • ENVIRONMENTAL CONSULTANTS
 21 W. 4th St. • PO Box 1023 • Eureka, CA 95502 • 707.443.5054

DESIGN BY JULIAN BERG



CONCEPTUAL WEST ELEVATION

LOST COAST BREWERY - BREWERY BUILDING

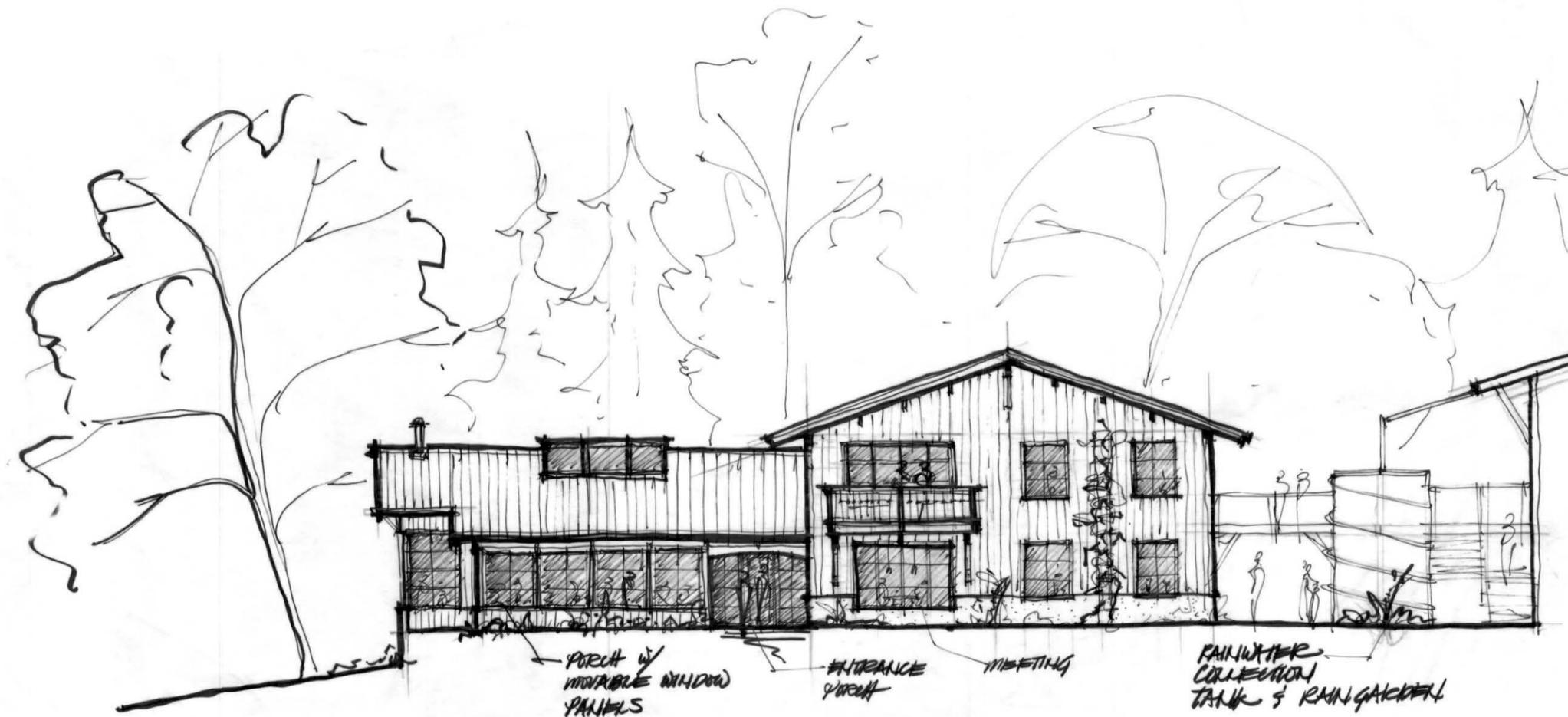
MARCH 9, 2011

SCALE:



LACO ASSOCIATES
ENGINEERS • GEOLOGISTS • ENVIRONMENTAL CONSULTANTS
21 W. 4th St. • PO Box 1023 • Eureka, CA 95502 • 707.443.5054

DESIGN BY JULIAN BERG



CONCEPTUAL SOUTH ELEVATION

LOST COAST BREWERY - TAP ROOM & OFFICE BUILDING

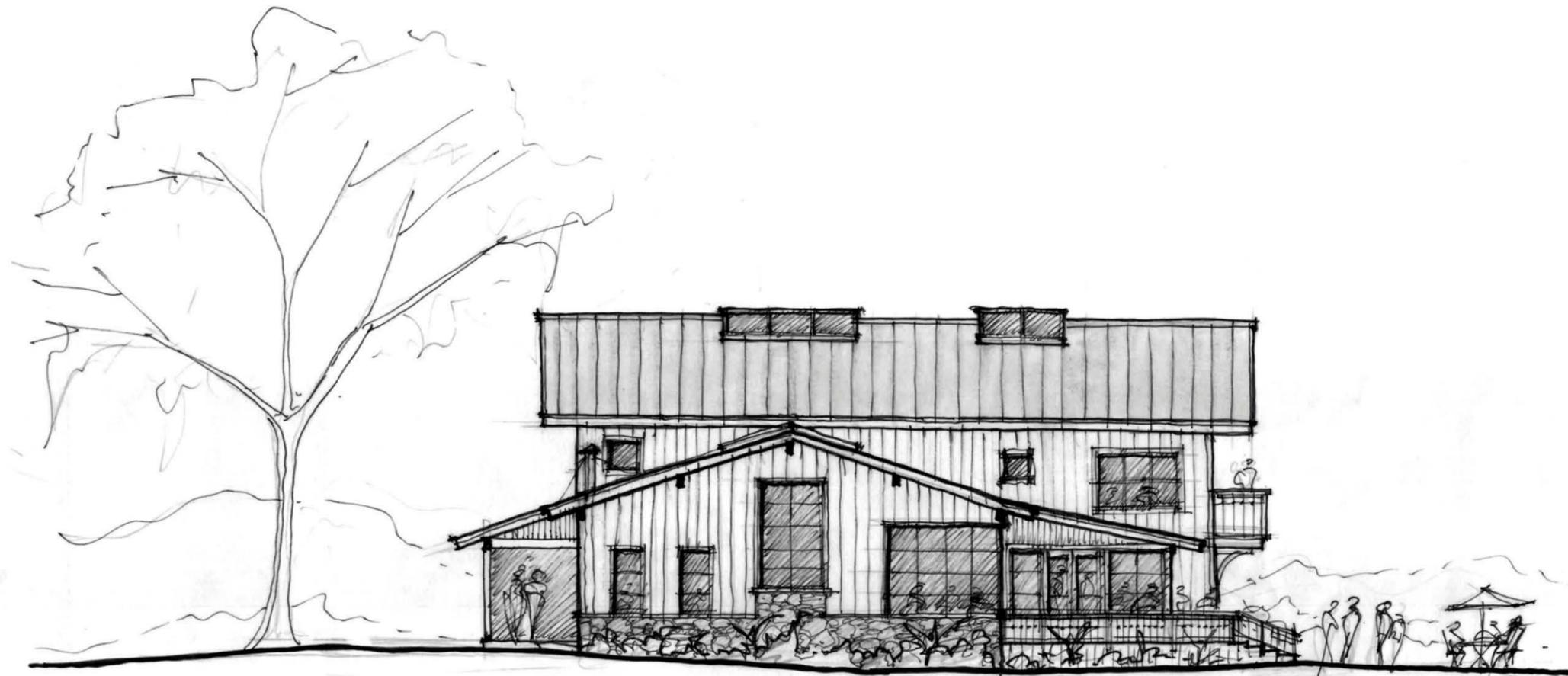
MARCH 9, 2011

SCALE:



LACO ASSOCIATES
 ENGINEERS • GEOLOGISTS • ENVIRONMENTAL CONSULTANTS
 21 W. 4th St. • PO Box 1023 • Eureka, CA 95502 • 707.443.5054

DESIGN BY JULIAN BERG



CONCEPTUAL WEST ELEVATION

LOST COAST BREWERY - TAP ROOM & OFFICE BUILDING

MARCH 9, 2011

SCALE:



LACO ASSOCIATES
ENGINEERS • GEOLOGISTS • ENVIRONMENTAL CONSULTANTS
21 W. 4th St. • PO Box 1023 • Eureka, CA 95502 • 707.443.5054

DESIGN BY JULIAN BERG

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

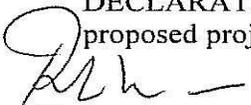
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a **“Potentially Significant Impact”** as indicated by the checklist on the following pages.

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

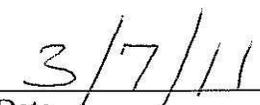
DETERMINATION:

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.



Robert S. Wall, AICP
Senior Planner, City of Eureka



Date

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 below the following definitions are used:

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

"Potentially 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.

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

Thresholds of Significance

This Initial Study considers whether the proposed project may have any significant effects 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 bright light, such as from welding or nighttime construction, that would detract from a project area that is otherwise generally dark at night or that is little subject to artificial light.

Discussion

a) The project site is not located within a mapped/designated scenic vista or scenic resources area. The closest vista or natural feature worthy of being categorized as scenic is Humboldt Bay which is west of the project site and obscured by numerous commercial and industrial land uses (see Figure 6). Therefore, the proposed project would have *no impact* on scenic vistas.

b) The project site is not located within an area visible from a state scenic highway; Highway 101 is eligible for state scenic highway designation, but has not been officially designated as such. Furthermore, views of the proposed 9.3 acre parcel where the brewery, tap room/office building, and associated facilities are proposed are obstructed from view along Highway 101 by existing commercial development between Highway 101 and the project site.

The existing residence at 4311 Broadway is visible from Highway 101. The subject residence is a circa 1915 Craftsman single family dwelling. Based on field visits by the City's Historic Preservation Planner, it was found that much of the property's original fenestrations and Craftsman features remain intact. It is Staff's opinion that the structure is eligible to be placed on the Local Register of Historic Places. As a condition of the pending Conditional Use Permit (CUP-11-0001), any and all exterior alterations to the eligible historic structure shall be conducted in a manner that is consistent with the Secretary of the Interior's Standards for the treatment of historic structures to the satisfaction of the City of Eureka (see Mitigation Measure CULT-1 in the Cultural Resources section of this Initial Study).

There are no existing rock outcroppings on the project site. However, there are several groupings of cypress, eucalyptus and either Monterey or bull pine trees on the project site (approximately 60 trees total). The proposed project would include the development of a brewery and associated facilities, thus converting approximately six acres of pasture land to urban use and removing approximately 24 trees (although the existing cypress along Sunset would likely be retained, and any trees removed would be replaced at a 1:1 ratio). Therefore, the proposed project would not substantially damage the scenic integrity of trees located on the project site. Based on the above, the proposed project would not substantially damage scenic resources, and the impact would be *less than significant*.

c) The proposed General Plan Amendment and Zone Change would allow for commercial development that would substantially alter the existing visual character of the project site. However, it should be noted that the (P) or Public General Plan and Zoning designations currently in place on the project site would also allow development of structures that are similar in bulk and size to the proposed development, such as schools, libraries, and government offices, courts, and meeting halls. The aforementioned land uses could be constructed less any discretionary permit review (by right).

The project site includes two parcels: a vacant 9.3 acre parcel (pasture) which is to be created through a lot-line adjustment, and an existing 1.9 acre parcel that is currently zoned for commercial use but is occupied with a single family residence, garage and shed. The residential property is proposed to be converted to office use. The project site is bounded by residential uses along Weiler Road to the east, commercial uses to the west, and cemetery uses to the north and south.

As a result of the project, residences abutting Weiler Road would experience a visual impact. Visitors of the cemeteries located immediately north and south of the project site would also experience some visual impact. However, the proposed project would be oriented so that the brewery and tap room/office facilities would represent an extension of existing visitor-serving commercial uses along Broadway, rather than the introduction of new commercial uses in an area currently devoid of such uses. Also, proposed structures would be limited to a maximum height of 35 feet, consistent with the height limits in the Service Commercial (CS) zone.

Conceptual elevations showing the architectural design elements of the proposed brewery and tap room/office buildings are included in this Initial Study (see Drawings 1-4). The design for the Lost Coast Brewery stems from the vernacular barn structures common in the North Coast landscape. An arrangement to the structures and gardens has been developed that works with the contours of the land, existing mature trees on the site, and the functional needs of the brewery. The building achieves the design goals by incorporating gable roofs, vertical siding, knee braces, divided light windows, standing seam metal roofing, wainscoting, and exposed beams. Stepped roof heights, window arrangements, and siding textures reduce the scale of the buildings and develop visual interest. Skylights, larger window areas, and upper clerestory windows for natural day lighting reduce the need for artificial lighting while also fostering pleasant interior work environments. The beer garden space adjacent the tap room faces south for warmth and protection from the north-west winds. An all season space, as part of the tap room, has movable windows allowing it to be a sunroom come winter and an open porch in the summer. South

facing roofs allow for the installation of solar panels. Naturally finished local woods used for select siding, railing, and beam elements will age gracefully and connect the buildings to the landscape.

Screening and landscaping, including the proposed 6 foot tall sound wall and a 30 foot wide landscaped buffer area along the eastern boundary of the project site, would provide visual buffers to appropriately screen proposed uses from nearby residential uses. The proposed sound wall, as shown in Appendix I, is manufactured to look like a wood grain fence and is commonly used in residential neighborhoods located adjacent to highways or shopping center loading docks. The sound wall would appropriately screen the ground level (loading dock and parking facilities) and first floor of the proposed brewery building, while trees and shrubs planted in the landscaped buffer area would provide visual screening above the 6 foot high sound wall.

