

## **7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT**

### **7.1 INTRODUCTION**

This section is based on the NOP, dated May 21, 2019, and contained in Appendix A of this EIR. The NOP was prepared to identify the potentially significant effects of the proposed projects and was circulated for public review between May 21, 2019 and June 20, 2019. In the course of this evaluation, certain impacts were found to be less than significant because the proposed project's characteristics would not create such impacts. This section provides a brief description of effects found not to be significant or less than significant, based on the NOP comments or more detailed analysis conducted as part of the EIR preparation process. Note that a number of impacts that are found to be less than significant are addressed in the various EIR topical sections (Sections 3.1 through 3.19) to provide more comprehensive discussion of why impacts are less than significant, in order to better inform decision makers and the general public.

### **7.2 EFFECTS FOUND NOT TO BE SIGNIFICANT**

#### **7.2.1 Agricultural Resources**

##### **Farmland to Non-Agricultural Use**

The project area does not fall within an area designated as having prime soils, nor does it meet the definition for prime soils included in the Humboldt County General Plan. The project area consists primarily of lands that have historically been used for timber harvesting and is therefore not conducive to agricultural or grazing operations. Therefore, the proposed project would not convert any prime farmland to non-agricultural use. There would be no impact.

##### **Agricultural Zoning or Williamson Act Contract**

The proposed project does not contain any parcels that are zoned for agricultural use or that contain a Williamson Act contract. The proposed project parcels are zoned as Residential One-Family (R-1), with combining zones indicating Planned Unit Development (P), Recreation (R), and Greenway and Open Space (GO). Therefore, since the proposed project would not conflict with agricultural zoning or Williamson Act contracts, no impact would occur.

##### **Pressures to Convert Farmland to Non-Agricultural Use**

The proposed project is not surrounded by any prime agricultural lands or lands able to support agricultural or grazing; therefore, the proposed project would not result in the conversion of any farmlands to non-agriculture use, and no impact would occur.



## 7.2.2 Geology, Soils, and Seismicity

### Septic or Alternative Wastewater Disposal Systems

The proposed project would be served by sanitary sewer service provided by HCSD. No septic or alternative wastewater disposal systems would be used. This condition precludes the possibility of impacts in this regard. No impacts would occur.

## 7.2.3 Hazards and Hazardous Materials

### Airports

There are no public or private air strips or airports located within 2 miles of the proposed project. The nearest airport to the project site is the Murray Field (KEKA) Airport, which is located approximately 2.6 miles northeast of the project site. Additionally, the proposed project would not include any elements that could potentially obstruct or interfere with airport operations or conflict with the airport land use plan. Therefore, there would be no impact associated with a safety hazard from nearby airports and no mitigation measures would be required.

## 7.2.4 Hydrology and Water Quality

### Seiches, Tsunamis, or Mudflows

The project site is not located in a flood hazard area, tsunami or seiche zone or at risk of releasing pollutants due to project inundation (FEMA 2016; Humboldt County 2020). Elevations at the project site, which are 150-200 feet amsl, are higher than the coastal areas, which means a lower susceptibility for tsunami inundation. The proposed project, once constructed, would be built in conformance with all applicable state, federal, and local regulations related to safety, and would not result in an increased risk related to release of pollutants due to project inundation. Therefore, there would be no impact.

## 7.2.5 Mineral Resources

### Mineral Resources of Statewide or Local Importance

The proposed project location does not contain mineral resources that are of value locally, to the region, or to residents. Mineral resources that could potentially be used for the project include aggregate road base used for road construction. The project includes parking areas, walkways, roads, etc. The volume of material needed for the project can be supplied by local providers using existing sources. The project will not 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, as the proposed project is not identified as a locally important mineral resource recovery site. Therefore, the proposed project will not 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, and no impact would occur.



## **7.2.6 Noise**

### **Aviation Noise**

The proposed project is not located in an airport land use plan area, within 2 miles of a public airport, or public use airport, or in the vicinity of a private airstrip. The nearest airport to the project site is the Murray Field (KEKA) Airport, which is located approximately 2.6 miles northeast of the project site. The project does not have the potential to expose people residing or working in the project area to excessive noise levels. No impact would occur.

## **7.2.7 Population and Housing**

### **Displacement of Persons or Housing**

The proposed project would not displace substantial numbers of existing people or housing. No development that would require substantial displacement of people or housing is proposed as part of the project. To the contrary, the proposed project itself is a development project that would provide new housing to the area, in an area that has not been previously developed. Therefore, no impact would occur.

## **7.2.8 Transportation**

### **Air Traffic Patterns**

The project site is not within the boundaries of an airport land use plan or airport influence area. The nearest airport to the project site is the Murray Field (KEKA) Airport, which is located approximately 2.6 miles northeast of the project site. This precludes the possibility of the proposed project altering air traffic patterns. No impacts would occur.



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