

# City of Crescent City

## Supporting Information for a CEQA Categorical Exemptions For the **2025 Front Street Redesign Play Street to N Street and K Street from Front to 2<sup>nd</sup> Streets**

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City of Crescent City  
Public Works Department  
377 J Street, Crescent City, CA 95531

### Staff Contact:

Bob Brown, Consulting Planning Director  
Community Development Department  
[bbrown@shn-engr.com](mailto:bbrown@shn-engr.com)

### SUMMARY OF THIS DOCUMENT

This Project qualifies for use of CEQA Guidelines Categorical Exemption under § 15301 Class 1- Existing facilities, § 15302 Class 2 - Replacement of existing utility systems, § 15303 Class 3 New Construction, § 15311 Class 11 Accessory structures, and § 15332 Class 32 In-fill development for the implementation of the Front Street Redesign improvements, including stormwater improvements, as required by the California Environmental Quality Act (CEQA; California Public Resources Code 21000 et seq.) and in compliance with the State CEQA Guidelines (14 California Code of Regulations 15000 et seq.). This document supports the use of these Categorical Exemptions. The City, as the lead agency under CEQA, previously considered the potential environmental impacts of the revised project

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## **PROJECT DESCRIPTION**

The Project includes installation of a replacement storm drain system at several locations, new and replacement water mains, new and replacement sewer lines, propane gas lines relocation as required, new irrigation pipe and controls, new fire hydrants, new and replacement curbs, gutters, sidewalks, and pedestrian crossings, new paving alignment for Front Street, new signage (including gateway signs, information kiosks, and artwork with foundations), and new street lighting fixtures and sign lighting, landscaping (including earth berms, trees, sea grass, and irrigation), all in accordance with the drawings and specifications. The project is located on Front Street from Play Street to N Street and on K Street from Front Street to 2<sup>nd</sup> Street. (See “City of Crescent City FRONT STREET IMPROVEMENTS Play to L Streets Construction Documents” dated March 10, 2023, and “City of Crescent City CULTURAL GATEWAY AND BEAUTIFICATION PROJECT” dated May 28, 2024 as amended.).

Traffic control during construction will be diverted as far as Third Street as necessary while K and Front Street intersections are closed. The City’s pool, Cultural Center, and Kid’s Town will always be accessible.

## **BACKGROUND**

On October 11, 2012, the Planning Commission of the City of Crescent City adopted the negative declaration and approved the Front Street Redesign project (ER12-01) from A Street to L Street (SCH No. 2012082082). On November 19, 2018, the City of Crescent City circulated a Mitigated Negative Declaration for associated stormwater improvements. Phase 1 was approved in April 2018 by Resolution No. 2018-16, which authorized expenditure of SBI funds for installation of new drainage improvements, repaving/resurfacing a minimum of 1,200 LF of roadway, installation of new ADA compliant access ramps and pedestrian improvements on Front Street between F Street and B Street. A Notice of Determination was also filed by the Department of Fish and Wildlife: Northern Region on September 24, 2020 (SCH No. 2018112051). Phase 2 completed the portion of Front Street from G Street to Play Street with similar stormwater, water and sewer improvements and surface finishes for vehicular and pedestrian traffic like Phase 1 of the project. A revised CEQA with a Categorical Exemption was published on May 17, 2023. A Notice of Exemption was filed with the California Department of Fish and Wildlife on May 31, 2023. A revised NEPA (01-CRC-CR-0) with a Categorical Exclusion and was approved on July 29, 2024, for the work on Front Street from G Street to Play Street. The B Street improved outfall is excluded from the project at this time. The Proposed Project is Phase 3 of the same Project that was reviewed by the above referenced CEQA documents, with the addition of similar stormwater improvements extending further east along Front Street to N Street and K Street from Front Street to 2<sup>nd</sup> Street.

The project site for which the previous CEQA documents were prepared consisted of the entire length of Front Street from A Street to N Street in Crescent City, California. The project consisted of the reconstruction of Front Street. The street is to be narrowed from a four-lane to a two-lane street, and off-street parking will be added along the south side of the street. Other project components include landscaping, public art, sidewalks and crosswalks.

