2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

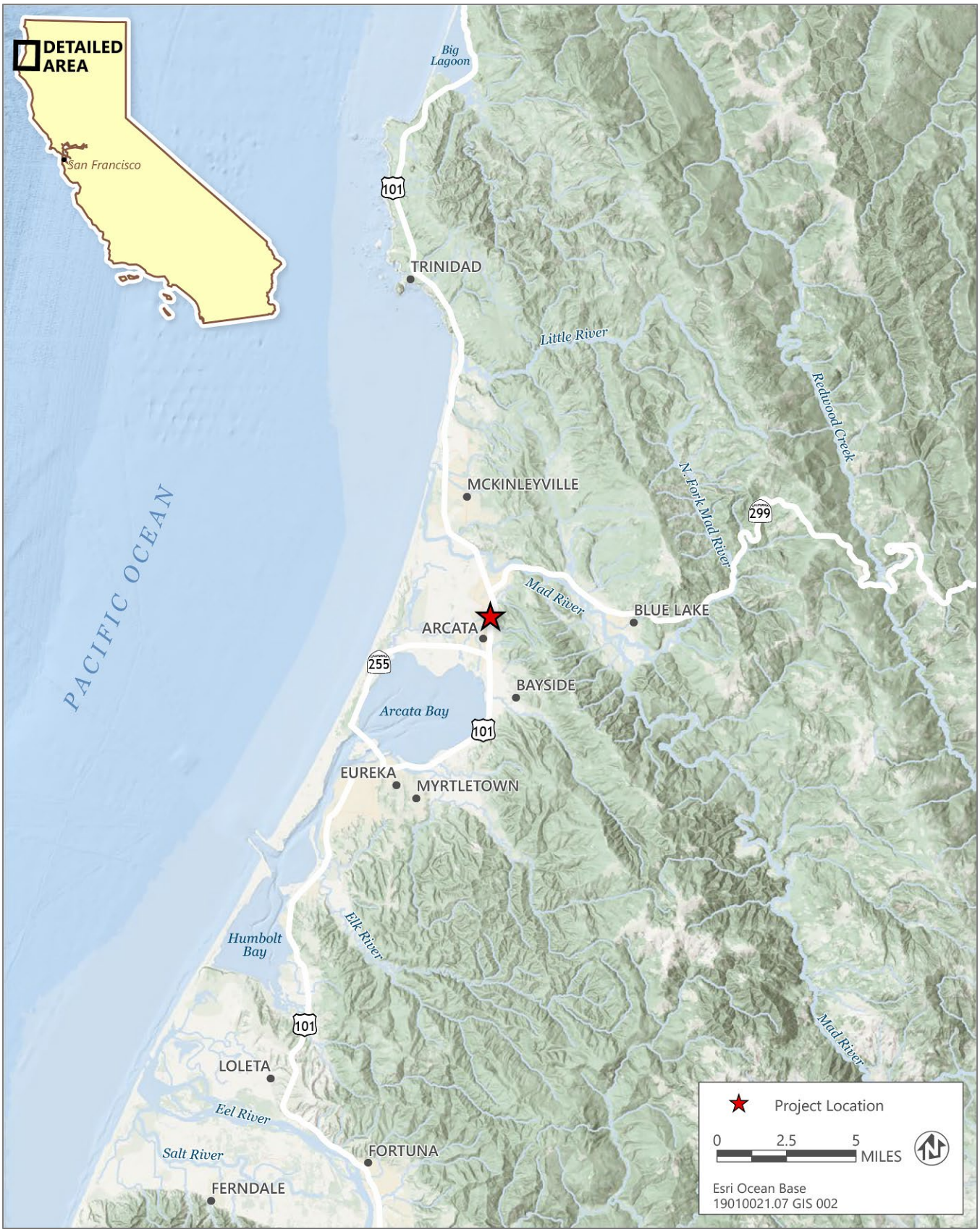
California State Polytechnic University, Humboldt (Cal Poly Humboldt or University) is one of 23 campuses and one of three polytechnic universities in the California State University (CSU) system. Established in 1913 as a teacher's college, Cal Poly Humboldt is the primary higher education institution serving the Humboldt region of California. Cal Poly Humboldt's 144-acre main campus is located east of US Highway 101 (US 101) and within the eastern jurisdictional boundaries of the City of Arcata (City). Cal Poly Humboldt is proposing to construct a 964-bed student housing complex approximately 0.5 mile north of the main campus that would provide apartment-style student residential units for undergraduate and graduate students attending Cal Poly Humboldt. The proposed new buildings would support living space for Cal Poly students. The project is described in detail in this chapter, including the project location, setting, goals and objectives, and development components, as well as the permits and approvals that may be necessary for project implementation.

2.2 PROJECT SITE CONDITIONS, LOCATION, AND SETTING

The project site encompasses 12.8 acres in the City on the northeast edge of the Sunset Neighborhood near the intersection of the St. Louis Road and US 101 overcrossing (Figures 2-1 and 2-2). Figure 2-2 identifies the project site on a topographic map in relation to Cal Poly Humboldt's main campus. The project site is bordered by US 101 to the east, single-family residences to the south and west, the Janes Creek Meadows riparian wetlands and grasslands to the northwest, St. Louis Road to the north, and the Mad River Lumber Company property to the northeast.

