



COUNTY OF HUMBOLDT
PLANNING AND BUILDING DEPARTMENT
CURRENT PLANNING DIVISION

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Hearing Date: July 9, 2020

To: John H. Ford, Humboldt County Zoning Administrator

From: Steve Werner, Supervising Planner

Subject: Humboldt County Department of Public Works Coastal Development Permit
and Special Permit
Application Number 15831
Case Number: PLN-2019-15831
Assessor Parcel Numbers 000-000-000
County Road Right of Way – Big Lagoon Area and Samoa Area

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Please contact Tricia Shortridge at (707) 268-3704 or by e-mail at tshortridge@co.humboldt.ca.us, if you have any questions about the scheduled public hearing item.

AGENDA ITEM TRANSMITTAL

Hearing Date: July 9, 2020	Subject: Coastal Development Permit and Special Permit	Contact: Tricia Shortridge
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Project Description: A Coastal Development Permit and Special Permit to install signs restricting parking along New Navy Base Road and Ocean View Drive which will implement County Ordinance No. 2578. Revisions to the Ordinance will be required to ensure that the Ordinance conforms to the Coastal Development Permit. On New Navy Base Road, No Parking and Restricted Parking would occur beginning at the northerly terminus of the Bureau of Land Management Samoa Dunes Recreation Area and ending at the intersection of New Navy Base Road and State Hwy. 255. There are Nine (9) coastal Access Points identified in the Humboldt Bay Local Coastal Plan along this road segment where parking restrictions are proposed. Parking restrictions consist of zones that prohibit parking at all times and zones that prohibit parking within the hours of 10 pm to 5 am. In addition, the County is seeking blanket authority to block off pioneered vehicular access into the dunes from the County maintained right of way on an as needed basis. This blanket authority would allow the County to rapidly respond to block off vehicle access to prevent further harm to the dunes and is consistent with Section 3.50 Access, of the Humboldt Bay Area Plan Access Inventory Recommendations for Point 20 where the County is to provide off-road vehicle barriers and other measures to discourage off road vehicles use of adjacent vegetated dunes. Blockades would be created by placing driftwood harvested from the beach, boulders, logs, or other barriers to prevent vehicular access. The blockades, when placed, would not 1) eliminate any existing parking areas; and 2) would not block or obstruct pedestrian access into the dune habitat or the beach. On Ocean View Drive, approximately five No Parking signs will be installed along the west side of 0.200 miles of road with one sign installed on the east side of the road at the dead end to provide a vehicular turnaround area within the existing paved road. Vegetation removal for both projects will be very minimal, each signpost is limited to a small footprint.

Project Location: The project is located in Humboldt County, in the Samoa area, on the west side of New Navy Base Road, between the point approximately 300 feet south from the intersection of New Navy Base Road and the Samoa Boat Ramp, and the points approximately 3,500 feet southeast and 1,800 feet northeast from the intersection of New Navy Base Road and Cookhouse Road, primarily along the length of County maintained public right of way New Navy Base Road. The project is also located in Humboldt County, in the Big Lagoon area, on the west side of Ocean View Drive, between the intersection of Roundhouse Creek Road and the point approximately 1,000 feet north of the intersection of Roundhouse Creek Road and Ocean View Drive, within the length of the County maintained public right of way Ocean View Drive.

Present Plan Designations: New Navy Base Road: Natural Resources (NR); Industrial, Coastal-Dependent (MC)); Humboldt Bay Area Plan (HBAP). Ocean View Drive: Residential Estates-One Acre Min. Lot Size (RE(1)); North Coast Area Plan (NCAP).