Phase 3 will replace 2-36” and 1-18” CMP storm drain with four 36” HDPE pipes on K street from 3<sup>rd</sup> to Front Street. The 48” storm drain on Front Street will continue from Play Street (phase 2) to the manifold at the K street intersection. The 18” storm drain will be replaced between K and L Streets back to the manifold at the K street intersection. Water lines, gas lines, and any other utilities found will be replaced as

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necessary. Excavation depths will range from 8 to 10 feet (refer to attached project plans for further details). Hardscape and landscaping will encompass the Hwy 101 corridor and the library parking lot as part of the Cultural Gateway and Beautification project.

The proposed project will require the reconstruction and/or repair of the subject roadways. As such, the proposed project includes the construction of 16 new ADA compliant Access Ramps, 19,030square feet of sidewalk, and over 3,910 LF of curb and gutter. Approximately 200 lineal feet of Front Street between Play Street and L Street will be narrowed from 5 lanes to 2 with a turning lane at L and M Streets for traffic control & safety. The portion between Play Street and L Street will be divided thereby creating two lanes of travel on the north half of the roadway and the existing south half of the road will be converted to public parking. The S curve where Highway 101 divides into L and M Streets will include landscaping of the islands to include earth berms, gateway signage, information kiosks, artwork displays, trees and sea grass.

Sources of funding for the project include: CDBG - \$3.3M; Clean California - \$1.6M; SB1 - \$214k.

### **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

The following summarizes relevant subsections of CEQA Section 15301. As stated, the project involves negligible or no expansion of use beyond what was previously reviewed under previous CEQA documents.

### **ENVIRONMENTAL ANALYSIS FINDINGS**

Because the project is similar in nature to the previously adopted CEQA documents, similar findings can be made to support the appropriateness of the Categorical Exemption and that none of the exceptions, as found in CEQA Guidelines 15300.2 apply. This Project consists of street and utility replacements and improvements to an existing park/parkway which qualifies for use of CEQA Guidelines Categorical Exemption under § 15301 Class 1- Existing facilities, § 15302 Class 2 - Replacement of existing utility systems, § 15303 Class 3 New Construction, § 15311 Class 11- Accessory structures, and § 15332 Class 32- In-fill development for the implementation of the Front Street Redesign improvements, as described above. See the document titled 'Supporting Information for a CEQA Categorical Exemption' available at City Hall: 377 J Street, City of Crescent City for additional information.

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use. Examples include but are not limited to:

- (a) Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances;
  - (b) Existing facilities of both investor and publicly owned utilities used to provide electric power, natural gas, sewerage, or other public utility services;
  - (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition
  - (d) of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes);
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(e) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood;

(f) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices.

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

(c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.

(d) Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:

(d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.

(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

Class 11 consists of construction, or placement of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities, including but not limited to:

(a) On-premise signs;

(b) Small parking lots;

(c) Placement of seasonal or temporary use items such as lifeguard towers, mobile food units, portable restrooms, or similar items in generally the same locations from time to time in publicly owned parks, stadiums, or other facilities designed for public use.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

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In addition to the below information, the City completed NEPA review with supporting information contained in an Environmental Review for Activity/Project that is Categorically Excluded Subject to Section 58.5 Pursuant to 24 CFR 58.35(a) and filed a FONSI with the Housing and Urban Development Department on February 28, 2024 (City of Crescent City, 2024)

**Aesthetics**

The proposed project includes the replacement of and installation of underground storm drain lines, most of which are in existing City ROW. The storm drain lines will not be visible, no buildings or natural features will be damaged, and the project does not include the installation of any lighting. Therefore, there is no impact.

**Air Quality** - The North Coast Unified Air Quality Management District regulates air quality with respect to development projects within the City of Crescent City. NCUAQMD staff was consulted about the proposed project and they indicated that the area is in non-attainment for PM10, which is particulate matter (dust, dirt, smoke). Best Management Practices (BMPs) such as watering the project area to keep down dust will be implemented.