While the proposed sound wall would help screen the proposed brewery uses from residences along Weiler Road, it could also be considered a visual impact. The potential for the project to substantially degrade the existing visual character or quality of the site would be *less than significant with mitigation incorporated*, which requires: 1) a landscape plan for the proposed brewery that would detail the type, location and extent of the proposed screening and visual buffering, consistent with Eureka Zoning Code §155.036 requirements; and 2) landscaping on the east side of the noise wall.

d) Two light-sensitive land uses occur within the vicinity of the proposed project site. The uses include the residences along Weiler Road to the east and the visitors of the Flamingo Hotel to the west. The proposed brewery would operate 24 hours a day, seven days a week, the proposed loading dock would operate from approximately 5:00 a.m. to 10:00 p.m. daily, and the proposed tap room would include operating hours that extend to approximately 10:00 p.m. Therefore, the proposed building exteriors, parking lots and loading dock would require some exterior lighting during these periods. Exterior security lighting will also be required throughout the complex. As a condition of approval, all exterior lighting shall be located and shielded such that it is directed away from the Weiler Road residences and Flamingo Hotel guests, and no light or glare directly illuminates adjacent properties.

While the proposed facilities would be low-rise and not include glass-clad or other glare-producing facades, the lighting outlined above could represent a new source of substantial light which could adversely affect nighttime views in the area. This impact would be *less than significant with mitigation incorporated*.

Mitigation Measures

AESTH-1. The applicant shall prepare a Landscaping Plan for approval by the City of Eureka and implement the Plan prior to issuance of a Certificate of Occupancy. The Plan shall identify height, mass and species of shrubs, plants, and trees to City of Eureka satisfaction for visually separating the proposed development from the existing residences along Weiler Road.

AESTH-2. The proposed sound wall, to be located within the proposed 30 foot wide landscape buffer area, shall be oriented to allow for landscape planting on the east side (between the wall the property line), to provide appropriate screening for residences along Weiler Road.

AESTH-3. Exterior lighting shall be located and shielded such that it is directed away from the Weiler Road residences and Flamingo Hotel guests, and no light or glare directly illuminates adjacent properties. Prior to Building Permit issuance, an exterior lighting plan, showing exterior shielded/directional/recessed lighting; shall be submitted to and approved by the City of Eureka. Any exterior lighting on the residential parcel fronting Highway 101 shall also comply with §21466.5 of the State of California Vehicle Code to the satisfaction of Caltrans.

AGRICULTURE AND FORESTRY RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>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?</i>				X
b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>				X
c) <i>Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</i>				X
d) <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>				X
e) <i>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 forestland to non-forest use?</i>				X

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

a-b) The proposed project involves amending the general plan and zoning on two parcels, a lot-line adjustment, and a text amendment allowing operation of a craft brewery. The proposed 9.3 acre parcel is currently vacant pastureland that is zoned Public (P), and the 1.9 acre parcel is currently in residential use and is zoned Service Commercial (CS), neither of which represent agricultural zoning. The project site is not under Williamson Act contract and does not contain prime agricultural soils (Humboldt County CDS, 2010). Therefore, the proposed project would

not conflict with existing zoning for agricultural use or an existing Williamson Act contract, nor would it convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to urban use. **No impact** would occur.

c-d) The project site does not represent forestland or timberland, and is not zoned for timberland production. Therefore, the proposed project would not convert forestland or timberland to urban use or conflict with forestland or timberland zoning. **No impact** would occur.

e) The proposed project involves the conversion of vacant pastureland to urban use. Currently, the parcel is not used for grazing and is not designated for agriculture or forestland use. The project site is bounded on the east and west by urban development and on the north and south by cemetery use, is abutted by Sunset and Weiler Roads. Because there is no agricultural or forestland directly adjacent to the project site and because the proposed project would not involve other changes in the existing environment which would result in the conversion of farmland or forestland, **no impact** would occur.

Mitigation Measures

No Mitigation Necessary.

AIR QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>a) Conflict with or obstruct Implementation of the applicable air quality plan?</i>		X		
<i>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>			X	
<i>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)?</i>		X		
<i>d) Expose sensitive receptors to substantial pollutant concentrations?</i>			X	
<i>e) Create objectionable odors affecting a substantial # of people?</i>			X	

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 (NCUAQMD); (b) contribute pollutants that would violate an existing air quality standard, or contribute to a non-attainment of air quality objectives in the applicable 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

The following is based, in part, on air quality modeling for the proposed project using the California Air Resources Board (CARB) Urban Emissions Model (URBEMIS, version 9.2.2, November 2007). The modeling output is included as Appendix A of this Initial Study

a,c) The project site is located within the North Coast Air Basin (NCAB) and subject to NCUAQMD requirements. The Humboldt County portion of the NCAB is currently designated as “nonattainment” or in excess of allowable limits for breathable particulate matter of 10 microns or less (PM₁₀) and as “attainment” or within allowable limits with respect to the balance of the criteria pollutants (COE 2008).¹ Because the NCAB is in “nonattainment” for PM₁₀, the NCUAQMD has prepared a draft PM₁₀ Attainment Plan identifying cost effective control measures that can be implemented to bring ambient PM₁₀ levels to within California standards. These include transportation measures (e.g., public transit, ridesharing, vehicle buy-back programs, traffic flow improvements, bicycle incentives, etc.), land use measures (infill development, concentration of higher density adjacent to highways, etc.), and combustion measures (open burning limitations, hearth/wood burning stove limitations; NCUAQMD 1995).

While project construction and operation would emit PM₁₀ (see Table 1 under Response “b” below), the proposed project would be consistent with much of the PM₁₀ Attainment Plan in that it: (1) would not include hearths, wood burning stoves or open burning; (2) would not emit PM₁₀ at levels that would exceed the District’s PM₁₀ significance threshold of 16 tpy ; (3) would be developed on Highway 101 (Broadway) within an existing urbanized area, thus requiring shorter commutes and truck deliveries; (4) include 52 bicycle parking spaces to foster alternative transportation use; and (5) would incorporate the latest filter, energy reduction, and emissions reduction equipment. In addition, while the project would generate some PM₁₀ emissions, these emissions would be partially offset by the closing of existing Lost Coast Brewery production operations in downtown Eureka. With implementation of the additional control measures required by the mitigation below, the proposed project would not conflict with or obstruct implementation of the PM₁₀ Attainment Plan or result in a cumulatively considerable net increase in criteria pollutants (specifically PM₁₀) for which the proposed project region is nonattainment. Thus, the impact would be *less than significant with mitigation incorporated*.

b) Table 1 below identifies NCUAQMD significance thresholds for criteria pollutants and provides estimates of the construction and operational emissions of criteria pollutants under the proposed project. As indicated, project construction and operation would each generate emissions at levels below NCUAQMD significance thresholds for criteria pollutants (not including the reduction in emissions associated with the closing of existing Lost Coast Brewery production operations in downtown Eureka). Therefore, the proposed project would not violate air quality standards or contribute substantially to an existing or proposed project related air quality violation, and the impact would be *less than significant*. See Section VII of this Initial Study for an evaluation of greenhouse gas (GHG) emissions.

¹ Criteria pollutants include reactive organic gases (ROG), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), respirable particulate matter less than 10 microns (PM₁₀), and breathable particulate matter less than 2.5 microns (PM_{2.5}).

Pollutant	Significance Threshold (tpy) ^a	Proposed Project Emissions ^b	
		Construction (tpy) ^c	Operation (tpy) ^d
ROG	40	0.82	0.40
NO _x	40	1.78	1.03
CO	100	1.17	3.92
SO ₂	--	0.00	0.00
PM ₁₀	16	1.98	0.05
PM _{2.5}	--	0.49	0.04

^a NCUAQMD thresholds (COE 2008).
^b Calculated using URBEMIS Model, version 9.2.2, November 2007.
^c Assumes one year, two-phase construction period and URBEMIS construction equipment.
^d Mobile sources to include 220 vehicle trips per day, including 16 truck trips per day, five days a week. Stationary sources to include HVACs, boilers, water heaters, and furnaces.
Source: Planwest Partners, March 2011.

The Municipal Code text amendment included as part of the proposal would not only permit the development of craft brewery uses at the amendment site, but would conditionally permit the development of such uses at other CS designated/zoned sites in the City. Land uses currently permitted by right in the GSC/CS designation/zone include many of the types of uses proposed as part of the Lost Coast Brewery project, including, bars, banquet rooms, beverage distributors, bottling works, gift shops, meeting halls, packing and crating, warehouses, and wholesale establishments. The one additional use that would be conditionally permitted by the proposed text amendment would be craft breweries (e.g., beer production). However, given that the operation of the proposed craft brewery uses would generate well below NCUAQMD significance thresholds for criteria pollutants as indicated in Table 1 above, the development of such uses at the project site would result in *less than significant* operations-related air quality impacts.

d) Proposed project construction and operation would emit criteria pollutants within the vicinity of existing sensitive receptors (the eight existing residences located on the east side of Weiler Road). However, it is not anticipated that these emissions would result in substantial pollutant concentrations at the residences because: (1) project construction activities would be short term, temporary, and would involve operation of no more than several pieces of diesel-powered construction vehicles at any one time; and (2) project construction and operation would not result in the emission of criteria pollutants above NCUAQMD significance thresholds (see Table 1 above). Also, while approximately 96 p.m. peak hour truck/automobile trips would be generated during proposed project operation, few if any of these trips would utilize Weiler Road. Project-related traffic would be too far away and/or too low in volume to result in substantial pollutant concentrations at the residences.² Therefore, the impact would be *less than significant*.

² Note that while proposed project + existing traffic (or even existing traffic alone) on Broadway could potentially result in criteria pollutant concentrations above state and federal standards immediately adjacent to Broadway, the eight existing residences along Weiler are set back approximately 825 feet from Broadway which is a sufficient distance for pollutant concentrations along Broadway to dissipate.

e) The proposed project would potentially generate odorous emissions from two sources: the proposed brewery equipment (e.g., boilers, hot water heaters and furnace) which could generate combustion-related odors, and the fermentation vessels which could generate some hydrogen sulfide (H₂S) or other odorous emissions, neither of which would contain harmful constituents as evaluated in the Air Quality section. While there is a potential that odors from these components would be perceptible from existing adjacent uses (such as from the residences along Weiler Road), it is not anticipated that these odors would be “objectionable to a substantial number of people”. This is because:

- (1) There is a lack of a “substantial number of people” in the immediate vicinity (for example, no hospitals, nursing homes, apartment complexes, large residential subdivisions, playgrounds, etc.);
- (2) The proposed fermentation vessels would be sealed;
- (3) The proposed brewery equipment and fermentation vessels would be fitted with EPA-mandated air filters, as required;
- (4) The project site is elevated and thus would experience the full benefit of the prevailing winds which are from northwest to southeast (and not directly toward the Weiler Road residences);
- (5) Odors dissipate rapidly with distance, and the proposed brewery would be located over 180 feet from the Weiler Road residences such that the combination of distance, the prevailing winds, and the fact that any odorous emissions would be lighter than air and thus rise rapidly, means that brewery odors would dissipate before reaching the Weiler residences;
- (6) A six foot wall and screening trees and vegetation would block any ground level air movement between the proposed Brewery and the Weiler Road residences; and
- (7) There is a lack of a history of odor complaints associated with Lost Coast Brewery’s existing downtown brewery.

For all of the above reasons, the odors impact would be *less than significant* and no odor control devices are required.

Mitigation Measures

AIR-1. The following shall be implemented by Lost Coast Brewery and its contractors during project construction:

- Spray exposed soils with water during grading on a daily basis.
- Apply soil stabilizers to inactive exposed soils.
- Suspend earth moving and trenching activities when winds exceed 20 mph.
- Plant ground cover in disturbed areas immediately after grading.
- Cover haul truck loads.
- Use only low VOC asphalt, coatings, paints and building materials.
- Ensure that all construction vehicles and equipment possess EPA and/or NCUAQMD-approved exhaust systems and are kept tuned and in good working order.

AIR-2. The following shall be implemented by Lost Coast Brewery and its contractors during project operation:

- Provide employees with incentives for ridesharing, biking and transit use.
- Turn delivery truck engines off at the loading docks (no idling, except as may be required to power onboard refrigeration equipment).

BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>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?</i>		X		
b) <i>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?</i>				X
c) <i>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?</i>				X
d) <i>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?</i>				X
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>				X
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>				X

Thresholds of Significance

This Initial Study considers whether the proposed General Plan Amendment, Zone Change and subsequent project would result in a 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

a) The project site has been altered by at least 60 years of anthropomorphic activities such as grading, plowing, mowing, and disking. The residential parcel is developed, except for a turfed front yard, treed (eucalyptus) rear fence line, and dense fence row and thicket of coyote bush and blackberry. The cemetery parcel is vacant with the majority of the parcel in frequently mowed grassland, the balance containing several small groupings of cypress, eucalyptus and either Monterey or bull pine trees, fence rows and thickets of coyote bush and blackberry, and what appears to be a small seasonal drainage running parallel to and approximately 375 feet north of Sunset Drive (Figure 1, Lot Line Adjustment). Surrounding uses include vacant cemetery land (no internments) to the north, active cemetery land (internments) to the south across Sunset, commercial development to the west, and large-lot residential development to the east. The closest water bodies include a small wetland area approximately 500 feet to the east, the Elk River Slough and Humboldt Bay located approximately 2,000 feet to the west, and the Elk River located approximately 4,000 feet to the south.

A California Natural Diversity Database (CNDDDB) search was conducted for the project on October 14, 2010, and is included as Appendix B of this Initial Study. The records search indicates that 35 special-status species have been previously recorded within the U.S.G.S. quadrangle in which the project site is located (e.g., Eureka Quadrangle), 16 special status-status species have been previously recorded within a two-mile radius of the project site (mostly along the Bay and Elk River), and that no biological surveys and no special-status species have been previously recorded on the project site. However, the search indicates that the project site is located within an area that may contain habitat for two special-status plant species, including marsh pea (*Lathyrus palustris*) which is CNPS 1B species (rare or endangered in CA and elsewhere) and Siskiyou checkerbloom (*Sidalcea malviflora ssp. Patula*) which is a CNPS 2 species (Rare and Endangered in CA, more common elsewhere).