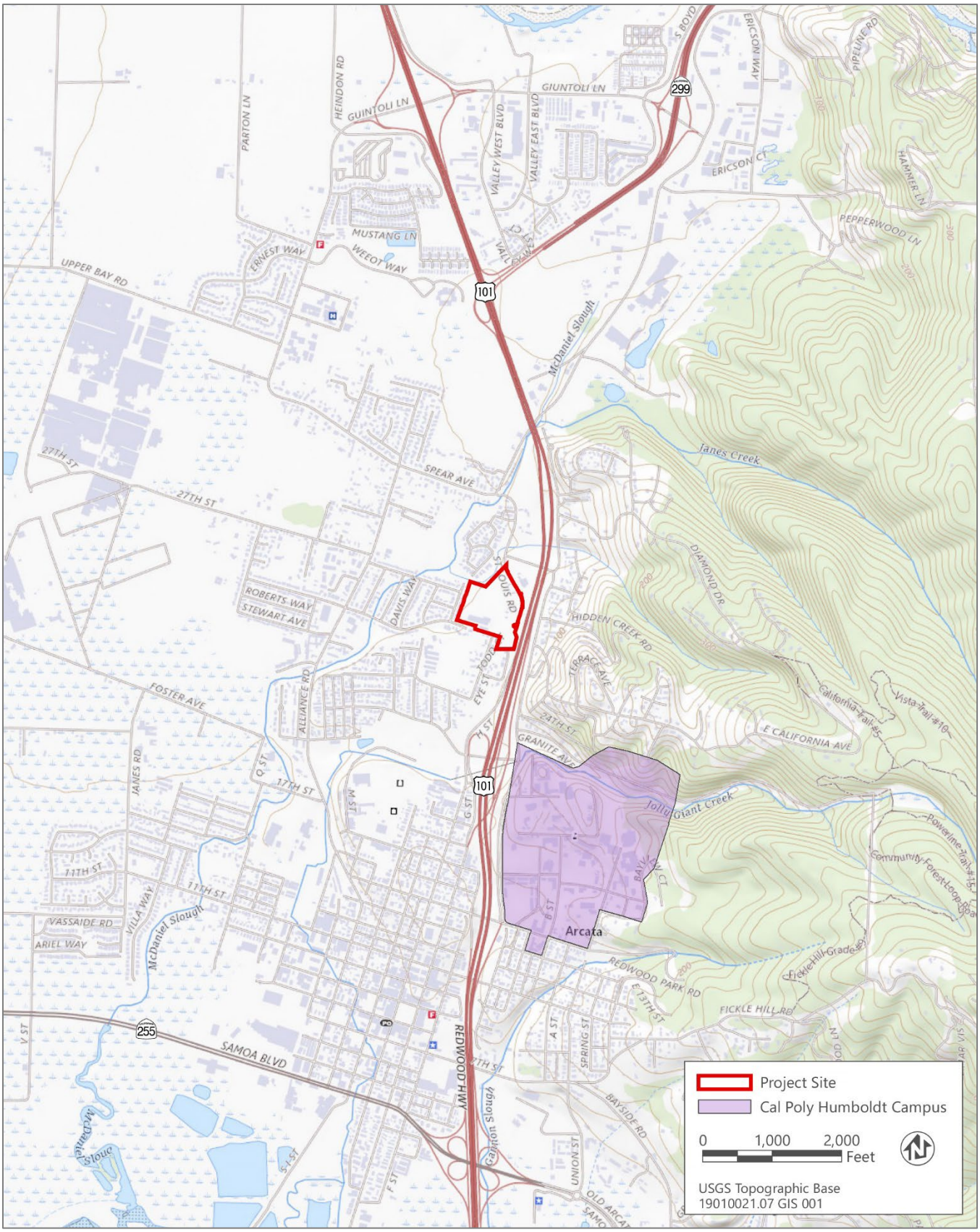
The project site includes the following assessor's parcel numbers: 505-022-011, 505-022-012, 503-372-002, 503-372-003, 503-372-004, 503-372-005, 503-372-006, 505-011-002, 505-011-006, 505-011-007, 505-011-010, and 505-012-004. Currently, as shown in Figure 2-3, the project site consists primarily of Craftsman's Mall, a collection of wood-framed warehouse buildings housing artisan and light industrial rental spaces, and outdoor storage areas for local contractors. Three single-family residences are also located within the northeast portion of the site. The northwestern portion and western edge of the site are currently undeveloped but provide some on-site detention of stormwater flows. Janes Creek and its associated riparian area is located along the northwestern boundary of the project site and provides passive recreational opportunities for residents of nearby residential development. These areas of the project site are grade-separated (approximately 15-20 feet lower in elevation) from the rest of the project site that includes the Craftsman's Mall and residential properties. The majority of the project site is unpaved, with the Craftsman's Mall and residential properties to the north characterized by predominantly gravel/dirt internal circulation roadways. Figures 2-4 and 2-5 are representative photos of existing conditions on the project site at the time the NOP was issued.

Regional access to the site is available from US 101 via the Sunset Avenue interchange. Local ingress/egress would be provided from St. Louis Road. Automobile, pedestrian, and bicyclist travel between the project site and campus is currently available via L.K. Wood Boulevard and the US 101 overcrossing, approximately 0.1 mile north of the project site. In addition, the City's planned bicycle/pedestrian path along US 101 will borders the project site to the east and provide additional bicycle and pedestrian access to and from the site. Figure 2-6 identifies the existing transportation infrastructure located near the project site, including existing bus lines and tops and bike lanes through the area.



Source: Adapted by Ascent Environmental in 2022.

Figure 2-1 Regional Location

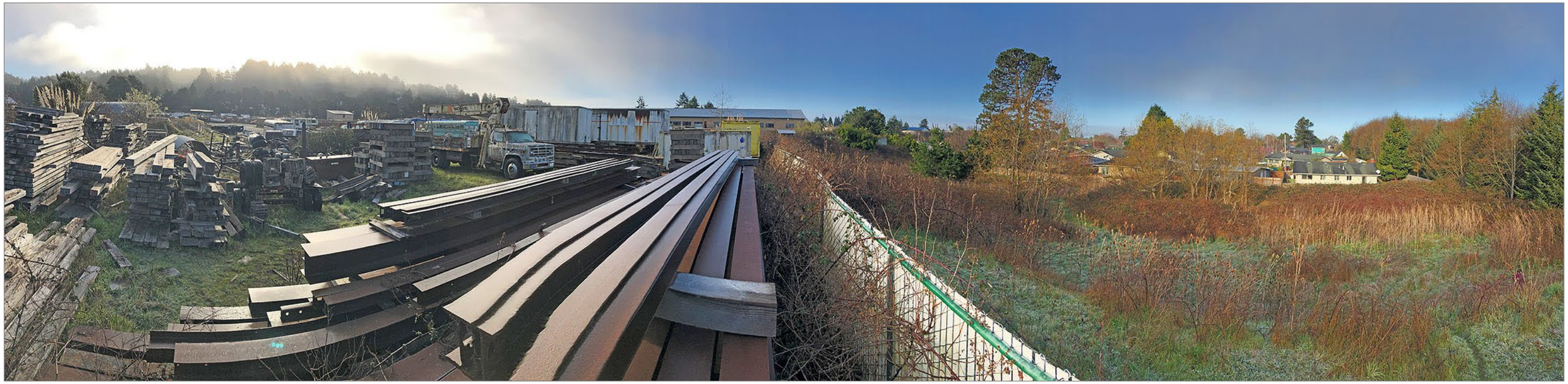


Source: Adapted by Ascent Environmental in 2022.

Figure 2-2 Topographic Map of the Project Site and in Relation to Cal Poly Humboldt Main Campus

Source: Adapted by Ascent Environmental in 2022.