According to the most recent Ambient Air Quality Monitoring Status Report prepared by the NCUAQMD, Crescent City is in attainment for all other Federal and State ambient air quality; <http://www.ncuaqmd.org/index.php?page=air.quality>. The project will generate fine particulate matter from excavation work and the use of heavy equipment, but this will be temporary and not on a large enough scale to violate Federal or State air quality standards. The project will not generate a short- or long-term increase in traffic volume. Therefore, the proposed project will not violate any Federal air quality standards or cause Crescent City to reach non-attainment status.

**Biology** - The project will utilize an existing roadway, which has been developed for several years. Vegetation in the project area consists of street trees and non-native grass used as a lawn area. The project site is not located within or adjacent to any wetland habitat or Environmentally Sensitive Habitat Areas (ESHAs).

Zack Larson and Associates conducted a biological assessment of the project area in April and August of 2018. The survey identified two separate wetland areas. The first area is located on a vacant parcel of land between Front Street and Second Street. This area has vegetation that is associated with wetlands. However, the site is surrounded by development and the vegetation is growing on an area of fill material placed onsite when the original storm drain system was installed. The area is outside of the coastal zone and does not have soils or wildlife that are indicative of an ESHA. No mitigation measures are proposed for this area.

**Cultural Resources** - A records check of the subject property was conducted by North Coast Information Center staff on August 6, 2012 (Taylor 12-02). The records search indicated that there have not been any archaeological surveys conducted in the project site. However, the records check uncovered two previous surveys that were conducted in the vicinity which did not result in the identification of any archaeological or historic sites. The records search did mention that there were recorded historic resources in the vicinity but did not mention what those were.

Given that the project area consists of a paved roadway, there is little expectation that any intact cultural or historic resources will be uncovered during construction. The project site contains no known paleontological resources or unique geologic sites. No human remains are likely to be encountered due to the fact that the

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property is made up of reclaimed tidal lands. In the event that archaeological remains or artifacts are uncovered during any construction or landscaping activities, work shall be stopped, and a qualified archaeologist shall survey the site. The archaeologist shall submit a report with recommendations on the disposition of the site. Disposition may include, but is not limited to, excavation and documentation, capping the site, or leaving the site in an open space area. The recommendations of the archaeologist shall be incorporated in the project. Section 7050.5 of the California Health and Safety Code outlines procedures to be followed in the event that any human remains are found.

An intensive archaeological investigation was conducted by Roscoe and Associates in the fall of 2018. The investigation did not uncover any documented archaeological resources within the project area. A site survey of the project area did not uncover any archaeological resources (Refer to Attachment 7 for further details). Furthermore, Roscoe consulted with local Native American representatives about the proposed project. No concerns were raised. However, they did request that the City notify them when the project commences. If inadvertent archaeological discoveries are made, all work within 20 meters will immediately cease, tribes will be notified and a professional archaeologist will be brought in to inspect the cultural resource and make recommendations for continuing. The City's existing inadvertent discovery protocols and state requirements will be implemented.

If human remains are discovered during project construction, work will stop at the discovery location, within 20 meters, and any nearby area reasonably suspected to overlie adjacent to human remains. The Del Norte County Coroner shall be contacted immediately to examine the remains. The City and contractors shall comply with all relevant laws regarding the treatment and disposition of human remains and associated cultural materials.

**Geology** - The site is not located within an Alquist-Priolo Special Studies Zone. The potential for fault surface rupture at the site is therefore remote. Based upon information associated with construction in this area, the risk of liquefaction at the site is considered to be low and mitigation is not required with respect to this item. Severe erosion typically occurs on moderate slopes of sand and steep slopes of clay subjected to concentrated water runoff.

These topographic conditions do not exist at the site. Thus, the site is not susceptible to erosion. Site soils were evaluated by a qualified engineer in order to ensure compliance with building code requirements relative to satisfactory soil conditions for support of the proposed development. Roadways and parking areas shall be designed and constructed in accordance with the most current applicable Building Codes.