A site visit was conducted on November 19, 2010, by Michael Van Hattem of the California Department of Fish & Game (DFG) and Kelley Reid of the U.S. Army Corps of Engineers (USACE) to determine whether sensitive plant and animal species, their habitat, sensitive natural communities and wetlands occur on the project site. Their findings were as follows:

- *The site is well drained, and no wetlands, wetland soils, riparian vegetation, or other sensitive natural community were observed on-site;*
- *No candidate, sensitive, or special-status plant or animal species were observed on-site, although a kestrel was spotted overflying the site.*

- *The site is not thought to represent potential habitat for candidate, sensitive or special-status species, except that the site may represent potential Siskiyou checkerbloom habitat and raptor foraging/nesting habitat;*
- *While the site may contain Siskiyou checkerbloom, a reconnaissance-level (non-protocol) survey by a qualified botanist is required to confirm whether or not the checkerbloom is present. If present, avoidance or relocation of the checkerbloom to somewhere else on the site would avoid significant effects to the checkerbloom; and*
- *While the site may represent potential raptor foraging/nesting habitat, the loss of such habitat would not represent a significant effect on raptor species so long as any project-related tree removal and construction activities occur outside the raptor nesting season (March 1 – August 15) or occur at least 500 feet away from active raptor nests.*

In accordance with Michael Van Hattem’s request, a reconnaissance-level field survey of the site for Siskiyou checkerbloom was conducted by a qualified botanist (Gary Lester) on November 21, 2010. As indicated in the associated letter report (Appendix C of this IS/MND), no Siskiyou checkerbloom was found on-site during the survey.

The proposed project would include the development of a brewery and associated facilities at the project site, thus converting approximately six acres of pasture land to urban use and potentially removing some existing on-site fence rows, thickets and trees (although the existing cypress along Sunset would likely be retained, and any trees removed would be replaced at a 1:1 ratio). If project construction activities were to occur in the vicinity of active raptor nests, a substantial adverse effect on candidate, sensitive and/or special-status species may occur. This impact would be *less than significant with mitigation incorporated*.

b-c) A search of the U.S. Fish and Wildlife Service National Wetlands Inventory was conducted of the project site on October 29, 2010, and is included as Appendix D of this Initial Study. The inventory search indicated that no jurisdictional wetlands have been mapped on the project site, and that the closest mapped wetlands occur approximately 500 feet to the east (freshwater forest/shrub wetlands). In addition, U.S. Army Corps of Engineers staff walked the project site and dug three soil pits during the November 19th site visit (including at the potential seasonal drainage discussed under “a” above). Army Corps Staff did not observe wetlands or wetland soils and were satisfied that wetlands do not occur on the project site. Army Corps staff indicated that no further surveys for wetlands were required (USACE, 2010a). Finally, both the Department of Fish and Game and Army Corps of Engineers did not observe riparian habitat or other sensitive natural communities at the project site during the November 19 site visit (DFG, 2010, USACE, 2010b). For all these reasons, the project would not have a substantial adverse effect on federally protected wetlands, riparian habitat other sensitive natural community, and *no impact* would occur.

d) The project site is bounded on the east and west by urban development and on the north and south by cemetery use, is abutted by Sunset and Weiler Roads, is fenced, and is not bisected by wooded area or riparian threads. These factors suggest that the project site is not used as a movement corridor by resident or migratory wildlife species. Furthermore, the site is not bisected by watercourses, and thus is not used as a movement corridor by resident or migratory

fish species. Finally, the site does not contain permanent water, and there is no evidence that the trees on-site are used extensively as nesting sites by native or migratory bird species. Therefore, the site is not thought to represent a wildlife nursery site (although this fact will be confirmed by Mitigation Measure BIO-1). Therefore, *no impact* would occur.

e-f) The project site is not subject to a tree preservation ordinance, other ordinance or plan protecting biological resources (such as Eureka’s LCP), an HCP, or Natural Community Conservation Plan. Therefore, *no impact* would occur.

Mitigation Measure

BIO-1. For any project-related tree removal or construction activities proposed during the raptor nesting season (March 1 – August 15), a pre-construction survey for nesting raptors shall be conducted of the project site by a qualified biologist and provided to the Department of Fish and Game and City of Eureka Community Development Department for review and approval. If nesting raptors are found during the survey, either: (1) the proposed tree removal and construction activities shall be delayed until after the nesting season; or (2) a 500 foot buffer shall be established between the nest and any proposed tree removal and construction activities.

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

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.

Discussion

The following responses are based on North Coast Information Center (NCIC) cultural resources records search conducted for the proposed project by Roscoe and Associates in August 2010, and a cultural resources field survey and study prepared for the project site by Express Archaeological Solutions in November 2010. The full texts of the reports are not included in this Initial Study because of their confidential nature. They are available for review by qualified

persons (archaeologists, Tribal Historic Preservation Officers, etc.) at the City of Eureka Community Development Department at 531 K Street, Eureka.

a) The project site includes two “parcels”: a proposed 9.3 acre parcel of vacant pastureland for brewery and visitor uses, and a 1.9 acre parcel that is currently occupied with a single family residence, garage and shed for conversion to office use. No historical resources have been previously recorded on the project site according to the NCIC records search. The existing residence at 4311 Broadway is visible from Highway 101. The subject residence is a circa turn-of-the-century, Craftsman dwelling (photographs are included as Appendix E of this Initial study). Based on field visits by the City’s Historic Preservation Planner, it was found that much of the property’s original fenestrations and Craftsman features remain intact. A record search indicated that an addition to the rear of the structure occurred in the 1970’s which did not substantially alter the integrity of the structure. It is Staff’s opinion that this structure is eligible to be placed on the Local and State Registers of Historic Places. As a condition of the pending Conditional Use Permit (CUP-11-0001), any and all exterior alterations to the eligible historic structure shall be conducted in a manner that is consistent with the Secretary of the Interior’s Standards for the treatment of historic structures to the satisfaction of the City of Eureka. With the mitigation incorporated as a condition of approval of the project, the impact to the eligible historic property would be *less than significant*.

b-c) The project area lies within the traditional territory of the Wiki division of the Wiyot Indian tribe (Express Archaeological Solutions, 2010). Wiyot occupied lands adjacent to Humboldt Bay and typically lived in villages that were close to water and wetlands where they had ample access to food (fish, shellfish, marine mammals, waterfowl, deer, elk, and small land animals) and travel by water.

The proposed 9.3 acre parcel is located on an elevated terrace setting close to the bay margins. This landform is typical for ancestral Wiyot habitation. However, past agricultural uses (plowing) and additional filling of the property (predominantly on the northwesterly portion) reduces the potential for uncovering cultural resources during project construction.

No archaeological or paleontological resources have been previously recorded on the project site according to the NCIC records search, and no archaeological or paleontological resources were observed on the project site during the cultural resources field survey. Therefore, the project would not cause a substantial adverse change in the significance of a known archaeological or paleontological resource. However, given ethnographic evidence of Native American habitations along Humboldt Bay, there is the potential that Native American resources are present below the ground surface of the project site. If such resources were discovered during project construction and determined to be significant or unique, the project could potentially cause a substantial adverse change in the significance of archaeological resources as defined in Section 15064.5 of the State CEQA Guidelines and/or destroy unique paleontological resources. This impact would be *less than significant with mitigation incorporated*.

d) The proposed 9.3 acre parcel is a portion of a larger land holding of the Roman Catholic Bishop of Santa Rosa that includes the Ocean View Cemetery to the north. The 9.3 acres is designated Public/Quasi Public (PQP), consistent with the rest of the cemetery. While originally

intended for potential Ocean View Cemetery expansion, the subject property is no longer included within the long-range plan of the cemetery. Historically, the subject property was not used for cemetery purposes and internments have not been located within its boundaries. However, due to the fact that the subject property is dedicated for cemetery purposes, the project must comply with State of California Health and Safety Code §8580-8581 shown below:

Health and Safety Code §8580-8581. *Property dedicated to cemetery purposes shall be held and used exclusively for cemetery purposes, unless and until the dedication is removed from all or any part of it by an order and decree of the superior court of the county in which the property is situated, in a proceeding brought by the cemetery authority for that purpose and upon notice of hearing and proof satisfactory to the court:*

(a) That no interments were made in or that all interments have been removed from that portion of the property from which dedication is sought to be removed.

(b) That the portion of the property from which dedication is sought to be removed is not being used for interment of human remains.

The applicant will be required to comply with Health and Safety Code §8580-8581, prior to issuance of any permits that entitle ground disturbing activities. While consistency with Health and Safety Code §8580-8581 would allow for conversion of the cemetery-owned parcel to non-cemetery use, and while the proposed 9.3 cemetery parcel was never used as a site for internments by the cemetery, the project site (both the 9.3-acre parcel and the smaller 1.9-acre parcel) is located within both the traditional territory of the Wiki division of the Wiyot Indian tribe and the more recent boundaries of the City of Eureka. Thus, the project site has the potential to contain human remains, including those interred outside of formal cemeteries, and project construction activities would have the potential to disturb such remains, if present. This impact would be ***less than significant with mitigation incorporated.***

Mitigation Measures

CULT-1. The structure is eligible to be placed on the Local and State Registers of Historic Places. As a condition of the pending Conditional Use Permit (CUP-11-0001), any and all exterior alterations to the eligible historic structure shall be conducted in a manner that is consistent with the Secretary of the Interior's Standards for the treatment of historic structures to the satisfaction of the City of Eureka.

CULT-2. If potential archaeological or paleontological resources are encountered during project subsurface construction activities, all work within 50 feet of the find shall be stopped or redirected, and a qualified archaeologist funded by the applicant and approved by the City of Eureka shall be contacted to evaluate the find, determine its significance, and identify any required mitigation. The applicant shall be responsible for implementing the mitigation prior to construction activities being re-started at the discovery site.

CULT-3. In accordance with California Health and Safety Code Section 7050.5 and California Public Resources Code Sections 5097.94 and 5097.98, if human remains are uncovered during project construction activities, work within 50 feet of the remains shall be suspended immediately, and the City of Eureka Community Development Department, Humboldt County Coroner, and the relevant Native American representative shall be immediately notified. If the

remains are determined by the Coroner to be Native American in origin, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
<i>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 know fault? Refer to Division of Mines and Geology Special Publication 42.</i>			X	
<i>ii) Strong seismic ground shaking?</i>			X	
<i>iii) Seismic-related ground failure, including liquefaction?</i>			X	
<i>iv) Landslides?</i>			X	
<i>b) Result in substantial soil erosion or the loss of topsoil?</i>			X	
<i>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 onsite or offsite lateral spreading, subsidence, or collapse?</i>			X	
<i>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?</i>			X	
<i>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?</i>				X

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 movement 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:

Unless otherwise indicated, the following responses are based on a Geotechnical Investigation Report prepared for the proposed project (LACO Associates December 16, 2010) which finds geotechnical impacts associated with the project less than significant. The report is included in its entirety as Appendix F of this Initial Study.

The Geotechnical Investigation Report contains engineering design recommendations for site preparations and building construction. This Initial Study acknowledges these as development design specifications.

ai) The North Coast is the location of numerous fault lines and is near the intersection of three tectonic plates known as the Mendocino Triple Junction. However, no known active faults bisect the project site, and the site is not located within an Alquist-Priolo fault zone. The closest known active fault is the Little Salmon fault located approximately two miles to the southwest. Based on the distance between the site and the closest active fault, the potential for surface fault rupture at the site is considered low, the site does not require a trench-based fault rupture evaluation, and the proposed GPA would expose persons and property to a minimal risk from fault rupture. Hence, the impact would be *less than significant*.

aii-iii) As indicated in Response ai above, the site is not bisected by a known fault or Alquist-Priolo fault zone. However, the site is located within a seismically active region that is subject to frequent moderate to large earthquakes: the Cascadia Subduction Zone (CSZ) off the coast has the potential to produce earthquakes of up to magnitude of 9.0 or greater, while associated local faults, including the Mad River, Fickle Hill and Little Salmon faults, have the potential to produce earthquakes of up to magnitude 7.1. According to the California Geologic Survey, there is a 10 percent chance the site will experience ground shaking of 0.77g or more within the next 50 years. Hence, the site is subject to moderate to strong seismic ground shaking.

Liquefaction is the loss of soil strength resulting in fluid mobility through the soil. It typically occurs when uniformly-sized loose, saturated sands or silts are subjected to strong ground shaking in areas where the groundwater is less than 50 feet below the ground surface (bgs). Subsurface exploration (seven 10 foot deep backhoe test pits) indicates that on-site soils consist of unconsolidated marine sediments of sands, silts and clays capped by 1-2 feet of topsoil, and while the subsurface exploration did not encounter groundwater, other data suggest that groundwater is 15 feet bgs in the low-lying northern portion of the site and 30 feet bgs in the higher southern portion of the site where the brewery and tap room/office buildings are proposed. However, historic evidence along the North Coast indicates that liquefaction generally does not occur within Pleistocene age deposits such as those that make up the subsoils at the project site. In addition, liquefaction maps from the California Division of Mines and Geology indicate that the site is located within an area having a less than moderate liquefaction potential. Based on the above, the geologist has determined that the risk of liquefaction is “moderate” in the low-lying northern portion of the site and “low” in the higher southern portion of the site where buildings are proposed.