Density: N/A

Slope Stability: Relatively Stable (0),

Present Zoning: New Navy Base Road: Natural Resources/Wetland, Beach and Dune Areas (NR/W,B); Industrial, Coastal-Dependent/Wetland (MC/W), Public Recreation (PR). **Ocean View Drive:** Residential Suburban-No Further Subdivision/Design Review (RS-X/D)

Case Numbers: 15831

Application Number: PLN-2019-15831

Assessor Parcel Numbers: 000-000-000 County of Humboldt Right of Way

Applicant	Owner	Agent
Humboldt County Department of Public Works 1106 2 nd St. Eureka, CA 95501	Same	

Environmental Review: Exempt per Sections 15301 (c) (Existing Facilities) and 15304 (Minor Alterations to Land) of the California Environmental Quality Act (CEQA) Guidelines

Major Issues: Protection of public access to the coast

State Appeal Status: Project is appealable to the California Coastal Commission

EXECUTIVE SUMMARY

Humboldt County Dept. of Public Works Coastal Development Permit
Case Numbers: PLN-2019-15831 Application Number 15831
APNs 000-000-000

Recommended Zoning Administrator Action

1. Describe the application as part of the Consent Agenda;
2. Call for public testimony regarding the agenda item;
3. If no one requests discussion take the following action:

Find the project exempt from environmental review pursuant to Sections 15303 15304 of the State CEQA Guidelines, make all of the required findings for approval of the Coastal Development Permit, based on evidence in the staff report, and adopt the Resolution approving the Humboldt County Department of Public Works project subject and to the recommended conditions.

Executive Summary: A Coastal Development Permit is being sought for the installation of signs to control parking along County roads in two locations, New Navy Base Road in the Samoa/Fairhaven area and Ocean View Drive in the Big Lagoon area. The signage will implement County Ordinance No. 2578 adopted by the Board of Supervisors on September 12, 2017. Revisions to the Ordinance may be necessary to ensure that the Ordinance conforms to the Coastal Development Permit.

Ocean View Drive

In the Big Lagoon Area, the project is for approximately five (5) No Parking signs along a 0.20 mile stretch of the west side of Ocean View Drive; and along a 50 feet stretch on the east side of Ocean View Drive at its northerly terminus to provide a turn around area. In the past, Ocean View Drive used to connect to C Road. However due to erosion by the Ocean, the northerly portion of Ocean View Drive washed away. A barricade was installed across the road to prevent vehicular access onto the washed-out road, but a formal cul-de-sac (or turnaround area) was never established. On January 27, 1987 the Board of Supervisors terminated maintenance of the washed-out portion of the road but did not abandon the right of way. The project area begins at the intersection of Ocean View Drive and Roundhouse Creek Road (PM 0.00), ending at the dead-end of Ocean View Drive (PM 0.20). All work would occur in the right of way. Vegetation removal along Ocean View Drive will be very minimal, each signpost is limited to a small footprint.

The road is approximately 32 feet in width and can accommodate curbside parking only on one side of the street. Vehicles traveling north on Ocean View Drive cannot turn around at the dead-end because the road is too narrow when vehicles are parked on both sides of the street. The properties along the west side of the road are vacant and undevelopable due to the proximity of the unstable coastal bluffs and erosion. Signage on these parcels indicates "hazardous bluffs keep back." Allowing parking on the west side of the road would raise safety risks by parked vehicles blocking the visibility of the hazardous bluff signs; and people exiting the passenger side of the vehicles could wander to the bluff edge without seeing the hazardous bluff signs. Allowing parking along the west side of the road may ultimately necessitate the installation of protective devices and for this reason is not proposed. By restricting parking along the west side of the road, the public is better able to see the hazardous bluff warning signs and stay clear.

The effect of the No Parking signs would allow space in the public right of way for vehicles to safely turn around at the dead-end. Also, there would be greater visibility of the bluff warning signs so that more intrusive measures such as fences do not need to be constructed. But for the final 50 feet parking would not be restricted on the east side of Ocean View Drive or on either side of Roundhouse Creek Road. The proposed parking restrictions along the west side

of Ocean View Drive and on the east side at the dead-end will reduce the amount of on-street parking in the neighborhood; but is not expected to create a parking shortage. The proposed parking restrictions do not eliminate public access to any coastal resources. The public right of way where the road was washed-out is not proposed for abandonment and remains available for public use. The existing barricade at the end of Ocean View Drive does not block the entire width of the right of way.