The project does not include the construction of new housing or buildings, therefore the project does not put people or structures at risk of loss, injury or death from a seismic event. There is always the possibility of seismic shaking in Crescent City; however, the project is not on a known fault line.

In 2011, a geotechnical study was conducted by SHN for the Front Street redesign project, which is one block away from the project site. The geotechnical study concluded that the subbase material is sand, which has an R value of 70. When properly compacted and confined, the material is expected to provide proper pavement support (SHN, Geotechnical and Geophysical Evaluation, Front Street, Crescent City, California, September 29, 2011, pg 4).

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The soils in the project area are adequate to support the project; If pockets of unstable soils are encountered, then an aggregate base will be added to properly support the infrastructure.

**Greenhouse Gas Emissions** - The California Governor's Office of Planning and Research (OPR) recommendations with respect to greenhouse gas emissions (GHG) are broad in their scope and address a wide range of industries and GHG emission sources. The City has determined that the project does not, as proposed, conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, given the City's existing and proposed sustainability, energy use, and green building efforts, in conjunction with minimal additional emissions anticipated as a result of the project, there would be consistency with State and regional recommendations for addressing GHG emissions.

GHG emissions will be created from the use of heavy equipment such as a backhoe and dump truck. However, the amount of emissions will not be substantial, and they will be limited to the construction period. Therefore, the project will not conflict with any plans, regulations, or policies for reducing GHGs or create a significant impact on the environment.

**Hazards** - The proposed project will not require long-term storage, treatment, disposal, or transport of significant quantities of hazardous materials.

The proposed project will not be located on or near a hazardous materials site based on a review of the California Department of Toxic Substances Control (DTSC) Envirostor database and the State Water Resources Control Board GeoTracker database. Neither the project site nor the adjacent property is listed as an Environmental Protection Agency (EPA) Superfund site. According to State Water Resources Control Board GeoTracker website, there are no land disposal sites, or military sites within the project area or adjacent to the project area. However, Geotracker did identify one cleanup program site (former Otten Distribution Bulk Plant) near the project area, and clean up has been completed as of December 5, 2019. The most recent monitoring report prepared by Blue Rock Environmental states that contamination from that site has not migrated to Front Street, which is the closest portion of the project site. Therefore, the storm drain project site is not impacted by the cleanup program site.

The site is not located in either the Clear Zone or the Approach Safety Zone of a public use airport nor does the project include the development of housing or structures that would expose persons to risks associated with public or private airstrips. The project would not interfere with an adopted emergency response or evacuation plan, as roads in the area would remain open. The project site is located in a moderate fire severity hazard zone according to FRAP mapping and not within proximity to a high or severity hazard rating. Nothing in the public record would indicate a significant wildfire hazard exists on the site.

The proposed project includes the installation of underground storm drain lines for the transportation of stormwater runoff from City streets to the receiving waters of the Crescent City Harbor. The project does not include the transportation of or storage of toxic substances.

**Hydrology** - The project would not violate nor be inconsistent with Federal, State or local water quality standards and waste discharge requirements, because the City is served by a municipal water supply and sewer disposal system. This project would not have a significant impact on ground water supplies or quality,

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as the project does not propose the use of a well. As the applicant must comply with all mandated regulations related to stormwater discharge, there will be no significant impacts associated with stormwater quality and quantity as a result of the proposed project.

According to the 2008 Federal Emergency Management Agency (FEMA) Flood Insurance Map of this area, the proposed project area is located in Zone VE. The project is located in an area that could be impacted by tsunami runup waters. The proposed project does not include the erection of any commercial or residential structures. Furthermore, the City does have a tsunami evacuation plan to move people away from the inundation zone, and the City will continue to participate in tsunami evacuation drills and education programs to inform people of the risk of tsunami inundation near the coastline.

The project proposes to correct deficiencies in the storm drain system to alleviate periodic flooding. The project area is not located within a special flood hazard area as indicated on Flood Insurance Rate Map (FIRM) panels 0214 and 0327 (Refer to Attachment 2 for further details). Furthermore, the project does not propose the construction of or addition to structures.