Figure 2-3 Project Site Location and Site Photo Key

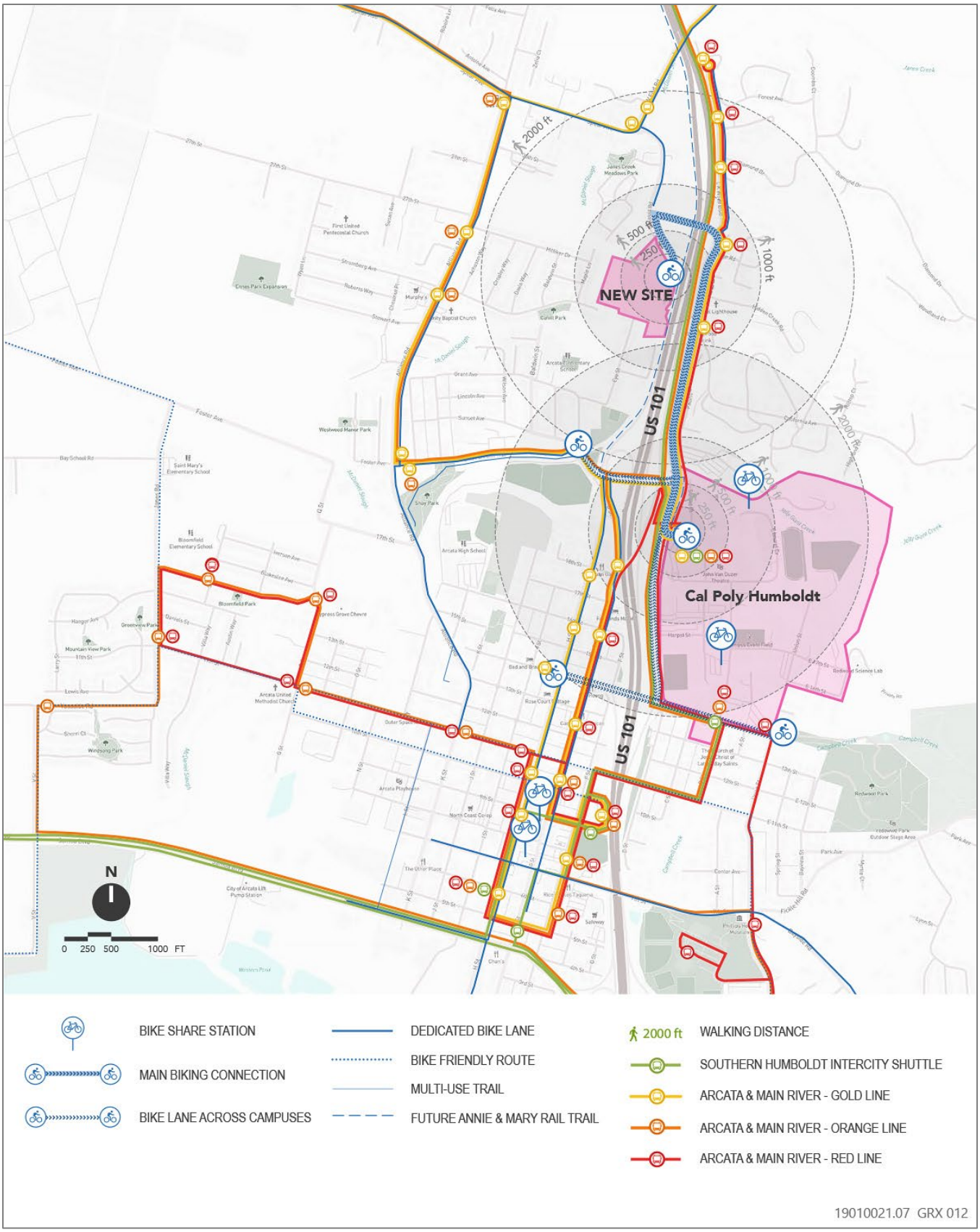


Source: Ascent Environmental

Figure 2-4 Panoramic View from Northwest Corner of Project Site Looking South

Source: Ascent Environmental

Figure 2-5 Panoramic View of Project Site Looking West



Source: Cal Poly Humboldt

Figure 2-6 Transportation Network Near the Project Site

2.3 PROJECT BACKGROUND

The project site was used as a lumber mill beginning in 1947 and into the 1970s, at which time operations ceased. The site retains two of the former mill structures and provided leasable workspace and storage opportunities for local community members and businesses. In 2017, prior to acquisition of the property by Cal Poly Humboldt, a private developer proposed development of the project site with a 700-bed student housing project. A Draft EIR was publicly circulated in 2017, followed by a Final EIR in May 2018. The EIR was not certified and the project was not approved. The developer ultimately withdrew the development application from the City in 2019. The Humboldt State University Foundation purchased the property in 2020.

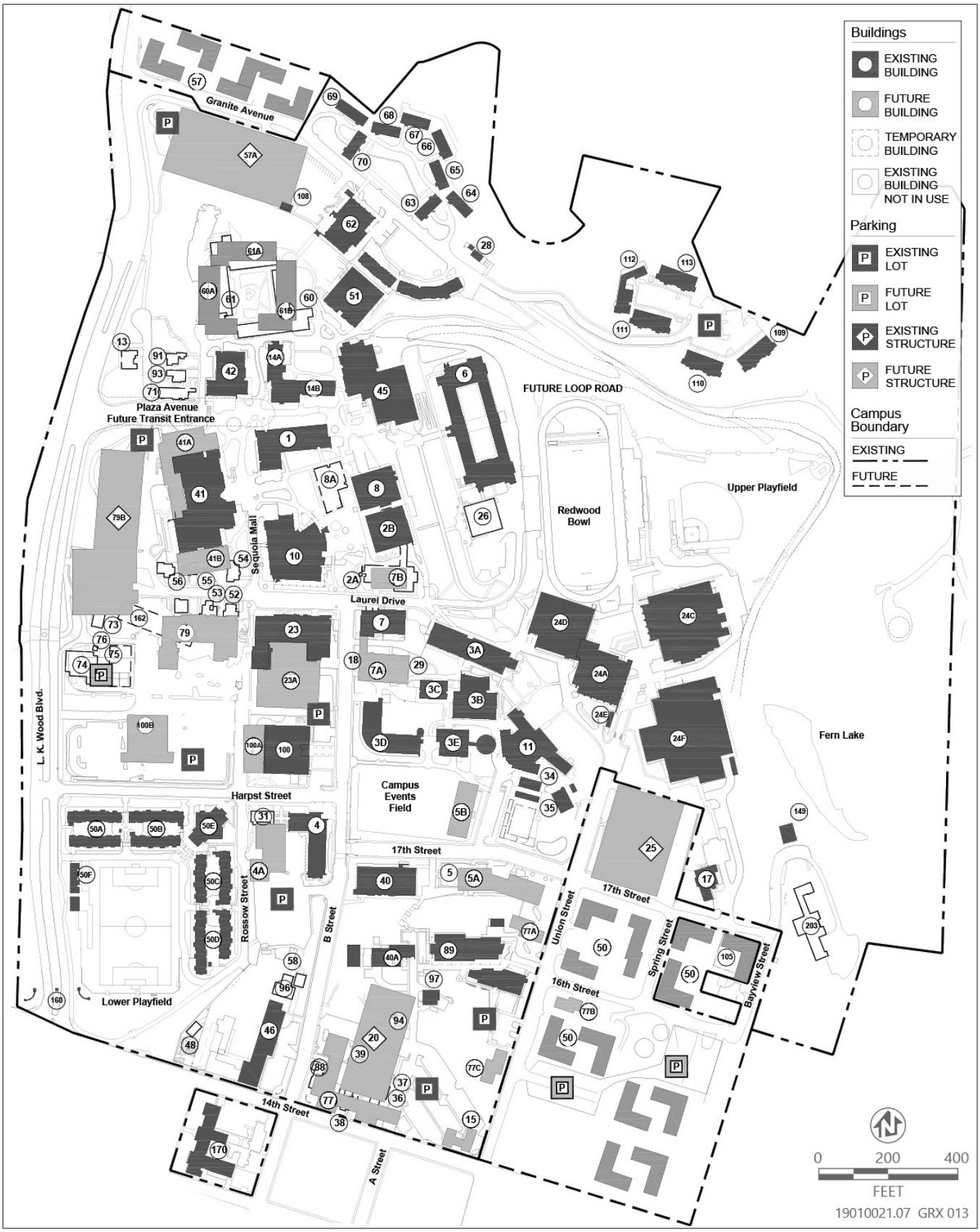
In terms of current student housing availability, Cal Poly Humboldt has a design capacity of approximately 2,100 beds (as of 2020) for students on campus. Existing housing for freshmen students includes the following facilities: the Hill Complex, Canyon Residences, and Cypress Residence Hall; and existing housing for sophomore and upper division students includes the College Creek Apartments, Creekview Complex, and Campus Apartments (Cal Poly Humboldt 2022). Cal Poly Humboldt is also providing temporary student housing for academic years 2022-2023 and 2023-2024 through a short-term lease at the Comfort Inn, approximately 3 miles from the main campus.