New Navy Base Road

In the Samoa Area, approximately 150 proposed signs would be placed about 400 feet apart, along both sides of a 4.462-mile stretch on New Navy Base Road. Specifically, the project area begins at the northerly terminus of the Bureau of Land Management Samoa Dunes Recreation Area (PM 0.00 on sheet 3 of 4, attachment 3) and ends at the intersection of New Navy Base Road and State Hwy 255 (PM 4.462 on sheet 4 of 4, attachment 3). Restricted parking includes "No Parking 24 Hours", and "Restricted Hours Parking (10:00 p.m. to 5:00 a.m.)." The Restricted Hours Parking signs would be placed at locations that have a useable turnout, where vehicles can safely park out of the shoulder of the road. No Parking signs are proposed to be placed at locations where there is no useable turnout where vehicles can safely park off of the shoulder of the road. Nine (9) specific parking zones have been designated and will be signed as Restricted Hours Parking. Many of the restrictive parking zones are located at or near to the Coastal Access Points identified in the Humboldt Bay Area Plan and will maintain pedestrian access to the beach. The proposed project does not affect existing parking in facilities that are adjacent to New Navy Base Road at Access Points 14, 19, 21 and 24.

Project impacts to sensitive coastal resources will be de minimus. Road shoulders consist mostly of bare sand or ruderal vegetation. Vegetation removal along New Navy Base Road will be very minimal, as each signpost is limited to a small footprint. No ground disturbance would be required for locations along New Navy Base Road that already have a signpost. Just southeast of the Eureka Airport runway, there is an existing wetland. The buffer would be at least 100 feet. Signage will be shifted as much as practical to afford the greatest setback from the wetland.

The California Coastal Commission staff has commented that the restricted hours for parking along New Navy Base Road could restrict coastal access inconsistent with the Coastal Act if substantially different from those applied in other coastal jurisdictions. It is Public Work's contention that the hour limitation is not unduly restrictive and is compatible with hours applied locally. They point out that the same proposed hours are already at Access Points 14 and 19 in the immediate area and that the same standard is commonly used by the Department in other locations. The applicant contends that establishing uniform hours for parking will aid the public's understanding of the regulations and will provide a more effective basis for regulation by law enforcement. The BLM hours at the Samoa Dunes Recreation Area at the south end of the spit are posted as one hour before sunrise and one hour after sunset. These hours track closely with the longest day of the year (Summer solstice) where in Eureka the sun rise is at 5:46 AM and sunset is 8:52 PM. Public Works further notes unrestricted 24-hour public parking is available elsewhere on the spit on nearby County maintained roads. The unrestricted parking is shown as green lines on sheets 3 and 4 of attachment 3. Pedestrians parked in these locations can continue to access to the beach after 10 pm.

The California Coastal Commission staff has also commented on the proposed restricted parking (no parking 24 hours) on the east side of New Navy Base Road at PM 0.328 near a pocket beach on APN 401-141-004. Staff is concerned about the loss of parking for the pocket beach. The City of Eureka which operates Samoa Field Airport upon which the pocket beach is located supports the proposed parking restrictions due to problems

associated with overnight camping and the dumping of garbage. The applicant notes that parking is available at Access Point 24, located about 800 feet south of the pocket beach. The shoulder at this location is sufficiently wide for pedestrian use. The pocket beach is also located on the same property as Access Point 21 (Eureka Airport/Drag Strip) which contains a parking facility.

Also proposed is blanket authority to install "No Dumping" signs at locations that have a history of garbage dumping activity.

The effect of the signage would be to deter the dumping of garbage, overnight camping in turnouts, and unsafe parking on road shoulders. The Restricted Hours Parking will keep parking confined to existing turnouts.