**Land Use** - The proposed project includes reconstructing and upgrading of Front Street to make it a safer street for pedestrians and to meet the goals of the Visitor and Local Commercial land use designation by creating support for regional retail and visitor-serving uses. The Front Street project is specifically called out in Chapter 3 Transportation and Circulation of the Crescent City General Plan Policy Document.

The City of Crescent City General Plan Policy Document Dated May 21, 2001, contains Section 4, titled Public Facilities. One of the goals of Section 4 is to collect and convey stormwater in a manner that least inconveniences the public, reduces or prevents potential water-related damage, and protects the environment (pg 4-4). It proposes to eliminate flooding and damage to personal property related to water damage. The project also proposes to create new wetland and habitat area at the outfall. Therefore, the proposed project is in conformance with the Crescent City General Plan Policy Document.

**Noise** - A temporary increase in noise levels in the project area is expected during the construction phase. In order to minimize the impact on the surrounding area, construction will be limited to daytime hours. However, it is anticipated that traffic calming created by the project will decrease the permanent ambient noise levels. The proposed project is not located in an airport land use plan area.

Although the project will create limited and temporary noise generated by construction, the project will not result in a permanent increase of ambient noise levels. Construction will be conducted between the hours of 7 a.m. and 6 p.m. Monday through Saturday, to reduce the impact of noise on the community. The project will not increase the capacity for development in the project area.

**Public Services** - The proposed project includes the reconstruction of an existing roadway. The road will be reduced in size from a four-lane to a two-lane street. The surrounding area is already built out with commercial and residential structures and streets. Therefore, the project by itself or cumulatively will not create new development or an increase in population. The project will not have an impact on any public services.

The proposed project only includes improvements to an existing storm drain system and improvements to roads and sidewalks. The project will decrease flooding and improve pedestrian safety, thereby reducing

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the need for emergency services. The project will not increase the capacity for development, which would create a burden on schools and parks.

**Recreation** - The project will not generate an increase in housing or population beyond the typical 2% annual increase the City currently experiences (a, b). Therefore, there will not be a need to increase the size of or create new recreational facilities. Furthermore, the project will not negatively impact existing recreational facilities. Portions of the adjacent Beachfront Park is currently under construction for improved recreational opportunities.

The storm drain main line will pass through the easternmost portion of Beachfront Park adjacent to the Cultural Center. However, the line will remain buried underground, which will not create permanent impacts to the park. A portion of the park will be temporarily closed during construction and access on the west end of Beachfront Park contains several access points into the park which will ensure that the majority of the 40-acre park will remain open and accessible.

**Transportation** - The proposed project is to convert the existing four-lane road into a two-lane road, with off-street parking along the south side of the street. The redesigned street will have a traffic calming effect, parking will be separated by a median for safety and crosswalks will be shorter with the reduction of lanes.

The redesign project for Front Street is listed in Section 3 Traffic and Circulation of the Crescent City General Plan Policy Document as a proposed transportation improvement. Front Street is also identified in Table 2-3 of Section 3 as a street containing Class I and III bicycle routes, which are included in the proposed project. Therefore, the proposed project is consistent with local and regional transportation plans.

The project does not include the construction or decommission of any roads. Furthermore, the proposed project will not lead to a significant increase in new construction, thereby increasing trips per day and placing heavier demand on existing roadways. The project does include improvements to Front Street, which will improve traffic and pedestrian safety

**Utilities** - The project area is served by a recently upgraded Municipal Treatment Plant. The plant has the capacity to meet all of the community Wastewater needs for the next 20 years. The project site is already developed with a stormwater system. The proposed project will not require the use of any water or wastewater facilities to service the street. It is anticipated that debris will be generated from the construction portion of the project. Debris will be limited in amount and all debris will be recycled or transported to the Del Norte Transfer station for proper disposal.