Currently, approximately 70 percent of Cal Poly Humboldt students reside in off-campus, non-university housing, and most of those students live within the City of Arcata or elsewhere within the county. More specifically, Cal Poly Humboldt (as of fall 2022) houses 2,044 students on-campus while approximately 3,900 students reside off campus in the City or other areas of the County (Cal Poly Humboldt 2022a; 2022b). Consequently, Cal Poly Humboldt has identified the need to provide additional student housing on university property at or near the main campus in the near term. Figure 2-7 provides the current Master Plan map for Cal Poly Humboldt.

As an entity of the State of California, the CSU, including Cal Poly Humboldt, is not subject to local government planning and land use plan, policies, or regulations. However, the project site is located within the governmental boundaries of the City of Arcata, which has designated the site as an infill opportunity zone for higher density residential development in the City's 2019 Housing Element (City of Arcata 2019) and in updates to the City's General Plan that are currently in preparation (City of Arcata 2022). Per the City's General Plan Land Use Updates map (City of Arcata 2022), the project site is contemplated to accommodate up to 410 units of high-density residential development, based on site acreage (City of Arcata 2022).

2.4 PROJECT ELEMENTS

The project site would be developed with a student housing complex with capacity for 964 student beds that would provide apartment-style residences for undergraduate and graduate students attending Cal Poly Humboldt, following acquisition of the site by Cal Poly Humboldt from the Humboldt State University Foundation. As part of the project, Cal Poly Humboldt's current Master Plan would be amended, as shown in Figure 2-8, to reflect inclusion of the project site as part of the Master Plan. A number of on-site amenities would be included as part of the project, including an exercise gym, common lounge spaces, study spaces, computer rooms, television rooms, a café/market, conference rooms, and bicycle parking. Exterior site features would include green space, recreational facilities (e.g., multifunction, pickleball, and/or volleyball court[s]), outdoor cooking amenities (e.g., barbecue area for on-site residents), and appropriate hardscapes (i.e., paths between various on-site features, including buildings and parking). The project would also include 340 single-occupancy vehicle parking spaces and additional bicycle parking (covered). Additional details for the proposed project elements are described below.



Source: Image produced by Cal Poly Humboldt, 2004.

Figure 2-7a Existing Master Plan – Cal Poly Humboldt

California State Polytechnic University, Humboldt

Master Plan Enrollment: 12,000 FTE

Master Plan approved by the Board of Trustees: September 1965

Master Plan Revision approved by the Board of Trustees: January 1967, January 1977, July 1977, November 1977, May 1978, March 1981, May 1990, November 2004

1. Siemens Hall
2A. Art A
2B. Art B
3A. Science A
3B. Science B
3C. Science C
3D. Science D
3E. Dennis K. Walker Greenhouse
4. Harry Griffith Hall
4A. *Classroom Building*
5. Forestry
5A. *Laboratory Building*
5B. *Science Laboratory Building*
6. Founders Hall
7. Jenkins Hall
7A. *Jenkins Hall – Visual Art Renovation and Addition*
7B. *Jenkins Hall – Visual Art Renovation and Addition*
8A. Music A
8B. Music B
10. Theatre Arts
11. Wildlife and Fisheries
12. Observatory (off-campus)
13. Feuerwerker House
14A. Nelson Hall West
14B. Nelson Hall East
15. Figueiredo Building
16. First Street Gallery (off-campus)
17. Marine Wildlife Care Center
18. Brookins House
20. *South Campus Parking Structure*
23. Gist Hall
23A. *Gist Hall – Theatre Arts Replacement and Addition*
24A. Forbes Gymnasium
24C. Student Recreation Center
24D. Recreation & Wellness Center
24E. Cogeneration Unit
24F. Kinesiology and Athletics
25. *East Campus Parking Structure*
26. Van Matre Hall
27. Telonicher Marine Laboratory (off-campus)
28. Housing Operations Building
29. Experimental Greenhouse
31. Swetman Child Development Lab
33. Natural History Museum (off-campus)
34. Wildlife Game Pens
35. Fish Hatchery
36. Mary Warren House
37. Baiocchi House
38. Walter Warren House
39. Toddler Center
40. Natural Resources
40A. Schatz Energy Research Center
41. Library
41A. *Library Addition*
41B. *Library Addition*
42. Student Health Center
45. University Center
46. Facilities Management
48. Hazardous Waste Handling Facility
50. *Student Housing*
50A-D. College Creek Apartments
50E. College Creek Community Center
50F. College Creek Field Locker Room
51. Cypress Residence Hall
52. Bret Harte House
53. Warren House
54. Telonicher House
55. Balabanis House
56. Hadley House
57. *Granite Student Housing*
57A. *North Campus Parking Structure*
58. Switchgear Building
60. Redwood Residence Hall
60A. *Sunset Residence Hall Replacement*
61. Sunset Residence Hall
61A. *Redwood Residence Hall Replacement*
61B. *Redwood Residence Hall Replacement*
62. Jolly Giant Commons
63. Pepperwood Residence Hall
64. Tan Oak Residence Hall
65. Maple Residence Hall
66. Madrone Residence Hall
67. Hemlock Residence Hall
68. Chinquapin Residence Hall
69. Alder Residence Hall
70. Cedar Residence Hall
71. Little Apartments
73. Wagner House
74. Ceramics Lab
75. Sculpture Lab
76. Water Tower
77. *Student Center South*
77A. *Student Activities*
77B. *Student Activities*
77C. *Student Activities*
79. *Educational Services Building*
79B. *West Campus Parking Structure*
82. *Parking Kiosk*
88. Building 88
89. Behavioral and Social Sciences
91. Hagopian House
93. Brero House
94. Jensen House
96. Shipping and Receiving
97. Buck House
100. Student and Business Services
100A. *Classroom Building*
100B. *Classroom Building*
105. Boat Facility
108. Housing Cogeneration Unit
109. Fern Hall
110. Willow Hall
111. Laurel Hall
112. Creekside Lounge
113. Juniper Hall
149. Wireless Communication Facility
160. Campus Entrance Gate
162. Campus Apartments
163. Boating Instructional Safety Center (off-campus)
170. Trinity Annex
175. *Corporation Yard*