All property within the City of Eureka is located in “Design Category E” as prescribed by the UBC *or* Uniform Building Code (COE, 2011). UBC building and construction standards for Design Category E have been formulated to provide for safe construction given the types of seismic, soils and groundwater conditions in the city, and construction under the proposed project would be required to comply with these standards. Hence, the project would not expose people or structures to substantial adverse effects involving ground shaking and seismically-related ground failure, including liquefaction, and the impact would be *less than significant*.

aiv) The project site is situated on a broad, well-rounded alluvial plane. On-site elevations range from 22 to 41 feet above mean sea level (msl). Surface gradients are relatively uniform and slope less than ten percent to the north and west. According to County hazards mapping, the low gradient slopes on which the site is located are considered areas of “Low Instability”, and in the opinion of the project geologist, the proposed brewery building site on the south half of the property is sited far enough away (>100 feet) from substantial (3:1) slopes to avoid slope instability and landslides. Therefore, the impact would be *less than significant*.

b) No evidence of surface erosion by overland flow, including rilling and gullyng, was observed in the immediate vicinity of the proposed development area. Surface drainage and runoff appears to occur primarily by sheet flow as a result of the uniform grades and planar slopes up gradient of the project site. No concentrated surface runoff is currently directed toward the site from off-site sources. Therefore, the potential for erosion and siltation is minimal, and the impact would be *less than significant*.

c-d) As indicated in Response *a ii-iii* above, the native on-site soils consist of unconsolidated marine sediments of sands, silts and clays capped by a relatively thin layer of topsoil. The native topsoil is considered unsuitable for bearing foundation loads, while the native subsoil is considered suitable for bearing the types of buildings proposed (e.g., light- to moderately-loaded commercial buildings of up to two stories in height). A large mound of imported unconsolidated loose/soft soil in excess of five feet occurs in the northwest corner of the site originating with construction of Pacific Motorsports, and is considered unsuitable for bearing building foundations.

Static settlement is the result of consolidation (compression) of soil beneath an applied load, with consolidation generally resulting from a reduction in voids within the soil under pressure. Given the lightly-loaded nature of the proposed development, and proposed location of the on-site buildings in the southern portion of the site, total building settlement over the project life would be an estimated 0.5 inches, with differential settlement along continuous footings or between adjacent isolated spread footings no more than approximately one-half of the total settlement. This settlement level is deemed minimal, and thus the settlement impact would be *less than significant*.

Lateral spreading, which is the lateral displacement of surficial soils, is usually associated with liquefaction or sliding of the underlying soils. Given that the liquefaction and landslide hazards beneath the proposed buildings are considered as “low”, the potential for lateral spreading is also considered as “low.” Therefore, the lateral spreading impact would be *less than significant*.

Expansive soils represent a significant structural hazard to buildings, especially where seasonal fluctuations in soil moisture occur. Existing development in the vicinity of the project site show no evidence to suggest that expansive soils are locally present and detrimentally affecting foundations, slabs or pavements. Additionally, detrimental expansive soils have not been documented within the Pleistocene marine terrace deposits in Eureka. In addition, the site is not underlain by substantially clayey soils which are subject to expansion. Therefore, the risk of

expansive soils detrimentally affecting the proposed development is considered “low” and *less than significant*.

e) The proposed project would be connected to the City’s sewage disposal system and would not include septic tanks or other alternative wastewater disposal systems. Therefore, *no impact* would occur.

Mitigation Measures

No mitigation required.

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

Thresholds of Significance

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

Discussion

a) Gases believed to be most responsible for global warming include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), various hydro fluorocarbons, and sulfur hexafluoride. The greenhouse effect occurs 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, with CO₂ generated largely by fossil fuel combustion and CH₄ generated largely from off-gassing associated with agricultural practices and landfills (COE 2008).

The California Energy Commission (CEC) estimates that, in 2004, California produced 492 million tons of greenhouse gas emissions (CO₂ equivalent units or CO₂e = CO₂+CH₄+N₂O; CEC 2006). As indicated in Table 2 below, proposed project operation (e.g., area source + mobile vehicle emissions) would generate an estimated 609.54 tpy of CO₂e. This would represent less than 0.0001% of statewide GHG emissions. Using a different comparative measure, the Association of Environmental Professionals (AEP) has indicated that large stationary combustion sources that emit more than 25,000 tpy of CO₂e, such as cement plants, coal-fired electric plants, oil refineries, large forest fires, etc., may be expected to individually have a measurable impact on global climate change (AEP, 2007). Because GHG emissions under the proposed project would represent only 2.2% of this threshold, the proposed project would not generate GHGs at levels that would have a significant impact on the environment, and the impact would be *less than significant*.

Table 2			
Proposed Project Operational GHG Emissions			
GHG Pollutants (tpy)			
CO₂^a	CH₄^b	N₂O^b	Total CO₂e^c
571.96	1.77	35.81	609.54
<i>^a From URBEMIS model (e.g., area plus operational emissions).</i>			
<i>^b Based on CA Inventory of GHG Emissions CO₂ scaling factor (COE 2008).</i>			
<i>^c CO₂e is CO₂ equivalent units = CO₂+CH₄+N₂O.</i>			
<i>Source: Planwest Partners, March 2011.</i>			

b) Three types of analyses are used to determine whether a project would conflict with the State's goal of reducing GHG emissions (COE 2008). They include:

- (1) The potential for the project to conflict with CARB 44 GHG early action strategies;
- (2) The relative size of the project in comparison to the AB 32 goal of reducing statewide GHS by 174 million tpy by 2020, and in comparison to the size of major facilities that are required to report GHG emissions (25,000 tpy of CO₂e); and
- (3) The basic characteristics of the project to determine whether its design is inherently energy-efficient.

With regard to Item #1, the proposed project would not pose any apparent conflict with the most recent list of CARB early action strategies (Appendix G of this Initial Study).

With regard to Item #2, because project GHG emissions are estimated at only 609.54 tpy of CO₂e, the proposed project would not be classified as a major source of GHG emissions because emissions would be less than the lower reporting limit for industrial stationary sources of 25,000 tpy of CO₂e. When compared to the overall State reduction goal of 174 million tpy of CO₂e, the GHG emissions associated with the proposed project (609.54 tpy of CO₂e or 0.0003% of the State goal) are quite small and should not conflict with the State's ability to meet its AB 32 goals. Moreover, because the effects of GHGs are global, a project that merely shifts the location of a GHG-emitting activity (such as the current proposed project where a portion of the projected emissions are already generated by Lost Coast Brewery's existing brewery operations to be moved) would not result in a substantial net increase in GHG emissions.

With regards to Item #3, the proposed action would not be a mixed-use project, and thus would not experience the trip-reducing and thus GHG-reducing advantages of complimentary (e.g., home, work, and shopping) uses on the same site. There are no specific proposals in the project for employee trip reduction measures, energy efficiency, or green construction practices. The only real energy efficient aspects of the proposed project are that 52 on-site bicycle parking spaces are proposed and that the project is planned within an existing urban area and would avoid some of the long commute and delivery trips associated with rural development. The impact would be less than significant with mitigation incorporated.

Based on the above, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases with respect to Items #1 and 2 above, but could potential conflict with these with respect to Item #3. This impact would be *less than significant with mitigation incorporated*.

Mitigation Measures

Implement Mitigation Measure AIR-2.

HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>			X	
b) <i>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?</i>			X	
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>				X
d) <i>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?</i>		X		
e) <i>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?</i>				X
f) <i>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?</i>				X
g) <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>				X
h) <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>				X

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

a-b) The only hazardous materials that would routinely transported, used, stored and disposed of associated with proposed brewery operations would be small quantities of cleaning agents including food grade caustic and acid cleaners (e.g., caustic detergent, acid sanitizer and passivation acid). These agents would be transported to the site in approved shipping containers in 55 gallon drums or smaller vessels, would be stored in their original shipping containers, would be contained within their original shipping containers and secondary containment devices once opened, and would be disposed of in accordance with applicable federal, state and local regulatory standards. Furthermore, the project would file a Hazardous Materials Release Response Plan and Inventory (Business Plan) with the Humboldt County Department of Environmental Health, if required, and would comply with OSHA and other applicable federal, state and local hazardous materials rules and regulations. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use and disposal of, or reasonably foreseeable upset and accident conditions associated with, hazardous materials. A *less than significant impact* would occur.

c) Proposed brewery operations would not generate hazardous emissions – emissions would be restricted to steam and exhaust from the natural fire fired boilers and a steam/wort mixture (hop and grain essence) vented from the whirlpool each time a batch of beer is brewed. In addition, no schools are located within one-quarter mile of the project site (Zoe Barnum High is located approximately 0.8 miles to the northeast, Pine Hill Elementary is located approximately 0.9 miles to the southeast, and Alice Birney Elementary is located approximately 1.0 miles to the northeast). Therefore, the project would not emit hazardous materials, substances or waste within one-quarter mile of a school, and *no impact* would occur.

d) The project site includes two “parcels”: a 1.9-acre residential parcel with a residence, garage and out building situated at the northeast corner of Broadway and Sunset Drive, and a proposed 9.3-acre unused (no internments) Ocean View Cemetery parcel situated along the north side of Sunset between commercial development along Broadway and Weiler Road (see Figure 6, “Proposed Lot Line Adjustment”). As indicated in Figure 6, both parcels have been modified by residential uses, grading, mowing and disking. The residential parcel is developed, except for a turfed front yard, treed rear fence line, and shrubbed side yard. The cemetery parcel is vacant with the majority of the parcel in frequently mowed grassland, and the balance containing three small congregations of trees. Surrounding uses include vacant cemetery land (no internments) to the north, active cemetery land (internments) to the south across Sunset, commercial development (Flamingo Hotel, Patriot Gas, Tetrault Tire, Rainbow Storage, Lamplighter Motel and Pacific Motor-Sports) to the west, and large-lot rural residential development to the east.

An EDR Hazardous Materials Records Search was conducted for the project in October 2010

and is included as Appendix H of this Initial Study. The records search includes a 1988 Sanborn map and historical air photos of the project site, a radius map and detailed information on hazardous materials sites within the site vicinity. The Sanborn map and historical air photos indicate that uses on the project site have remained constant since at least 1954 (the earliest date for which maps and air photos of the site are available from EDR). The radius map and detailed information indicate that no recorded hazardous materials sites occur on the project site, and while seven recorded hazardous materials sites occur within a one-quarter mile radius, including one located adjacent to the project site (South Broadway Rocket Gas Station, now Tetrault Tire), all seven of these sites occur at lower elevations and thus do not have the potential to drain to the project site. In addition, while the status of the Tetrault Tire leaking underground storage tank site is still “open”, the extent of site contamination has already been assessed and is in “remediation.” Therefore, the project would not be located on a site included on a list of hazardous materials sites, and would not have the potential to release hazardous materials from such sites during construction. **No impact** would occur.

While there are no listed hazardous materials sites on the project site, and while the cemetery parcel has been in pasture use for at least 60 years and thus is not likely to contain hazardous materials, the residential parcel has been occupied since at least 1954 and thus could potentially contain hazardous materials, including asbestos and/or lead-based paint. Thus, potential renovation and re-use of the existing residence as office use could potentially release hazardous materials into the environment if such materials are present. This impact would be **less than significant with mitigation incorporated**.

e-f) The project site is not located within an airport land use plan area, within two miles of a public airport, or within the vicinity of a private airport. The project site is located within two miles of Eureka Municipal Airport which is a public use airport (a public airport without commercial passenger service). However, the proposed project would not result in airport-related safety hazards for people residing or working in the project area because it would not be located within the takeoff or landing approaches of this airport, and would not present hazards to aviation (such as towers, tall buildings, occasional pyrotechnic or aerial laser shows, etc.). Therefore, **no impact** would occur.

g) The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because it would not create a large population requiring evacuation during an emergency, would not generate substantial traffic during an emergency that could hinder evacuation, and would not close off or otherwise block existing streets. In fact, the project would increase access by developing roads into the site from both Sunset and Ocean View Cemetery Road. Therefore, **no impact** would occur.

h) The project site is located in the City of Eureka on relatively flat and unforested land with roadway access from two sides, and is not located within a mapped wildland fire hazard area (CALFIRE, 2007). Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. **No impact** would occur.

Mitigation Measures

HAZ-1. If storage tanks, drums, refuse piles, discolored soil, and/or other evidence of hazardous materials are found on the residential parcel during project construction, construction activities at the residential parcel shall be suspended until a Phase II Environmental Site Assessment (ESA) is conducted of the subject parcel by a licensed hazardous materials consultant. The Phase II ESA shall be provided to the City of Eureka and other applicable regulatory agencies for concurrence, and any recommendations made in the ESA implemented by the project applicant.

HAZ-2. Prior to any renovation of the existing residence, and/or renovation or demolition of the associated garage or shed, these structures shall be surveyed for asbestos and lead-based paint by a qualified hazardous materials consultant. Any asbestos and/or lead-based paint found shall be removed in accordance with applicable federal, state and local regulations.

HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>a) Violate any water quality standards or waste discharge requirements?</i>		X		
<i>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)?</i>			X	
<i>c) Substantially alter the existing drainage pattern of the site or area, including through stream or river course alteration, in a manner which would result in substantial erosion or siltation onsite or offsite?</i>		X		
<i>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 onsite or offsite?</i>		X		
<i>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?</i>		X		
<i>f) Otherwise substantially degrade water quality?</i>		X		
<i>g) Place housing within a 100-year flood hazard Area 1as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>			X	
<i>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>			X	
<i>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a</i>			X	

result of the failure of a levee or dam?				
j) Inundation by seiche, tsunami, or mudflow?			X	

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

a, f) The potential for erosion, sedimentation and the deposition of pollutants associated with development would be controlled with Best Management Practices (BMPs) for construction and materials use, and ongoing operation. In addition, the project would include onsite drainage detention and filtration facilities to further capture and remove sediments. The potential for the project to violate water quality standards or waste discharge requirements would be *less than significant with mitigation incorporated*, which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with Environmental Protection Agency (EPA) and Regional Water Quality Control Board (RWQCB) standards.

b) Water supplies for the proposed project would not be derived from groundwater wells and therefore would not deplete groundwater supplies underlying the project site. In addition, BMPs for low impact development (LID) such as bio-swales and rain gardens will be constructed to collect, treat, and infiltrate runoff from parking areas and roof drains. Therefore, the increase in impervious surface area resulting from the proposed project would be offset with adequate onsite retention and permeability, and would not have a significant impact on groundwater recharge. A *less than significant* impact would occur.

c) Grading activities associated with the proposed project would largely occur on the proposed 9.3 acre parcel within building, parking lot, and access road footprints and is expected to include the stripping of the surface vegetation, removal of loose fill materials, and the placement of engineered soils. These activities have the potential to result in substantial onsite or offsite erosion or siltation or provide substantial additional sources of polluted runoff. However, this impact would be *less than significant with mitigation incorporated*.

d-e) The project site does not contain existing constructed drainage facilities such as drain inlets or subsurface drainpipes. Given the largely undeveloped nature of the site, the majority of precipitation falling on the site percolates into the landscape and underlying soils. The following assessment of existing project site stormwater runoff flow is based on a site visit and topographic maps:

- *Any runoff from the 1.9 acre parcel and the southwestern portion of the 9.3 acre parcel would generally flow in a westerly direction towards Sunset and Broadway, and any runoff passing offsite would reach a drainage inlet located along Broadway;*
- *Minimal if any runoff reaches Weiler Road, located east of the project site, due to topography;*
- *There is a small depression that exists on the proposed 9.3 acre parcel approximately 300 feet north of, and parallel to, Sunset where existing eucalyptus and cypress trees are situated;*
- *There is a low point between the northern and southern halves of the proposed 9.3 acre parcel;*
- *There is a drainage ditch along the fence line between the project site and Pacific Motorsports; and*
- *Given site and surrounding area topography and adjacent conditions, there does not appear to be any offsite runoff flowing onto the site.*

The proposed development involves constructing an approximate 66,000 square foot craft brewery, a 20,000 square foot tap room/office building, and approximately 130,658 square feet (or 27 percent of the project site) of access roads, parking areas, and loading dock facilities. Estimates taken from the site plan yield approximately $\pm 216,658$ square feet (or 44 percent) of impervious surface area associated with the proposed development.

The City of Eureka drainage standards allow no more than a 1 cubic feet per second (cfs) increase in stormwater discharge during a 10-year storm for new development. However, the City is anticipating the US Environmental Protection Agency to approve new Phase II stormwater permit requirements in July 2011, which require retaining the 85 percentile of the 24-hour rain event (using historical data) through the use of LID stormwater design strategies. Also in 2012, the State Water Resources Control Board will issue a new General Construction Permit requiring all new development of greater than one acre retain runoff from the project using one of the following sizing criteria:

1. *The volume of runoff produced from the 85th percentile of 24-hour rainfall event, as determined from the local historical rainfall record;*
2. *The volume of runoff produced by the 85th percentile 24-hour rainfall event, determined using the maximized capture storm water volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, p. 170-178 (1998); or*
3. *The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in California Storm Water Best Management Practices Handbook-Industrial/Commercial (1993).*

The proposed project would implement LID measures to minimize stormwater runoff in accordance to the requirements cited above. Proposed on site facilities would be designed to capture runoff using gravity flows and following existing topography wherever possible.

Vegetated capture basins (bio-swales and rain gardens) would serve to collect, detain, and infiltrate stormwater runoff from roof drains, roads and parking lots. In addition to providing detention of peak flows, the bio-swales and rain gardens provide natural filtration to remove parking lot oils and sediment. There is sufficient onsite area to design drainage facilities to retain any incremental increase in stormwater runoff and therefore the proposed project would not create or contribute to runoff water that would: (1) result in flooding on- or off-site; (2) exceed the capacity of the existing drainage system where such a system exists; and (3) create a need to develop a drainage system where no such system exists. The required drainage plan for the proposed project would provide detail as to the type, capacity, and location of proposed drainage facilities to avoid substantially altering the existing drainage pattern of the project site. Therefore, this impact would be *less than significant with mitigation incorporated*.

g-i) The project site is not located within a 100-year flood hazard area, as indicated by digital Q3 flood data depicting Flood Insurance Rate Map features produced by the Federal Emergency Management Agency (FEMA, 2010). Therefore, the proposed project would not place structures within a 100-year flood hazard area that could impede or redirect flood flows, and there would be no risk of loss, injury, or death involving flooding. The project site is not located down slope of a dam or levee. Therefore, the proposed project would not expose people or structures to flooding as a result of dam or levee failure. Based on the above, *no impact* would occur.

j) The project site is located in an area of low topographic relief, approximately 28 feet above mean sea level. According to County of Humboldt spatial tsunami hazard data, the project site is not located in a tsunami hazard zone (2010). Similarly, the site is not at risk for seiche or mudflow hazards. Therefore, *no impact* would occur.

Mitigation Measures

HYDRO-1. Lost Coast Brewery shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for the proposed project meeting RWQCB and City of Eureka requirements. The SWPPP shall outline erosion and sediment control, non-storm water management, water and waste management, and pollution prevention BMPs to be implemented during construction in accordance with the *California Stormwater Best Management Practices Handbook* and City requirements to control pollutants in stormwater runoff from the construction site. The required grading permit shall be consistent with the SWPPP.

HYDRO-2. Lost Coast Brewery shall prepare a City of Eureka approved Drainage Plan for the project prior to the issuance of building permits. The plan shall:

- (1) Demonstrate that all runoff from the impervious portions of the proposed project will be diverted to proposed oil/water clarifiers and vegetated bio-swales/detention facilities that are suitably sized to meet RWQCB and City of Eureka requirements.
- (2) Include design drawings and capacities of all proposed drainage facilities, as well as a maintenance plan for these facilities;
- (3) Ensure that facilities be suitably sized to retain the 85th percentile of 24-hour rainfall event; and
- (4) Outline BMPs and good housekeeping measures to be implemented to minimize project pollutants in stormwater runoff.

LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>Physically divide an established community?</i>				X
b) <i>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?</i>			X	
c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>				X

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 Plan designations, policies, and zoning ordinances regarding commercial, public, and quasi-public facilities; (c) conflict with applicable environmental plans and protection measures enforced by regulatory agencies that have jurisdiction over the project, such as habitat conservation plans or a natural community conservation plan.

Discussion

a) The proposed project would not physically divide an established community because: (1) the project would not close existing streets or prevent the development of streets planned for in the City of Eureka General Plan; (2) the project site has been fully fenced for many years, and does not serve as an existing travel route for persons or vehicles; and (3) the project does not represent the type of use (e.g., large industrial plants, highways, levees, etc.) most often associated with dividing an established community. Therefore, *no impact* would occur.

b) The project site is located in the City of Eureka and is subject to the City's General Plan and Zoning Ordinance. The site is not located in the Coastal Zone and is not subject to the California Coastal Act or the City's Local Coastal Program (LCP).

The project site includes two "parcels": a proposed 9.3-acre parcel currently in pasture use which is designated Public/Quasi-Public (PQP) and zoned Public (P), and a 1.9-acre parcel currently in residential use which is designated PQP and zoned Service Commercial (CS). Under the proposed project, the 9.3-acre parcel would be re-designated to General Service Commercial (GCS) and re-zoned Service Commercial (CS). PQP designated land provides for public uses including schools, libraries, and cemeteries, as well as government offices, courts, and meeting halls. While the proposed 9.3 acre parcel is a portion of a larger land holding of the Roman Catholic Bishop of Santa Rosa and originally intended for potential Ocean View Cemetery expansion, the subject property is no longer included within the long-range plan of the cemetery. This site would likely remain vacant for the foreseeable future if the PQP designation remained. The GCS designated land would allow for similar commercial uses located along Broadway to be expanded.

Because the proposed 9.3-acre parcel is already designated for urban use rather than for natural resource or conservation use, and because the project site does not contain wetlands, riparian habitat, or other sensitive natural community that would be converted to urban use under the proposed project (DFG, 2010 and USACE, 2010b), the proposed re-designation would not conflict with an applicable land use plan, policy or regulation adopted to avoid or mitigate an environmental effect. Therefore, a *less than significant* impact would occur.

In addition to the land use designation and zoning changes described above, the proposed General Plan Amendment and Zone Change includes a text amendment that would conditionally permit craft breweries in the Service Commercial Zone. The specific text amendment modifies the Limited Industrial (ML) Zoning Code Section 155.098(A) (1) to permit craft breweries by right within the ML Zoning District. The Service Commercial Zoning District currently conditionally permits all Limited Industrial uses (EMC §155.078[A]). The proposed text amendment would apply Citywide to all Service Commercial and Limited Industrial zoned parcels within City limits. The applicant has concurrently applied for a conditional use permit (C-11-0001) for the subject brewery within the proposed Service Commercial Zoning District. The point of authority to apply for the use permit concurrently with a General Plan Amendment and Zone Change is articulated in EMC§155.297.

The City of Eureka has been conditionally permitting Limited Industrial uses within the Service Commercial Zone for over 40 years. The addition of a definition limited use (a brewery that produces no more than 600,000 barrels a year) to the ML Zone is not projected to cause any significant impacts to Eureka’s land use planning efforts. The industry standard or definition of a Craft Brewery utilizes a six million barrel per year threshold (American Brewers Association). A threshold of less than 1 million barrels per year within the Limited Industrial zone, and subsequently conditionally allowing Craft Breweries within the CS Zone, is expected to have, a *less than significant* impact to land use planning within the City of Eureka.

c) The project site is not subject to an existing habitat conservation plan or natural community conservation plan, and thus would not conflict with any such plans. *No impact* would occur.

Mitigation Measures

No mitigation required.

MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>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?</i>				X
b) <i>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?</i>				X

Thresholds of Significance

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

Discussion

a-b) The proposed project site does not contain mineral resources that are of value locally or to the region or residents. Some mineral resources, primarily aggregate, could be used in project construction. The exact amount of mineral resources needed for this project are not known, but when compared to the millions of cubic yards of sand and gravel that are mined from Humboldt County annually, mineral resources used in this project will be minimal. Based on the above, the project would not have the potential to interfere with the extraction of commodity materials or otherwise be the cause of any short- or long-term decrease in the availability of mineral resources. Therefore, *no impact* would occur.

Mitigation Measures

No mitigation required.

NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>		X		
b) <i>Exposure of persons to or generation of excessive ground borne noise/vibration?</i>			X	
c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>		X		
d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>			X	
e) <i>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?</i>				X
f) <i>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?</i>				X

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 are 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 is related to operations, not construction-related, which will be perceived as increased ambient or background noise in the project area.

Discussion

a,c) Mobile Source Noise

The City of Eureka General Plan requires that mobile source (e.g., traffic) noise associated with new development not exceed the noise standards set forth in Table 3 below at existing residential and motel uses (Policy 7.G.6).

Table 3 City of Eureka Noise Standards for Mobile Source Noise		
Noise-sensitive Uses	dBA L _{eq}	
	Property Line	Interior Space
Residential and Transient Lodging (including Motels)	60	45
<i>Source: City of Eureka General Plan, Table 7-2. February 23, 1999.</i>		

If conditionally permitted, the proposal would include construction of a brewery and tap room/office facilities that would generate an estimated 96 p.m. peak hour (e.g., 5:00-6:00 p.m.) vehicle trips on Monday through Friday, including 4 truck trips. The distribution of these trips would be split between: Sunset Avenue at the proposed on-site road (82 trips, including 4 truck trips); the proposed on-site road near the Beer Garden (82 trips, including 4 truck trips); the proposed on-site road at the loading dock (96 trips, including 4 truck trips); the proposed on-site road at the staff parking lot (64 trips, all automobile); the proposed on-site road at the future visitor parking lots (14 trips, all automobile); and Broadway between Sunset and Cemetery Road (96 trips, including 4 truck trips). See the site plan in the “Project Description” section of this Initial Study for the above locational references.

The Federal Highway Administration (FHWA) Traffic Noise Model (Version 2.5 Look-Up Tables) was used to determine whether proposed project traffic at these locations would generate mobile source in excess of City standards at the property line of the closest existing noise sensitive uses (the eight existing Weiler Road residences located immediately to the east, and the Flamingo Hotel located immediately to the west). Proposed project traffic noise impacts were not evaluated at the existing on-site residence because the subject building is currently zoned Service Commercial and fronts Broadway. Mobile source noise modeling is summarized in Table 4. The noise modeling output, detail about the proposed sound wall, and a noise modeling locations map are included as Appendix I of this Initial Study.

Per Table 4, project p.m. peak hour traffic noise would not exceed the City’s mobile source noise standard of 60 dBA L_{eq} at the property lines of either the Weiler Road residences or the Flamingo Hotel from the majority of the locations analyzed. The exception would be mobile source noise from Broadway at the Flamingo Hotel where existing p.m. peak hour traffic noise currently exceeds the 60 dBA L_{eq} standard. According to Planwest Partners, the consultants responsible for the noise modeling, the aforementioned standard will only be slightly exacerbated under the proposed project. However, because this increase would not be audible (e.g., < 3 dBA L_{eq} increase), the impact would be *less-than-significant*.

Note that while nighttime traffic noise was not evaluated, it would not result in surpassing the City’s mobile source noise standards at the residences because: (1) the proposed business office would operate during daytime hours only (7:30 a.m. to 5:30 p.m.); (2) the proposed loading dock would operate during daytime and evening (5:00 a.m. to 10:00 p.m.) but not nighttime hours, and would likely handle less than the three truck trips per hour expected during the p.m. peak hour; (3) the proposed tap room would stop operation by approximately 10:00 p.m. or earlier; and (4) while brewery operations would occur 24 hours a day, most associated employee traffic would be restricted to daytime hours (e.g., only a skeleton crew would work overnight).

**Table 4
Proposed Project Mobile Source Noise^a**

Mobile Noise Sources ^c		@ Weiler Residence			@ Flamingo Hotel		
		Distance to Residences (ft.)	Existing dBA L _{eq}	Existing + Project dBA L _{eq}	Distance to Hotel (ft.)	Existing dBA L _{eq}	Existing + Project dBA L _{eq}
1	Sunset Ave. @ Proposed On-site Rd.	544	18.4	40.6 ^b	272	23.5	40.1
2	Proposed On-site Rd. near Beer Garden	476	n/a	42.5 ^b	170	n/a	44.4
3	Proposed On-site Rd. @ Loading Dock	60	n/a	50.2 ^b	536	n/a	31.6 ^b
4	Proposed On-site Rd. @ Staff Parking Lot	85	n/a	41.4	520	n/a	20.3 ^b
5	Proposed On-site Rd. @ Future Visitor Parking Lots	300	n/a	24.2	350	n/a	23
6	Broadway @ Flamingo Hotel	860	51.7 ^b	51.8 ^b	20	73.7	73.8

^a Results from FHWA Traffic Noise Model (Version 2.5 Look-Up Tables) for the P.M. peak hour.
^b Incorporates noise attenuation for intervening buildings and/or sound wall, where applicable, based on model defaults.
^c See the mobile source noise modeling locations map in Appendix I for modeling locations.
Source: Planwest Partners, March 2011.