The project proposes to replace a substandard portion of the existing City of Crescent City storm drain system within the project area. Furthermore, the project only proposes to repair existing roads which will be impacted by excavation for the storm drain system. The project will not increase the volume of stormwater runoff. The project only serves to alleviate flooding from existing runoff. Most of the project area is developed with a mix of residential and commercial structures and public facilities such as streets and sidewalks. The project will not result in significant environmental effects.

The proposed project will not disrupt any solid waste services. Solid waste in the form of asphalt, concrete, and clay pipe will be generated. Concrete will be trucked to Hambros for recycling and the City will grind the

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asphalt and reuse it as an aggregate base for resurfacing. Other construction debris will be removed and trucked to the Del Norte County Transfer Station for disposal.

The fundamental conclusion of this analysis is that the original project, based on readily available resource information and as analyzed in previous CEQA and NEPA documents, will not result in new significant impacts nor substantially increase the severity of previously disclosed impacts beyond those already identified in the original Project. Thus, a subsequent or supplemental Negative Declaration need not be prepared.

## SUPPORTING DOCUMENTS

1. CALFIRE 2024. CALFIRE Fire Severity Zone Map, State of California, 2007, updated 2024. Accessed 1/29/2025 at <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/>
2. California Department of Toxic Substances Control. City of Crescent City Envirostor Database. [https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Crescent+City&zip=&county=&case\\_number=&business\\_name=&FEDERAL\\_SUPERFUND=True&STATE\\_RESPONSE=True&VOLUNTARY\\_CLEANUP=True&SCHOOL\\_CLEANUP=True&CORRECTIVE\\_ACTION=True&tiered\\_permit=True&evaluation=True&operating=True&post\\_closure=True&non\\_operating=True&inspections=True&inspectionsother=True](https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=Crescent+City&zip=&county=&case_number=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True&inspectionsother=True)
3. City of Crescent City Municipal Code. [Online]: [https://library.qcode.us/lib/crescent\\_city\\_ca/pub/municipal\\_code](https://library.qcode.us/lib/crescent_city_ca/pub/municipal_code). Accessed 1/29/2025
4. City of Crescent City 2012. Negative Declaration for the Front Street Redesign project (ER12-01) from A Street to L Street (SCH No. 2012082082). March, 2012.
5. City of Crescent City 2018. City of Crescent City 2018 Storm Drain Improvement Project Plans and Specifications
6. City of Crescent City 2018. Mitigated Negative Declaration for Front Street and Adjacent Stormwater Improvements, November 19, 2018
7. City of Crescent City 2022. "FRONT STREET IMPROVEMENTS G TO I STREETS" Construction Documents
8. City of Crescent City 2023. "FRONT STREET IMPROVEMENTS Play to L Streets Construction Documents" dated March 10, 2023, as amended.
9. City of Crescent City, 2024. Environmental Review for Activity/Project that is Categorically Excluded Subject to Section 58.5 Pursuant to 24 CFR 58.35(a) and Finding of No Significant Impact, dated February 28, 2024.
10. FEMA 2024. FIRM # 06015C0327F and # 06015C0214F, August 2, 2017. <https://msc.fema.gov/portal/search?AddressQuery=crescent%20city> . Accessed 1/29/2025
11. J. Laurence Minter & Associates. and others. (May, 2001). *City of Crescent City General Plan*. City of Crescent City, CA: Crescent City Planning Department.
12. J. Laurence Minter & Associates. and others. (May, 2001). "Final Impact Report" *City of Crescent City General Plan*. City of Crescent City, CA: City of Crescent City Planning Department.

13. North Coast Unified Air Quality Management District Air Monitoring Report, September 2018
  14. Regional Water Quality Control Board Geotracker Database.  
<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=900+sunset+circle+crescent+city>. Accessed 1/29/2025
  15. Roscoe and Associates 2018. A Cultural Resources Investigation Report for the Crescent City Storm Drain Project, 2018
  16. SHN, 2011. Geotechnical and Geophysical Evaluation, Front Street, Crescent City, California, September 29, 2011
  17. Zack Larson and Associates, 2018. Biological Assessment for C Street Storm Sewer Rehabilitation Project, 2018
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