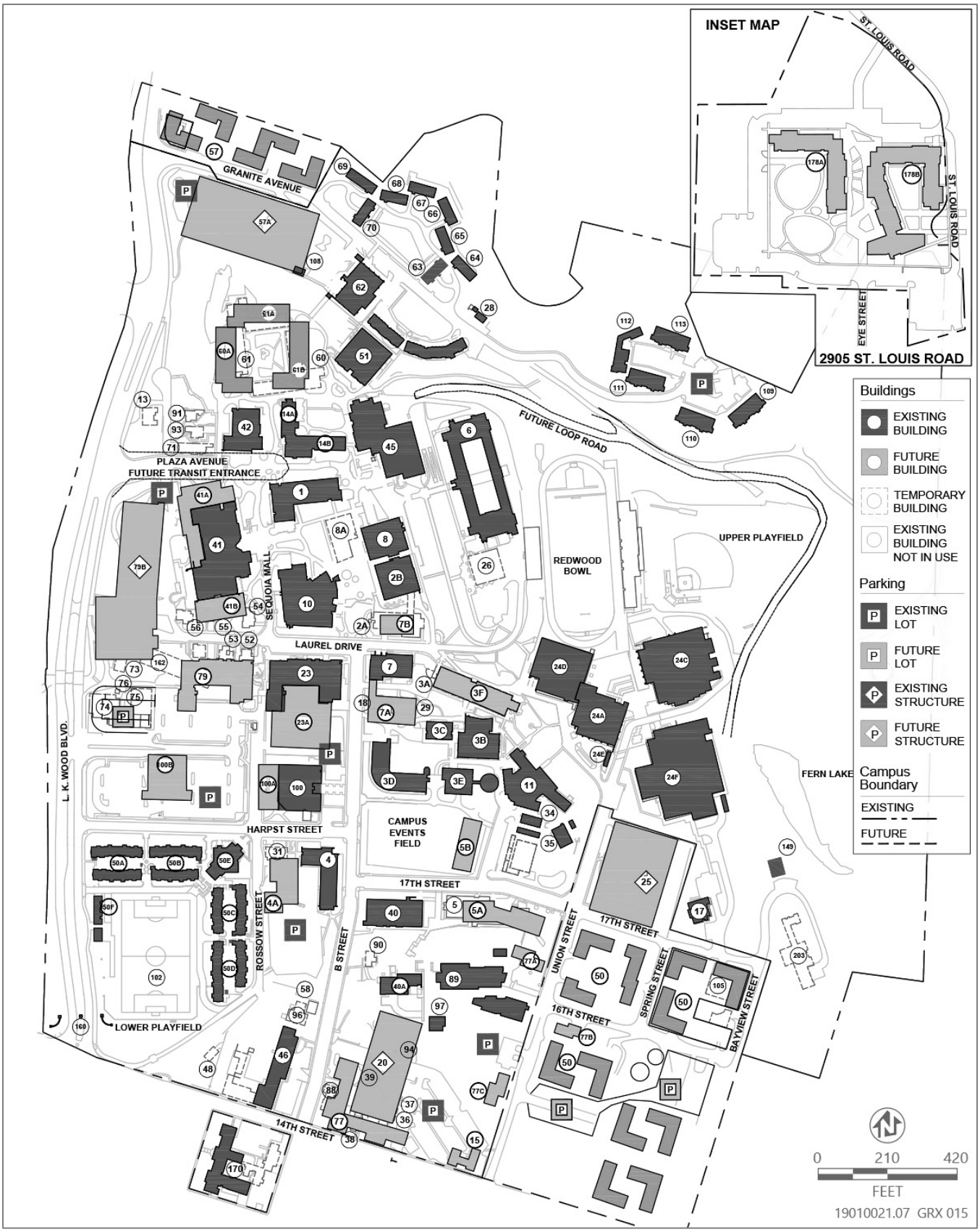
LEGEND:
Existing Facility / *Proposed Facility*

NOTE: Existing building numbers correspond with building numbers in the Space and Facilities Data Base (SFDB)

19010021.07 GRX 014

Source: Image produced by Humboldt State University, 2004.

Figure 2-7b Existing Master Plan Map Legend – Cal Poly Humboldt



Source: Image produced by Humboldt State University, 2004.

Figure 2-8a Proposed Master Plan – Cal Poly Humboldt with Project

California State Polytechnic University, Humboldt

Master Plan Enrollment: 12,000 FTE

Master Plan approved by the Board of Trustees: September 1965

Master Plan Revision approved by the Board of Trustees: January 1967, January 1977, July 1977, November 1977, May 1978, March 1981, May 1990, November 2004

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15. Figueiredo Building
16. First Street Gallery (off-campus)
17. Marine Wildlife Care Center
18. Brookins House
20. *South Campus Parking Structure*
23. Gist Hall
23A. *Gist Hall – Theatre Arts Replacement and Addition*
24A. Forbes Gymnasium
24C. Student Recreation Center
24D. Recreation & Wellness Center
24E. Cogeneration Unit
24F. Kinesiology and Athletics
25. *East Campus Parking Structure*
26. Van Matre Hall
27. Telonicher Marine Laboratory (off-campus)
28. Housing Operations Building
29. Experimental Greenhouse
31. Swetman Child Development Lab
33. Natural History Museum (off-campus)
34. Wildlife Game Pens
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38. Walter Warren House
39. Toddler Center
40. Natural Resources
40A. Schatz Energy Research Center
41. Library
41A. *Library Addition*
41B. *Library Addition*
42. Student Health Center
45. University Center
46. Facilities Management
48. Hazardous Waste Handling Facility
50. *Student Housing*
50A-D. College Creek Apartments
50E. College Creek Community Center
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56. Hadley House
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57A. *North Campus Parking Structure*
58. Switchgear Building
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60A. *Sunset Residence Hall Replacement*
61. Sunset Residence Hall
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61B. *Redwood Residence Hall Replacement*
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67. Hemlock Residence Hall
68. Chinquapin Residence Hall
69. Alder Residence Hall
70. Cedar Residence Hall
71. Little Apartments
73. Wagner House
74. Ceramics Lab
75. Sculpture Lab
76. Water Tower
77. *Student Center South*
77A. *Student Activities*
77B. *Student Activities*
77C. *Student Activities*
79. *Educational Services Building*
79B. *West Campus Parking Structure*
82. *Parking Kiosk*
88. Building 88
89. Behavioral and Social Sciences
91. Hagopian House
93. Brero House
94. Jensen House
96. Shipping and Receiving
97. Buck House
100. Student and Business Services
100A. *Classroom Building*
100B. *Classroom Building*
105. Boat Facility
108. Housing Cogeneration Unit
109. Fern Hall
110. Willow Hall
111. Laurel Hall
112. Creekside Lounge
113. Juniper Hall
149. Wireless Communication Facility
160. Campus Entrance Gate
162. Campus Apartments
163. Boating Instructional Safety Center (off-campus)
170. Trinity Annex
175. *Corporation Yard*
178A. *2905 St. Louis Road Student Housing I*
178B. *2905 St. Louis Road Student Housing II*

LEGEND:
Existing Facility / *Proposed Facility*

NOTE: Existing building numbers correspond with building numbers in the Space and Facilities Data Base (SFDB)

List revised by Cal Poly Humboldt: October 19, 2022

19010021.07 GRX 016

Source: Image produced by Humboldt State University, 2004.