Stationary Source Noise

The City of Eureka General Plan requires that stationary source noise associated with new development not exceed the noise standards set forth in Table 5 below at the nearest residential property line (Policy 7.G.2).

The project would include six discrete stationary noise sources, including: (1) a staff parking lot; (2) visitor parking lot; (3) future visitor parking lots; (4) loading dock; (5) brewery equipment within the proposed brewery building; and (6) rooftop ventilation/HVAC system. The nearest residential uses are the eight existing residences located along the east side of Weiler Road, immediately east of the project site. Therefore, stationary source noise from the above proposed noise sources would need to be within the noise limits identified Table 5 at the Weiler Road residential property lines to avoid significant stationary source noise impacts.

**Table 5
City of Eureka Noise Standards for Stationary Source Noise**

Noise level Descriptor	At Nearest Residential Property Line	
	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Maximum level dBA L _{eq}	70	65

Source: City of Eureka General Plan, Table 7-1. February 23, 1999.

Table 6 below identifies the noise levels expected from the proposed stationary noise sources and the attenuated noise from these sources at the western property lines of the Weiler Road residences both without and with the proposed sound wall. As indicated, noise from the proposed stationary noise sources would be within the City’s daytime and nighttime stationary source noise standards, with the exception of noise from the proposed rooftop ventilation/HVAC system (67 dBA L_{eq}) which would exceed the City’s nighttime standard of 65 dBA L_{eq} . This impact would be *less than significant with mitigation incorporated*.

Proposed Stationary Noise Sources	Distance to Weiler Residence Property Lines (Ft.)	Maximum Level dBA L_{eq}		
		@ 0-50 Ft. ^a	@ Weiler Residence Property Lines ^d	@ Weiler Residence Property Lines with Proposed Sound Wall ^e
Staff Parking Lot	60	63 ^a	62	62 ^f
Visitor Parking Lot	175	63 ^a	53	38
Future Visitor Parking Lots	235	63 ^a	49	49 ^f
Loading Dock	90	75 ^b	71	63
Brewery Equipment (maximum)	160	70 ^c	61	55
Rooftop Ventilation/HVAC System	160	75 ^b	67	67 ^f

^a From City of Glendora, 2003. This source is used because it is an established and often used source for typical stationary source noise levels, and has been used as such in other local CEQA documents including the Ridgewood Village EIR, Fortuna General Plan Update EIR, and HWMA Regional Food Waste Digester Initial Study.

^b From COE, 2008.

^c From Lost Coast Brewer: Back-up generator, compressors, forklift, and grain mill (all 85 dB), totes (80 dB), bottling equipment (78 dB), and boilers (70 dB). The maximum of these (85 dB) has been reduced (attenuated) by 15 dB in the above table for being located within the proposed Brewery Building.

^d Based on industry standard of 6 dB reduction for each doubling of distance.

^e Assumes 6’ tall Dynamic Precast Wood Grain Sound Wall System with 8 dB attenuation rating.

^f Stationary source noise from this source would not experience an 8 dB reduction associated with the proposed noise wall because the sound wall would not block direct line of site between the noise source and the Weiler Road residences. Source: Planwest Partners, 2010.

b) Project construction would include the use of heavy trucks and earth moving equipment, while proposed operation would include periodic truck deliveries. The use of this equipment could potentially generate some ground born noise and vibration perceptible by off-site adjacent uses, but this would not be excessive because: (1) construction and operational activities would not include pile driving, blasting, metal stamping, or other activities most often associated with high ground born noise and vibration levels; and (2) construction activities and truck deliveries would occur during daytime hours. Therefore, the impact would be *less than significant*.

d) Proposed construction activities (e.g., grading, trenching, paving, foundation construction, framing, etc.) would generate construction noise audible by existing adjacent sensitive noise receptors, specifically the eight existing residences along the east side of Weiler Road. Table 7 below identifies the noise levels associated with the operation of typical construction equipment at 50 feet from the noise source. Because the area of the project site proposed for development is located as close as approximately 60 feet from closest Weiler Road residences, these residences could potentially experience project construction noise levels of up to 85 dBA L_{eq} for short

periods of time during the construction period.³ However, this would not represent a substantial temporary or periodic increase in ambient noise levels because the construction activities will be limited to daytime hours. Therefore, the impact would be *less than significant*.

Equipment	Maximum Level dBA L _{eq} @ 50 Ft.
Truck	85
Concrete mixer	79
Scraper	84
Dozer	82
Paver	77
Generator	81
Backhoe, air compressor	78
<i>Source: FHWA 2006.</i>	

e-f) The project site is not located within an airport land use plan area or in the vicinity of a private airstrip, but is approximately 1.2 miles east of the Eureka Municipal Airport, a public use airport. However, the project would not have the potential to expose people working on site to excessive aircraft noise from this airport because: (1) the project site is not located within the airport’s takeoff or landing approaches; (2) the project would not be a noise-sensitive use; (3) the extremely low aircraft traffic volumes at this airport; and (4) the type of aircraft served by the airport (e.g., small commuter planes; no commercial aircraft). Therefore, *no impact* would occur.

Mitigation Measures

NOISE-1. Noise barriers or enclosures shall be incorporated into the design of the proposed ventilation/HVAC equipment such that noise from this equipment does not exceed 65 dBA L_{eq}, at the western property lines of the Weiler Road residences.

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

³ Note that there are other residences in the local vicinity, such as those located along Sunset Avenue further to the east, that could potentially experience audible project construction noise. However these residences are located further away from the project site and thus would experience lower levels of project construction noise than the Weiler Road residences.

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

a-c) The proposed project would not directly or indirectly induce substantial population growth in the City or region, because the project: (1) would not include new housing; (2) would generate a minimal number of new jobs (25 new and 25 existing for a total of 50 on-site jobs, and potentially several off-site shipping jobs); and (3) would not extend roads or other infrastructure to areas not already served by such infrastructure. While the project site contains one existing residence which is currently occupied, and which would be converted to office use under the proposed project, the displacement of this one existing housing unit and associated resident(s) would not represent the displacement of a “substantial” number of existing housing units or people, necessitating the construction of replacement housing elsewhere. Therefore, a *less than significant* impact would occur.

Mitigation Measures

No mitigation required.

PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of 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) <i>Fire protection?</i>			X	
b) <i>Police protection?</i>			X	
c) <i>Schools?</i>				X
d) <i>Parks?</i>			X	
e) <i>Other public facilities?</i>			X	

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

a-b) The project site is located in the City of Eureka and is currently served by the City’s Fire and Police Departments. The closest City Fire station is the Eureka station located at 533 “C”

Street Eureka, approximately 2.5 miles north of the project site. The closest City Police station is the Eureka Police Station located at 604 ‘C’ Street, approximately 2.5 miles north of the project site.

The proposed project would: (1) consist of brewery building that would employ approximately 50 on-site staff, as well as a tap room with a 300 person capacity; (2) be accessed via a dedicated driveway on the north side of Sunset Drive approximately 250 feet east of Broadway, with an emergency access driveway proposed to connect to the north side of Sunset Drive approximately 450 feet east of Broadway, and a future roadway connection to the south side of the Ocean View Cemetery access road approximately 500 feet east of Broadway (would provide access for attendees of events at the “Tap” room as well as a second emergency access driveway; (3) include a driveway and an on-site turn-around meeting City design standards; (4) include facilities and tanks designed and constructed in accordance with Universal Building Code (UBC) requirements and any other City of Eureka fire safety requirements; and (5) be designed with security lighting meeting City requirements.

Water lines are currently located on the west side of Broadway (12-inch), the north side of Sunset Drive (8-inch), and the west side of Weiler Road (8-inch). Existing fire hydrants are located near the intersection of Broadway and Sunset Drive (just south of APN 019-221-001), and at the corner of Sunset and Weiler Road.

In addition, the project would pay the required City property and business taxes, a portion of which would fund the incremental increase in fire and police protection services required by the project. Based on the above, the project site is in close proximity to and is adequately serviced by existing fire and police protection services and facilities, the increase in taxes and fees generated by the project would pay for any increase in fire and police service demand associated with the project, and the project would not require the provision of new or physically altered fire or police facilities. Therefore, a *less than significant* impact would occur.

c-e) The project site is located within the service areas of the Grant Elementary School District, Zane Middle School District, and Eureka High School District. The site is also located in the City of Eureka which is responsible for providing park and recreational facilities to City residents. Because the proposed project is converting of the site from public to commercial (would not include residential development), it would not result in a direct increase in demand for school or park facilities. In addition, while the project would generate 25 new jobs (not including the 25 existing jobs to be moved from Lost Coast Brewery’s existing brewery facility in downtown Eureka), some if not most of these jobs would likely be filled by existing City residents rather than by persons currently residing outside the City, with new residents of insufficient number to generate any substantial new demand for school and City park facilities. For these reasons, the project would not require the provision of new or physically altered school or park facilities, and *no impact* would occur.

Mitigation Measures

No mitigation required.

RECREATION.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>			X	
b) <i>Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>			X	

Thresholds of Significance

This Initial Study considers to what degree any aspect of the proposed project would demand new 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

a-b) The project site is located in the City of Eureka which is responsible for providing park facilities to City residents. Because the proposed project would not include residential development, it would not result in a direct increase in demand for City park facilities (demand for parks and recreation is typically associated with residential use through the Quimby Act, which specifies parkland dedication ratios and park in-lieu fees). Also, because the proposed project would generate only approximately 25 new on-site jobs (in addition to 25 existing employees) and potentially several off-site shipping jobs, it would not result in a substantial indirect increase in demand for City park facilities even if all the new jobs were filled by new residents to the Eureka area. In addition, the proposed project would include outdoor bocce courts and a beer garden for visitor use and public events. Therefore, the project would not increase the use of existing park/recreational facilities such that there would be a substantial physical deterioration of existing park/recreational facilities or the need to expand or construct new parks/recreational facilities. A *less than significant* impact would occur.

Mitigation Measures

No mitigation required.

TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation systems, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</i>		X		

b) <i>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?</i>				X
c) <i>Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?</i>				X
d) <i>Substantially increase hazards due to a design feature (e.g., sharp curves, dangerous intersections or sight distance) or incompatible traffic (e.g., farm equipment)?</i>		X		
e) <i>Result in inadequate emergency access?</i>			X	
f) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>		X		
g) <i>Result in inadequate parking capacity?</i>			X	

Thresholds of Significance

This Initial Study considers to what degree, if any, the proposed General Plan Amendment, Zone Change, and subsequent 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 County or state highways; (c) project-associated travel restrictions that would prevent emergency vehicles from reaching their destinations.

Discussion

The following responses are based on a Traffic Impact Study prepared for the proposed General Plan Amendment, Zone Change, and subsequent project by W-Trans in April 2011. The Traffic Impact Study, including figures showing the locations, lane geometrics, and traffic volumes at eight study intersections, evaluates level of service (LOS) and delay under three scenarios: (1) average trip generation under the proposed site plan (e.g., trip generation from a typical 50 person event at the proposed tap room); (2) maximum trip generation under the proposed site plan (e.g., trip generation from a 300 person event at the proposed tap room); and (3) trip generation under the “highest use” permitted under the proposed General Plan Amendment and Zone Change (e.g., trip generation associated with development of the site with a fast food restaurant and other commercial uses). The Traffic Impact Study is included in its entirety as Appendix J of this Initial Study.

The following responses address delay/LOS impacts associated with average trip generation under the proposed site plan. For purposes of disclosure, the responses also summarize the analysis findings for the other two scenarios (e.g., maximum trip generation and highest use) - see the Traffic Impact Study for full analysis of this latter two scenarios.

a) Existing Conditions: The proposed 11.2-acre project site is composed of two “parcels” located at the northeast corner of Broadway and Sunset Drive in Eureka (Figure 6). Broadway

(U.S. 101) borders a small portion of the western property boundary, Weiler Road and Sunset Drive border the eastern and southern boundaries, respectively, and Ocean View Cemetery borders the northern boundary. Vehicular access to the 9.3-acre parcel is via a gate along Sunset Drive, while vehicular access to the 1.9-acre parcel is via a driveway off of Broadway.

Broadway is a two-way, four lane roadway with center turn lane within a 100-foot wide Caltrans ROW, and is designated by the Transportation and Circulation Element of the City’s General Plan as a Major Arterial. Sunset Drive is a two-way, two lane roadway within a 40-foot wide City ROW and is designated by the City’s Transportation and Circulation Element as a Local Street. Weiler Road is two-way, two-lane roadway within a 30-foot wide Humboldt County right-of-way and is designated by the Transportation Section of the Eureka Community Plan as a Rural Local Road. Ocean View Cemetery Road is two-way, two-lane roadway within a 50-foot wide City ROW and is designated by the City’s Transportation and Circulation Element as a Local Street. The project site’s Broadway frontage has a curb but no gutter or sidewalk (sidewalks on the east side of Broadway stop at the Broadway/Sunset Drive intersection before the site frontage and commence again in front of Patriot Gas to the north). Sunset Drive and Weiler Road have no curbs, gutters or sidewalks. Ocean View Cemetery Road has a curb but no gutter or sidewalk. No City- or County-designated bikeways or trails occur in the site vicinity. However, the Pacific Coast Bike Route, a Class III bikeway occurs along the northbound and southbound travel lanes of Broadway (Planwest, 2010).