Figure 2-8b Proposed Master Plan Map Legend – Cal Poly Humboldt with Project

2.4.1 Building and Site Design

As shown in Figure 2-9, Cal Poly Humboldt proposes to construct a student housing complex with a capacity for 964 student beds in approximately 240 residential units within two buildings on the project site. The proposed buildings would provide a variety of student housing types, including two-, three-, and four-bedroom apartment units, with the majority being two-bedroom/one-bath units. As proposed, on-site buildings would generally be taller at the center of the site and step down along the perimeter of the project site, to reduce building mass and scale in proximity to the surrounding single-family residential neighborhoods. The western building, as shown in Figure 2-9, would be oriented in an L-shape with the east-west wing being five stories in height and the north-south wing being six stories in height. The eastern building would be generally seven stories in height; however, the easternmost section of the building would be limited to five stories. Overall, no on-site buildings would exceed approximately 75 feet in height. The intent of the taller building height is to maximize the available space for open space and recreational opportunities on the project site; see Section 2.4.2 of this chapter for further discussion of those.

The separation between the buildings and within the courtyard spaces of each building would allow for accessible open space and communal activities within the proposed development. Additionally, a north-south-aligned promenade would bisect the development and connect student residences in both buildings to indoor support facilities and outdoor primary bicycle/pedestrian connections to campus. Two sets of elevators would be provided within each building, located adjacent to the promenade.

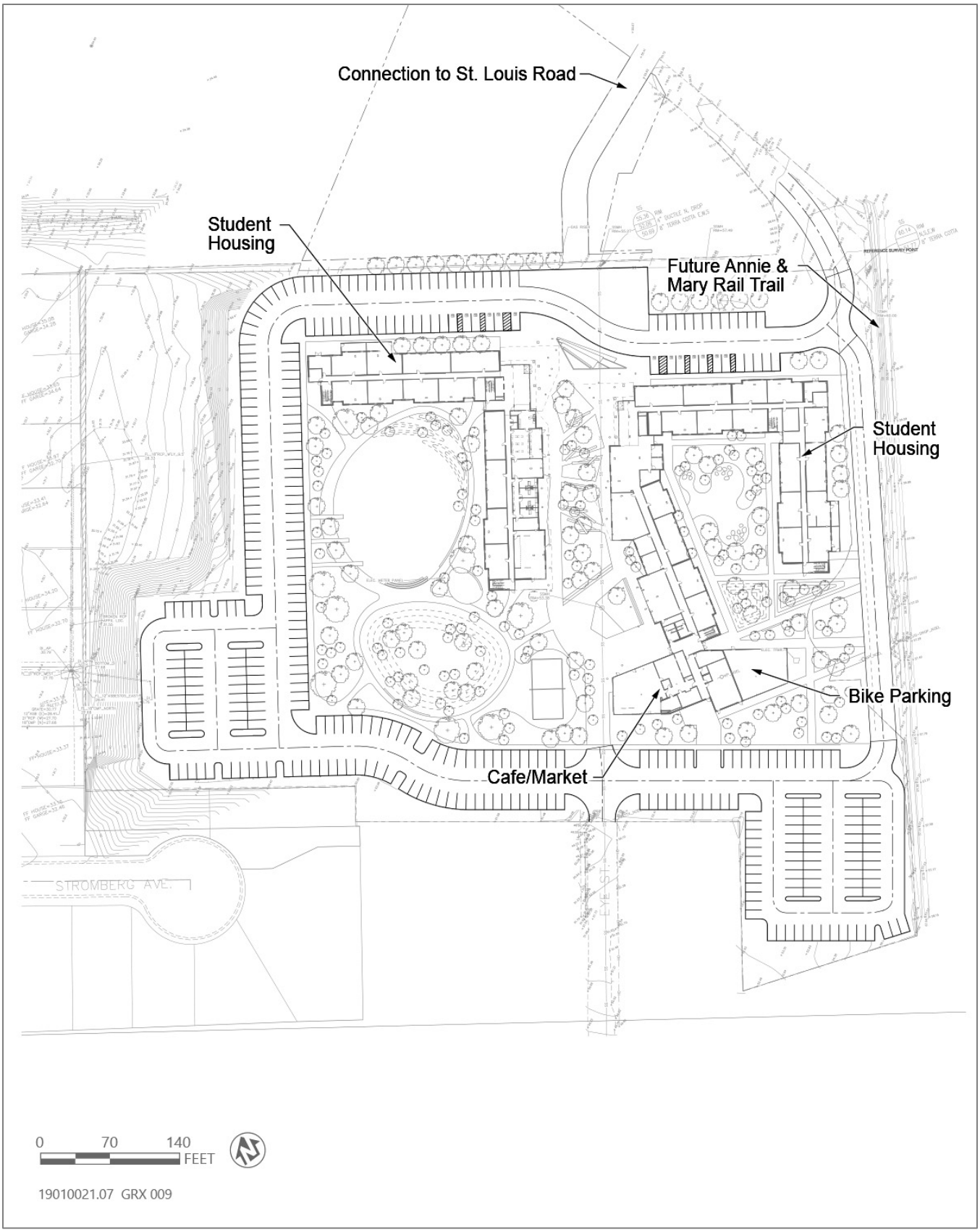
The total square footage for the two buildings is anticipated to be approximately 325,000 square feet (sf). Student residential units would average approximately 900 square feet apiece, and additional interior amenities and communal space would be provided within each building, along the promenade. This would include lobby space, study rooms, hallways, administrative offices (western building), student lounge and multipurpose rooms (eastern building), fitness space (eastern building), café/retail space (eastern building), indoor bicycle parking, residential laundry, and mechanical and custodial facilities.

Cal Poly Humboldt aims to exceed the energy efficiency and sustainability requirements of both the California Green Building Standards Code (CalGreen) and California Energy Code. The development, as a whole, would achieve Leadership in Energy and Environmental Design (LEED) v4 Silver certification. Proposed project sustainability features include high-efficiency irrigation for landscaping, water-efficient plumbing, energy-efficient and CalGreen-compliant lighting and appliances, and durable exterior building materials such as concrete/masonry walls. Energy Star office equipment, energy-efficient computer monitors, and LED (light-emitting diode) lighting and lighting controls would be used throughout the buildings to achieve the energy goals. In addition, the project would encourage on-site solar energy production through the provision of space for photovoltaic solar panels (i.e., PV-ready) on rooftops, consistent with the CSU Sustainability Policy, and plantings and structures that provide shade for parking, pedestrian paths, and/or gathering areas. The project would also provide electric vehicle-ready (EV-ready) parking spaces equivalent to 10% of the total on-site parking provided.

Figures 2-10 and 2-11 present renderings of the proposed on-site buildings from the northeastern and southwestern ends of the project site. Figure 2-12 presents an aerial view of the project site with a rendering of the project.

2.4.2 Recreation, Parks, and Open Space

The two student housing buildings would surround open-air courtyards and be located on either side of a central, paved, north-south promenade. Within each courtyard, proposed green spaces would contain park space and greenways for on-site residents (refer to Figure 2-9). In addition, 1.2 acres of existing natural open space that contain grasslands and riparian wetlands lining Janes Creek in the western portion of the site would be maintained, between the proposed surface parking and off-site residential neighborhood to the west. However, this space would not be accessible to on-site residents as it would be grade-separated.



Source: Adapted by Ascent Environmental in 2022.

Figure 2-9 Conceptual Site Plan

Source: Ascent Environmental

Figure 2-10a Rendering of Project Looking Southwest

Source: Ascent Environmental

Figure 2-10b Rendering of Project Looking Southeast

Source: Ascent Environmental

Figure 2-11a Rendering of Project Looking Southeast

Source: Ascent Environmental

Figure 2-11b Rendering of Project Looking Northeast

Source: Ascent Environmental

Figure 2-12 Aerial Rendering of Proposed Project Looking Southeast

Additional recreational facilities (e.g., multifunction, pickleball, and/or volleyball court[s]) and a fitness room in the eastern building would be provided as part of the project. The northern portion of the project site would be cleared of existing uses and serve as open space as part of the project, bisected by the new access road to St. Louis Road (as described in Section 2.4.3, below). Additionally, as part of the project, existing landscaping and trees along the periphery of the site, which are not shown in Figure 2-9, would be maintained/enhanced to provide additional screening of the proposed development from off-site vantages, including from US 101 and the existing residential neighborhoods to the south and west.

2.4.3 On-Site Circulation

The proposed circulation network for the project site is intended to limit changes to the existing circulation patterns in the area and minimize the potential for project-related vehicular traffic to affect local residential streets, including Eye Street, Maple Lane, and Stromberg Avenue. On-site circulation also includes a series of interconnected pedestrian and bicycle paths throughout the development to promote multimodal transportation choices and direct student residents north to the L.K. Wood Boulevard-US 101 overcrossing or east to the future extension of the Annie & Mary Rail Trail project, which will be constructed by the City within city limits and border the project site to the east. The Annie & Mary Rail Trail is a collaborative multiagency effort between the Humboldt County, the City of Blue Lake, Humboldt County Association of Governments (HCAOG), Blue Lake Rancheria, Redwood Community Action Agency, and Friends of the Annie & Mary Rail Trail that is intended to provide a regional trail connection between the City of Arcata and the City of Blue Lake. As the trail's alignment borders the project site, it will provide primary bike and pedestrian access to the site and is anticipated to be completed in 2024 (Khatri, pers. comm. 2022). In addition, the project would include establishment of a bus/shuttle stop within the project site.

On-site driveways and internal circulation would be one lane in each direction around the site, with two ingress/egress points for passenger vehicles via St. Louis Road, as depicted in Figure 2-9. Emergency access would be provided from the northern terminus of Eye Street where it meets the project's southern boundary. This access

point would be controlled using removable bollards or gate, and signage would be provided to prevent pedestrian/bicyclist access.

The circulation framework for the project would integrate various transportation demand management strategies that reduce vehicle miles traveled from single-occupant automobile trips, such as:

- provide safe, covered bicycle parking areas near building entrances for visitors and inside buildings for residents and employees;
- design and incorporate traffic-calming features within the development; and
- encourage flexible work scheduling and on-site employment for proposed support services to minimize peak-hour traffic.

With respect to alternative transportation facilities, and in addition to the aforementioned Annie & Mary Rail Trail that would be located along the eastern boundary of the site, student residents would have access to campus via St. Louis Road and the US 101 overcrossing, which would provide secondary pedestrian/bicycle access to the Cal Poly Humboldt main campus. As previously stated, a central concourse/promenade would be provided within the proposed student housing development, connecting residences to support facilities and primary bicycle/pedestrian connections to campus. Within the southern end of the proposed development, indoor bicycle parking would be provided, in addition to on-site, exterior bicycle storage facilities.

2.4.4 Parking

Parking areas would be located along the perimeter of the project site and would provide approximately 340 single-occupancy vehicle spaces. The majority of on-site surface parking would be located in the western and southern portions of the site, so as to provide greater separation between the proposed on-site buildings and nearby single-family residential uses. This design would also encourage biking, walking, and transit use on the site and to the downtown area of the City and to Cal Poly Humboldt. 10 percent of on-site parking spaces would be made EV-Ready (i.e., provision of conduit to easily receive installation of an EV charger).

Parking areas within the project site would also be designed in a manner to reduce urban heat island effects in comparison to barren surface parking lots. Parking areas may include a combination of one or more of the following features: integrated energy generation systems (such as photovoltaic carports), large-canopy shade trees, and permeable and high-albedo (highly reflective) paving materials.

2.4.5 Utilities

The project site is located within the City utility service area for water, wastewater, and stormwater. Domestic and fire protection water and sewer services would be constructed on-site, up to connection points with existing City infrastructure. More specifically, the City maintains an existing sewer line that bisects the project site and that would provide a direct connection for the project to the City's sanitary sewer system. Relocation of a portion of this line may be required as part of the project to provide adequate separation between the line and proposed on-site buildings. The line would be moved either slightly to the west from its current alignment or along the eastern edge of the project site. The City also maintains an existing water main along the eastern boundary of the project site, which would provide a direct connection for the project. An 8-inch water line would be provided as part of the project for fire protection purposes with connections to on-site hydrants and buildings.

Energy provisions to the site would be limited to electricity provided by Pacific Gas and Electric Company (PG&E); there would be no natural gas service. Additionally, and as noted above, 10 percent of the on-site parking spaces would be EV-ready.

On-site stormwater facilities would be provided in compliance with National Pollutant Discharge Elimination System requirements. On-site facilities may include various low-impact development facilities, such as permeable pavement, catch basin filters, underground detention, drywell, and self-retaining areas. As part of the project, Cal Poly Humboldt

would construct a new stormwater pipe within the project site along the western boundary of the site, parallel to an existing City stormwater pipe to be abandoned in place, to further reduce the existing risk of localized stormwater flows from ponding within the backyards of residential uses to the west. A direct connection to the City's existing storm drain and 18-inch concrete stormwater pipe at the site's western boundary would also be provided as part of the project.