In keeping with City policy that traffic studies should include an evaluation of any intersections that could experience an increase in peak hour traffic of 50 trips or more, eight existing intersections were evaluated in the Traffic Impact Study. These intersections, along with their p.m. peak hour (4:00 p.m. – 6:00 p.m.) LOS and delay, are identified for Existing (2010) and Future (2030) conditions in Table 8.

**Table 8
PM Peak Hour Intersection LOS**

Study Intersection <i>Approach</i>	Existing (2010)		Existing (2010) + Project		Future (2030)		Future (2030) + Project	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Broadway/Henderson St. w/Recommended Improvements	34.2 n/a	C n/a	35.0 n/a	C n/a	105.4^a 30.9	F^a C	109.4^a 33.0	F^a C
2. Broadway/Bayshore Mall (North)	14.9	B	14.9	B	30.2	C	32.7	C
3. Broadway/Bayshore Mall (South)	8.3	A	8.3	A	12.9	B	12.9	B
4. Broadway/McCullens Ave.	12.8	B	13.1	B	24.0	C	25.0	C
5. Broadway/Ocean View Cemetery <i>Westbound Approach^c</i>	0.3 19.0	A C	0.4 20.1	A C	0.5 29.2	A D	0.6 31.8	A D
6. Broadway/Pierson’s Entrance	9.6	A	9.5	A	16.0	B	16.3	B
7. Broadway/Sunset Dr. <i>Westbound Approach^c</i>	0.1 15.6	A C	0.5 19.1	A C	0.1 20.3	A C	0.6 27.8	A D
8. Broadway/K-Mart Entrance	5.6	A	5.6	A	7.7	A	7.8	A

^a **Bold** = deficient operation.

^b Recommended improvements to the Broadway/Henderson Street intersection by 2030 include additional through lanes on both Broadway approaches as well as a second left-turn lane on the WB approach of Henderson Street.

^c Results for minor approaches to two-way stop-controlled intersections are indicated in italics.

Source: W-Trans, 2011. Traffic Impact Study for Los Coast Brewery in City of Eureka. April 2011.

As indicated in Table 8, all eight study intersections operate at LOS C or better during the p.m. peak hour under both Existing (2010) and Future (2030) conditions without the proposed project, except that the Broadway/Henderson Street intersection would operate at LOS F under Future (2030) conditions without the proposed project.

Level of Service (LOS) Standards: The City of Eureka LOS standard on City streets is LOS C and on Broadway (State HIGHWAY 101) is LOS D. The Caltrans LOS standard for HIGHWAY 101 is the transition from LOS C to D, except that where operation is already below LOS C, existing LOS should be maintained (should not be made worse).

Proposed Project Description: The project consists of a 66,000 square foot brewery building that would allow for a brewing capacity of up to 300,000 barrels annually. This building would include brewing, bottling, and warehouse space. Exterior brewery facilities would include tanks, boilers, and loading docks. A second building, which would be constructed just west of the proposed brewery building, would provide 20,000 square feet for office space, a small bar called the “Tap Room”, a limited kitchen to serve bar snacks, and a gift shop. Exterior facilities would include an outdoor patio and landscaped area called the “Beer Garden” and bocce ball courts, which would be open to the general public. Brewery tours would be scheduled between 10:00 a.m. to 3:00 p.m., where guests would learn about the beer-making process and obtain complimentary tastings at the Tap Room. A maximum event occupancy of 300 people would be provided for both the Tap Room and Beer Garden. Proposed vehicular access and roadway improvements include the following:

- (1) Main Truck and Vehicle Access Road from Sunset Drive: Main truck and vehicular access would be via a new driveway and road on the north side of Sunset Drive, approximately 250 feet east of Broadway. The access road would extend eastward and parallel to Sunset Drive and then turn northward to the proposed loading dock.
- (2) Emergency Access Road from Sunset Drive: Emergency access would be via a new driveway on the north side of Sunset Drive, approximately 450 feet east of Broadway. This gate-controlled emergency access would extend northward and connect to the main access road.
- (3) Secondary Access Road from Ocean View Cemetery Road (Future Phase): Secondary emergency and special event access would be via a new driveway and road on the south side of Ocean View Cemetery Road,⁴ immediately north of the project site. This gate-controlled access road would be opened during special events and would extend south and connect to the main access road.
- (4) Maintain Existing Access Road to APN 019-211-001: The existing driveway off Broadway would continue to provide access to the existing residential unit on the 1.9-acre parcel.
- (5) Broadway/Sunset Drive Intersection: Sunset Drive currently intersects Broadway at a slight angle. To accommodate truck ingress and egress from Broadway, Sunset

⁴ Included in the Option to Purchase agreement for Parcel #019-341-002 are the rights of use for the cemetery road to access Broadway from the project site.

Drive would be realigned to 90 degrees and widened at the intersection. Realignment of Sunset Drive would need to occur on the property located south of the project site to accommodate trucks entering Sunset Drive via northbound right-turns, as well as on the 1.9-acre parcel of the project site, for trucks exiting Sunset Drive via westbound right-turns. The existing painted stop bar on westbound Sunset Drive at Broadway would be moved westward to provide better visibility.

- (6) **Sunset Drive:** Sunset Drive is a City-maintained cul-de-sac that currently provides access to a cemetery and residences outside the City Limits. Due to this limited access, Sunset Drive has very low traffic volumes, and potential development that would be served by this street, other than the proposed project, is extremely limited. For this reason, the applicant is proposing improvements to Sunset Drive only between Broadway and the proposed project’s main access driveway. This would include two 12 foot travel lanes per City standards, a five-foot sidewalk on the north side, and unpaved shoulders taking up the remaining ROW. City standards typically require street frontage improvements extending the length of the project site.

Trip Generation and Distribution: The proposed brewery would include an estimated 50 employees, 20 tasting room visitors, and eight truck deliveries per day, while the proposed tap room would accommodate several group events per week at an average of 50 attendees per event. Table 9 below identifies estimated trip generation assuming development of the site under the proposed site plan. As indicated, the proposed project would generate a net increase of 204 daily trips or 94 p.m. peak hour trips during an average business day. See the Traffic Impact Study (Table 5) for trip generation under the highest use scenario.

Land Use	Units	Daily		PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out
Existing^a							
Single Family Housing	1 du	9.57	10	1.01	1	1	0
Proposed							
Employees	50	3.0	150	1.00	50	10	40
Tasting Room Visitors	20	0.8	16	0.25	4	2	2
Truck Traffic (Average)	8	2.0	16	0.25	4	2	2
Truck Traffic (Maximum)	5	2.0	16	0.20	3	1	2
Event Traffic (Average)	n/a	n/a	38	n/a	38	19	19
Event Traffic (Maximum)	n/a	n/a	240	n/a	240	120	120
<i>Total Proposed Trips (Average-sized Event)</i>	--	--	220	--	96	33	63
<i>Total Proposed Trips (Maximum-sized Event)</i>	--	--	416	--	297	133	164
Net Average Trips (Proposed – Existing)	--	--	210	--	95	32	63
Net Maximum Trips (Proposed – Existing)	--	--	406	--	296	132	164
^a “Existing” refers to the existing single family residence that is located on the 1.9 acre parcel of the project site. Source: W-Trans, 2011. Traffic Impact Study for Los Coast Brewery in City of Eureka. April 2011.							

Analysis:

Average-Sized Event Results -

Upon the addition of project-related traffic associated with average trip generation, all the study intersections would operate at acceptable LOS under Existing (2010) and Existing (2010) + Project p.m. peak hour conditions, and seven of the study intersections would also operate at acceptable LOS under Future (2030) and Future (2030) + Project p.m. peak hour conditions (see Table 8). The Broadway/Henderson Street intersection would operate at LOS F under Future (2030) and Future (2030) + Project p.m. peak hour conditions which represents unacceptable operation. While the proposed project would not change Future (2030) p.m. peak hour LOS at this intersection (e.g., would operate at LOS F regardless of the project), the project would add approximately four seconds of delay at the intersection and thus would exacerbate future unacceptable LOS at this intersection. This impact would be *less than significant with mitigation incorporated*.

Note that much of the employee and truck trips associated with the proposed project would not represent new traffic on Broadway, but rather would be a re-orientation of traffic already occurring on Broadway associated with Lost Coast Brewery's existing brewery in downtown Eureka.

Maximum-Sized Event and Highest Use Results -

Upon the addition of project-related traffic associated with maximum trip generation, or where the maximum occupancy of 300 people is reached, the study intersections are expected to continue operating acceptably under existing and future p.m. peak periods, except for the Broadway/Henderson Street intersection where Future (2030) unacceptable operating conditions during the p.m. peak hour would be worsened.

Upon the addition of trips related to the assumed "highest" land uses to existing volumes, all of the study intersections would be expected to continue operating acceptably under existing and future p.m. peak periods, except for the Broadway/Henderson Street intersection where unacceptable LOS would be worsened, and at the project exit points where delays indicative of LOS E and LOS F would occur.

See the Traffic Impact Study (Table 2) for a summary of the LOS calculations for the maximum-sized event and highest use scenarios.

b) The project area is not subject to a congestion management program or to level of service, travel demand, or other standards established by a county congestion management agency. Therefore, *no impact* would occur.

c) The proposed project (average-sized event) would accommodate approximately 50 permanent jobs on-site and potentially several off-site hauling jobs, with the majority of these jobs filled by employees at Lost Coast Brewery's existing brewery in downtown Eureka. Assuming that 10 of these jobs would be new jobs and that these would be filled by persons from outside the region, this would increase the population of the City by no more than approximately 30 persons (assuming 10 jobs and approximately 3 persons per household) which would be insufficient to

require additional flights or air traffic volume increase at Arcata/Eureka Airport. Furthermore, the proposed project site is not located within the land use plan area of a public airport and would not require changes in the location of air traffic patterns associated with any public airport, public use airport, or private airstrip. Therefore, *no impact* would occur.

d) Collision History: The collision history for the one-mile segment of Broadway from McCullens Avenue to the K-Mart Entrance was reviewed to determine any trends that may indicate a safety issue. The calculated rate of collisions on this segment between 2005 and 2009 was compared to average collision rates for similar facilities statewide set forth in Caltrans' 2007 Accident Data on California State Highways report (0.95 collisions per million vehicle miles or c/mvm). The study segment had 43 collisions reported over the five-year study period which translates into a collision rate of 0.88 c/mvm. Since the collision rate on this segment of Broadway is lower than the statewide average, it would appear that this roadway segment is operating within acceptable safety standards.

Access and Circulation: As discussed previously, the proposed site plan includes a circulation system to provide ingress and egress to proposed brewery and tap room/office facilities by Lost Coast Brewery employees, guests and delivery trucks. An AutoTURN software package was used to evaluate vehicle movements through and around the site. AutoTURN indicates that the project site would have adequate turning radii and site circulation to allow typical passenger vehicles and larger trucks to access and navigate site. However, it was found that the existing alignment at the intersection of Broadway/Sunset Drive, which is slightly skewed to the southeast, cannot accommodate large trucks making right-turns from northbound Broadway. This impact would be *less than significant with mitigation incorporated*, which requires realignment of Sunset Drive to accommodate large trucks.

Queuing: The adequacy of queuing distance to accommodate projected traffic under the proposed project was evaluated at the proposed entrances to project site under the proposed site plan and at the Broadway/Sunset Drive and Broadway/Ocean View Cemetery Road intersections. The maximum queue on south bound Broadway waiting to make a left-turn would be three vehicles (approximately 75 feet) at both Ocean View Cemetery Road and Sunset Drive. Since the nearest driveway on Broadway north of either of these two intersections is greater than the expected maximum queue lengths, operation along Broadway is not expected to be impacted.

Under these same conditions, the maximum queue lengths on Ocean View Cemetery Road and Sunset Drive are expected to extend approximately 75 and 100 feet east of Broadway, respectively. Since the proposed driveways to these roads are proposed to be located approximately 500 and 250 feet east of Broadway, respectively, the expected maximum queue lengths on these approaches would be accommodated without obstructing access to the project site.

Mixing Automobile and Truck Traffic: The project would generate a mix of automobile and truck traffic, including an estimated 16 truck trips per day. This would not substantially increase hazards due to incompatible traffic because: (1) no incompatible traffic such as farm equipment traffic, which can't keep up prevailing motor vehicle speeds, would be generated; (2) Broadway already carries a substantial amount of truck traffic such that the introduction of 16 new truck

trips per day would not materially change the existing mix of vehicles on Broadway; and (3) while Sunset is not thought to carry any truck traffic under current conditions but would carry 16 new truck trips per day under the proposed project, the 25 mph speed limit on Sunset would avoid any substantial increase in hazards associated with the introduction of this truck traffic.

Note that many of the truck trips associated with the proposed project would not represent new truck traffic on Broadway, but rather would be a re-orientation of truck traffic already occurring on Broadway associated with Lost Coast Brewery's existing brewery in downtown Eureka.

Sight Distance: Sight distance from the proposed new driveways, as well as at the intersections of Broadway/Sunset Drive and Broadway/Ocean View Cemetery, was evaluated based on sight distance criteria contained in Caltrans' Highway Design Manual (HDM). Based on lane geometrics and the locations of the proposed driveways and intersections, site distance would be consistent with the minimum requirements in the HDM. Though site distance requirements would be met, existing or proposed vegetation could potentially impede clear sight lines at the Broadway/Sunset Drive and Broadway/Ocean View Cemetery Road intersections and thus substantially increase hazards due to a design feature at the intersection. This impact would be *less than significant with mitigation incorporated*.

As discussed previously, Caltrans has requested that the existing stop bar on west bound Sunset Drive at the Broadway/Sunset Drive intersection be moved westward. This stop bar movement is shown in the proposed site plan.

e) The proposed site plan includes a proposed main vehicular and truck access road from Sunset Drive, an emergency access driveway connection to Sunset Drive, and a secondary emergency and special event access road from Ocean View Cemetery Road. Each of these roads would be designed in accordance with City of Eureka right-of-way and turning radius requirements. In addition, these proposed roads would provide through access through the project site with no dead-end streets, and would include two separate emergency site access routes in addition to the two proposed employee/visitor access routes. Furthermore, the project would not close existing streets or otherwise impede emergency vehicles. For all these reasons, the project would not result in inadequate emergency access, and a *less than significant impact* would occur.

f) Alternative transportation modes, including pedestrian facilities, bicycle facilities and bus service occur in the vicinity of the proposed project. The site frontages on Broadway, Sunset Drive and Weiler Road do not include sidewalks, but sidewalks do occur on Broadway south of Sunset Drive and across Broadway from the project site. The Pacific Coast Bike Route, a Class III bikeway consisting of painted/paved shoulders, occurs along the northbound and southbound travel lanes of Broadway. Finally, two separate bus lines provide transit service within the Broadway corridor fronting the project site, including Eureka Transit Service's (ETS's) Gold Route and Redwood Transit System's (RTS's) Mainline Route - the nearest bus stop to the project site occurring at McCullens Avenue approximately one-half mile to the north.

The City of Eureka has several requirements, policies, and plans supporting alternative transportation, including:

- Municipal Code §98.31: Requires that “except as otherwise provided in this subchapter, any person who constructs, or causes to be constructed, any building or structure in the city shall construct or reconstruct curbs, gutters, sidewalks, driveway approaches, pavement, and necessary drainage facilities along all street frontages adjoining the property upon which such building or structure is constructed.”
- The General Plan: Calls for: (1) new development to dedicate easements and provide sheltered public stops for transit patrons, where appropriate (Policy 3.B.5); (2) the City to promote the installation of bicycle racks at major public facilities (Policy 3.C.4); and (3) the extension of sidewalks, trails, and walking facilities throughout the City to allow for convenient and safe pedestrian movement (Policy 3.D.1; COE, 1997).
- The Transportation Management Section of the City’s Strategic Vision: Requires the City to “promote bicycle and pedestrian use of our City streets, and incorporate walkability concepts into all community plans and projects” (Shikany, 2010).

The proposed project would not adversely impact existing pedestrian, bicycle or bus facilities and service, and thus would not decrease the performance or safety of such facilities or services. However, the project does not include proposals encouraging alternative transportation use or linkage to existing pedestrian, bicycle and bus facilities⁵. The lack of provision of such alternative transportation measures would conflict with adopted policies, plans, and programs supporting alternative transportation. This impact would be *less than significant with mitigation incorporated*.

g) The proposed site plan includes a total of 177 parking spaces⁶, including 55 designated for staff and 122 for visitors. The City of Eureka’s Zoning Ordinance (§155.117) does not have specific parking requirements for a brewery, but assuming that each of the brewery’s 50 employees was to drive to work in his/her own vehicle, and assuming a maximum-sized event at the proposed “tap” room (300 persons) and a visitor vehicle occupancy rate of 2.5 people per vehicle, the resulting peak parking demand would be 170 parking spaces. The proposed parking supply exceeds the expected peak parking demand by 7 spaces and therefore adequate parking would be provided. A *less than significant impact* would occur.

Mitigation Measures

TRAFFIC-1. The City of Eureka shall establish an account for the receipt of a one-time fair-share payment to cover the proportional costs of improvements to the Broadway/Henderson Street intersection to bring projected future (2030) + project LOS at the intersection to acceptable levels (LOS D or better). Such required improvements are thought at this time to include

⁵ The City Engineering Department originally commented that the project should provide an easement along its Broadway frontage for a future bus stop. However, the Department subsequently acknowledged that a bus stop would be more appropriate at the Pierson and Broadway intersection, given this intersection is signalized, accessible from the project site (e.g., meets the one-quarter mile reasonable walking distance requirement), and has adequate existing right-of-way width to accommodate a bus stop. This would preclude the need for an easement along the project site’s Broadway frontage.

⁶ Excludes three parking spaces on the 1.9 acre parcel and 24 parking spaces that would be lost to future brewery expansion.

additional through lanes on both Broadway approaches as well as a second left-turn lane on the westbound approach at Henderson. This account shall be established by the City prior to issuance of the Certificate of Occupancy, and once established, the applicant shall make a fair-share contribution to that account to the satisfaction of the City of Eureka and Caltrans.

TRAFFIC-2. Sunset Drive shall be realigned to intersect with Broadway at a right angle in order to accommodate large trucks for project deliveries and shipping.

TRAFFIC-3. The Lost Coast Brewery shall periodically trim vegetation at the Broadway/Sunset Drive intersection to maintain adequate sight distance.

TRAFFIC-4. In addition to implementing Mitigation Measure AIR-2 which requires Lost Coast Brewery to provide incentives to employees for transit use and ridesharing, the applicant shall: (1) provide sidewalks meeting City of Eureka design standards along the project site’s Sunset Drive frontage; (2) provide sidewalks meeting Caltrans design standards along the project site’s Broadway frontage; (3) install bicycle racks for employees and guests in front of the brewery and tap room/office buildings; and (4) both petition ETS and RTS to provide a bus service stop on Broadway within one-quarter mile of the project site and fund the construction of bus stop shelter at that location.

UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>				X
<i>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?</i>			X	
<i>c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>				X
<i>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>			X	
<i>e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</i>			X	
<i>f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</i>			X	

g) <i>Comply with federal, state, and local statutes and regulations related to solid waste?</i>			X	
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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

a) Wastewater from the proposed brewery operations would consist of Clean in Place (CIP) wash-up water (includes caustic and acid cleaner) used to clean the brewery tanks. According to the applicant, new closed-system CIP equipment would be installed which would send 60 gallons per day containing caustic and acid cleaners to the City’s wastewater system. This is 80 percent less than what is currently discharged and permitted by the City from the Lost Coast Brewery’s existing brewery operations. In addition, 100 percent of the brewer’s yeast waste generated from operations would be diverted from the City’s wastewater system to farmers for animal feed. Because there would be a substantial reduction in waste bi-products going into the City’s wastewater stream, the proposed project would not exceed the wastewater treatment requirements for the City’s Elk River Wastewater Treatment Plant (WWTP) and a *beneficial impact* would occur.

b,e) The City of Eureka’s Elk River WWTP is located in the southwest corner of the City along the shoreline of Humboldt Bay. The WWTP operates in accordance with North Coast Regional Water Quality Control Board (RWQCB) permit requirements as set forth in the WWTP’s operation and discharge permits. The WWTP provides for collection, conveyance, treatment, and disposal of wastewater flows from the City and unincorporated areas within the Humboldt Community Services District (HCSD). The WWTP has a total average dry weather permitted capacity of 5.24 million gallons per day (mgd), with a permitted capacity of 8.6 mgd during peak dry weather and 32 mgd during peak wet weather conditions (COE, 2008; COE, 2010). The WWTP operates at approximately 70 percent of its permitted capacity in dry weather conditions and at 100 percent of its permitted capacity during peak wet weather events (Ibid).

The proposed project would support an average of 50 employees and 70 visitors per day (approximately 20 tasting room and 50 tap room visitors per day). Based on the City’s 100 gpd per capita wastewater generation rate (COE, 2010), the project would generate an estimated 12,000 gpd of wastewater (almost completely offset by the reduction in wastewater generation associated with the closing of the Lost Coast Brewery’s existing downtown Eureka brewery). This is due to reduced wastewater system demand due to water conservation and diversion measures. Given the reduction in the discharge of caustic and acid cleaners to the City’s wastewater system, the access dry weather capacity at the WWTP, the small incremental increase in dry-weather wastewater to be generated by the proposed project, and the fact that stormwater runoff from the project would not be diverted to the City’s wastewater system, the proposed project would not exceed the wastewater treatment requirements of the applicable RWQCB, nor would it exceed the wastewater treatment and disposal capacity of the existing WWTP. Therefore, wastewater capacity impacts would be *less than significant*.

c) The proposed project would design and size drainage facilities to retain any incremental increase in stormwater runoff onsite. The use of low impact development (LID) measures, such as bio-swales and rain gardens, would serve to collect and detain stormwater runoff from roof drains, roads and parking lot during rain events (for further discussion, see the Hydrology and Water Quality section of this Initial Study). Because there would be no increase in off-site stormwater runoff, the proposed project would not require or result in the construction of new stormwater treatment facilities or expansion of existing facilities. Therefore, *no impact* would occur.

d) The City of Eureka water supply system capacity is 8 MGD, and the current operating level is approximately 4.4 MGD (HWMA, 2010). Water is purchased from the Humboldt Bay Municipal Water District (HBMWD) and is piped from its original source, which is subsurface wells on the Mad River near Blue Lake, to Eureka's 20 million gallon storage reservoir. The capacity of the HBMWD system is approximately 75 MGD (combined treated domestic and untreated industrial) and the current operating level is approximately 40 MGD (Ibid). There are no plans to expand water services as current operating levels are only around half of the system capacity levels. The project would not substantially alter the existing demand for water and would include water-conserving equipment and devices to reduce water demand. Therefore, water capacity and infrastructure impacts would be *less than significant*.

f-g) The City's solid waste collection and disposal service 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. HWMA has contracted with ECDC Environmental to ship solid waste produced in the County to state licensed landfills located outside Humboldt County. Currently solid waste is trucked to Medford, Oregon to a new triple line state licensed landfill (COE, 2007). Because this is a new landfill, it has a large excess capacity and can accept the minimal amount of waste to be generated by the proposed project.

The proposed project would comply with all City solid waste diversion and recycling requirements, including its source separation and recycling bin requirements. Lost Coast Brewery has a solid waste diversion and recycling policy to minimize, whenever possible, the generation of solid waste in company operations, and recycle to the maximum extent possible any solid waste generated by company operations. For example, 100 percent of the brewer's grain generated from operations has been and will continue to be diverted to farmers who use it for animal feed. Other significant waste reduction measures include the use of reusable glassware, silverware, plates, and cloth products.

Based on the above, the proposed project would not be served by a landfill with insufficient permitted capacity to accommodate the proposed project's solid waste disposal needs, and would not violate federal, state or local statutes or regulations related to solid waste. Therefore, the impact would be *less than significant*.

Mitigation Measures

No mitigation required.

MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) <i>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?</i>			X	
b) <i>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.)</i>			X	
c) <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>			X	

Discussion

a) The project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal or. This is because:

- (1) The project would not result in significant impacts to air quality, biological resources, prime farmland, water quality, or other natural resources after mitigation;
- (2) The project site is already modified, fenced, mowed, and abutted on two sides by urban development;
- (3) The site does not contain watercourses, wetlands, riparian habitat, or other sensitive natural community (DFG 2010, USACE 2010);
- (4) No special-status plant or animal species were found on-site during a site visit DFG and USACE (DFG 2010, USACE 2010);
- (5) No Siskiyou checkerbloom was found on-site during a botanical survey (Lester, 2010);
- (6) According to the DFG biologist that visited the site, the loss of the small amount of potential wildlife foraging habitat represented by the project would not represent a significant impact (DFG, 2010);

- (7) While on-site trees could potentially be used as nesting habitat by raptors, mitigation is identified in the Biological Resources section of this Initial Study to ensure that any nesting raptors are not impacted during construction activities (e.g., requires construction setbacks from any active nests and/or restricting construction activities to outside the raptor nesting season; DFG, 2010); and
- (8) Given on-site fencing, the presence of urban uses on two sides of the site, and the lack of watercourses, wetlands, riparian threads, and cover, the site does not represent a wildlife movement corridor.

The proposed project would not have the potential to eliminate important examples of the major periods of California history or prehistory because:

- (1) The North Coast Information Center records search did not indicate the presence of previously recorded archaeological or historic resources on the project site (Roscoe & Associates, 2010), and no archaeological resources were observed on-site during the cultural resources field survey (EAS, 2010);
- (2) While buried archaeological resources or human remains have a potential to occur on-site, mitigation is identified in the Cultural Resources section of this IS/MND that would avoid significant impacts to any such resources/remains that may be present.
- (3) While the existing on-site residence meets at least one of several criteria for consideration as a historical resource, mitigation is identified in the Cultural Resources section of this Initial Study that would avoid significant impacts to historic resources. Any exterior modifications to the residence shall be conducted in accordance with applicable federal/state historic resources guidelines.

Based on the above, the impact would be *less than significant*.

b) The project would not have impacts that are individually limited, but cumulatively considerable, because:

- (1) Given the nature of the project site, the project would not contribute to the cumulative loss of prime farmland, special-status species or their habitat, wetlands or other natural community, mineral resources, or other cumulative impacts to natural resources;
- (2) Given the relative small size of the proposed project, it would not add appreciably to cumulative utilities or service demand, park demand, water demand, energy consumption, or other growth-related cumulative impacts.
- (3) The project site is already designated for urban use under the City of Eureka's General Plan and Zoning Ordinance. Hence, some degree of growth at the site has already been assumed in City planning;
- (4) The proposed project would employ only 50 persons, most of which already work at Lost Coast Brewery's existing downtown Eureka brewery and thus would not represent no residents to the City, and this is well within City and regional population growth projections; and

- (5) The project would not interfere with the ability of the region to attain the PM₁₀ reduction goals set forth in the NCUAQMD's PM₁₀ Attain Plan, would not add significantly to cumulative stationary or mobile source noise, and while it would exacerbate LOS F conditions at the Broadway/Henderson Street intersection under Future (2030) conditions, mitigation is identified in the Traffic section of this IS/MND to mitigate this impact.

Based on the above, the impact would be *less than significant*.

c) The project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. This is because: the proposal would not result in the surpassing of City of Eureka stationary or mobile noise source standards at sensitive receptors after mitigation; would not cause visual blight as seen from a scenic highway, and would not cause visual blight as seen by sensitive visual receptors (e.g., residential uses) after mitigation; would generate too little traffic to potentially exceed federal, state, and NCUAQMD CO and other criteria pollutant concentrations along City streets and intersections; and would not create a demand for public services (fire protection, police protection, parks, etc.) such that the level of existing service experienced by City residents would be adversely effected. Therefore, the impact would be *less than significant*.

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