2.5 CONSTRUCTION

Construction Timeline. Construction would take approximately 18-24 months and is estimated to begin in 2023 and be complete by 2024/2025, with occupancy and operation planned for Fall 2025. Construction may be phased to allow for occupation of one of the student housing buildings prior to overall site construction. Construction would generally occur Monday through Friday between the hours of 8:00 a.m. and 7:00 p.m., with the potential for weekend construction on Saturday between 9:00 a.m. and 7:00 p.m. No construction would occur on Sundays or holidays. As currently proposed, the hours of construction would be generally consistent with those set forth in the City of Arcata General Plan (Policy N-5d).

Construction Activities. Construction activities would include site grading and excavation, utility trenching, building foundation pouring, and building construction. The following construction equipment is anticipated to be used during construction of the project:

- concrete/industrial saw
- rubber-tired or track dozer
- tractors/loaders/backhoe
- excavators
- bobcat
- drill rig
- off-highway trucks
- grader
- scraper
- crane
- tower crane
- man-lift
- boom lift
- construction elevator
- scissor lift
- forklift
- concrete trucks
- concrete pump trucks
- roller/compactor
- generator set
- welding machine
- compressor
- haul trucks
- painting equipment

Diesel construction equipment would be powered by Tier 4 engines as required by the California Air Resources Board and U.S. Environmental Protection Agency.

Before construction activities begin on any project component, temporary fencing would be installed around the active construction area and other security measures such as lighting would be installed to prevent unauthorized access and promote site safety. Construction staging would occur on-site and would avoid the riparian wetland and grasslands on the western end of the site. Additionally, because the project would disturb more than 1 acre of land, the project would be required to obtain coverage under the State Water Resources Control Board Construction General Permit, which requires development of a stormwater pollution prevention plan (SWPPP). During project construction activities, SWPPP best management practices (e.g., erosion control, site stabilization, etc.) would be implemented at the site to prevent construction-related silt or debris from affecting areas outside the site boundary.

Construction Waste Management. The project would generate construction debris during on-site clearing and demolition activities. In accordance with Section 5.408 of CALGreen, the project would implement a construction waste management plan for recycling and/or salvaging for reuse of at least 65 percent of nonhazardous

construction/demolition debris. Additionally, the project would be required to meet Leadership in Energy and Environmental Design (LEED) v4 requirements for waste reduction during construction. Solid waste generated during construction of the project would be hauled off-site to the Humboldt Waste Management Authority's solid waste transfer station in the City of Eureka and then routed either to the Dry Creek Landfill in Medford, Oregon or the Anderson Landfill in Anderson, California.

Construction Traffic Control. As part of the project, Cal Poly Humboldt would prepare a construction traffic control plan that illustrates the location of the proposed work area; identifies the location of areas where the public right-of-way would be closed or obstructed, and the placement of traffic control devices necessary to perform the work; shows the proposed phases of traffic control; and identifies the periods when the traffic control would be in effect and, although not expected, the periods when work would prohibit access to private property from a public right-of-way. The traffic control plan would also provide information on access for emergency vehicles to prevent interference with emergency response.

Protection and Recycling of On-Site Vegetation. As previously stated, Cal Poly Humboldt intends to maintain on-site vegetation (especially trees along the site periphery and the open space area within the western portion of the project site) to the extent feasible. However, some tree removal may be necessary to allow for site preparation and construction. Consistent with Cal Poly Humboldt's practice at the main campus, any tree that is removed would be replaced at a minimum 1:1 ratio by planting trees elsewhere on the project site. In addition, Cal Poly Humboldt would consider use of wood from trees removed from the project site for furnishings or interior accents, and would work with area partners to recycle material.

2.6 PROJECT GOAL AND OBJECTIVES

The underlying purpose of the project is to provide additional student housing proximate to campus and reduce the student housing burden in the local community. As noted above, the objectives of the project are to:

1. provide additional housing near existing and planned mobility infrastructure (i.e., pedestrian and bicycle facilities and transit) to reduce vehicle trips, vehicle miles travelled, and parking demand;
2. provide student housing opportunities on Cal Poly Humboldt property to promote student enrollment and address current housing needs. In addition, provide housing opportunities and complementary services that may be offered to nontraditional students such as graduate students and veterans;
3. support and advance Cal Poly Humboldt's educational mission by guiding the physical development of housing proximate to campus to accommodate gradual student enrollment growth up to a future enrollment of 12,000 full-time-equivalent students per the 2004 Master Plan while preserving and enhancing the quality of campus life;
4. optimize an underutilized infill location within the City of Arcata and proximate to Cal Poly Humboldt;
5. provide housing density adjacent to Cal Poly Humboldt and the downtown area of the City of Arcata to reduce vehicle trips, vehicle miles travelled, and parking demand within campus and the downtown area;
6. minimize building footprints to preserve as much of the site as possible for the creation of open space and landscaped setbacks from surrounding roadways and residential uses;
7. contribute to the overall character and livability of the surrounding neighborhood and Cal Poly Humboldt by facilitating the reuse of property in a manner that enhances the visibility and aesthetic appeal of the city from US 101 and surrounding local roadways and that enhances circulation within the city and to Cal Poly Humboldt;
8. minimize impacts to on-site vegetation and potentially sensitive biological resources;
9. provide energy-efficient building design, low-water use indoor and outdoor design, and high-quality construction by incorporating national, state, and/or local sustainable design practices; and
10. advance campus-wide environmental sustainability and make progress toward goals of carbon neutrality and climate resilience.

2.7 ANTICIPATED PERMITS AND APPROVALS

The CSU Board of Trustees is the lead agency for this EIR and has sole authority to consider and approve the project, certify the EIR, and adopt the Mitigation Monitoring and Reporting Program, Findings of Fact, and Statement of Overriding Considerations. Table 2-1 lists agencies that may be required to issue permits or approve certain aspects of the project. This EIR is expected to be used to satisfy CEQA requirements of the listed responsible and/or trustee agencies.

Table 2-1 Potential Responsible Agencies, Permits, and Approvals for the Project

Agency	Permit/Approval
Lead Agency	
California State University, Board of Trustees	▶ Approval of acquisition of project site from Humboldt State University Foundation ▶ EIR Certification ▶ Approval of major Master Plan revision to add project site and project to campus master plan map ▶ Approval of schematic design
California State University, Office of Fire Safety	▶ Facility fire safety review and approval
Other Agencies	
California Division of State Architect	▶ Review for accessibility compliance
California Department of Fish and Wildlife	▶ Lake and Streambed Alteration Agreement (LSAA) from CDFW pursuant to California Fish and Game Code Section 1602
U.S. Army Corps of Engineers	▶ Clean Water Act (CWA) Section 404 Permit for impacts to waters of the United States
North Coast Regional Water Quality Control Board	▶ National Pollutant Discharge Elimination System construction stormwater permit (Notice of Intent to proceed under General Construction Permit) ▶ CWA Section 401 Water Quality Certificate for impacts to waters of the United States
California Department of Transportation	▶ Permits for movement of oversized or excessive loads on State highways
City of Arcata	▶ Sidewalk and roadway encroachment permits ▶ Utility connection permits (water, sewer, and stormwater) ▶ Utility easements (sewer line relocation within the project site)

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