Vehicles are pioneering (or trailblazing) new access roads over the dunes to the beach, which damages dune habitat. The project area does not include Access Points planned to offer OHV access; nor would the project preclude future development of OHV access were it allowed by the Beach and Dunes Management Plan. Blocking unauthorized vehicle access into the dunes does not constitute a loss in available access for this type of use. The Samoa Dunes Recreation Area at the south end of the north spit provides a designated area for off-highway vehicle (OHV) access to the beach. The County seeks blanket approval to place barriers on an as-needed basis to prevent OHVs from trailblazing through the sensitive dune habitat consistent with the policies in Access Point 20. Barriers would be created by placing driftwood, boulders, logs, or other barriers within the County maintained right of way to prevent unauthorized vehicular access. The barriers would not 1) eliminate any existing parking areas, and 2) would not block or obstruct pedestrian access into the dune habitat or the beach. To be effective the Department must be able to act quickly to protect sensitive dune resources. This will not afford the applicant the opportunity to engage other agencies with respect to final barrier location and design. The project has been conditioned to require that an informal post-placement consultation with Coastal staff, and representatives of CDFW and other appropriate agencies be conducted within 30 days of initial barrier placement.

The table below summarizes how the development would impact Humboldt Bay Area Plan (HBAP) coastal Access Points located within the project area. In many cases, the new signage will prohibit parking on the road shoulder (within County right of way) but will not (and cannot) restrict parking in adjacent parking facilities. Pages 3 and 4 of Attachment 3 graphically depict the proposed parking zones and the coastal Access Points.

HBAP Coastal Access Point #	Parking Zone #	Proposed Signage	Reasoning
12 Deleted from Inventory		Parking prohibited at all times	Access Inventory: Private Driveways. Per HBAP, deleted due to potential conflicts with sensitive dune habitat areas, and the presence of adequate access nearby."
13 Deleted from Inventory		Parking prohibited at all times	Access Inventory: Private Driveways. Per HBAP, deleted due to potential conflicts with sensitive dune habitat areas, and the presence of adequate access nearby."
14		No Change (Parking prohibited at all times)	Access Inventory: Samoa Beach/Power Pole. Adjacent to New Navy Base Road, there is a paved parking facility for 20 vehicles. This parking facility is posted with restricted parking (no parking 10 pm to 5 am). No changes are proposed to the parking restrictions in this parking facility. New Navy Base Road is currently posted for no parking at all times in this area.
15 Deleted from Inventory	3	Parking prohibited at all times	Access Inventory: Samoa Beach. Per HBAP, this accessway has been deleted because adequate access exists nearby. Parking Zone 3 is located approximately 400 feet to the north and provides parking for 5 vehicles.
16	4	Parking restricted from 10 pm to 5 am	Access Inventory: L.P. Drive/U.S.S. Milwaukee Marker. Parking Zone 4 provides parking for 3 vehicles at this location. Access Inventory here is a partially paved area where a handful of cars may park. LCP states there are logs blocking OHV access. There are no logs in present day.
17	5	Parking restricted from 10 pm to 5 am	Access Inventory: Samoa Beach (Leased Access). Parking Zone 5 provides parking for 14 vehicles at this location. LCP states there are logs blocking OHV access. There are no logs in present day.
18	6	Parking restricted from 10 pm to 5 am	Access Inventory: Samoa Beach. Parking Zone 6 provides parking for 2 vehicles at this location. Vehicles would still be able to drive in to access the beach.
19		Parking prohibited at all times	Access Inventory: North Coast Export Company. Adjacent to New Navy Base Road, there is a paved parking facility for 20 vehicles. This parking facility is posted with restricted parking (no parking 10 pm to 5 am). No changes are proposed to the current parking restrictions in this facility. Parking will be prohibited at all times on New Navy Base Road.
20		Parking prohibited at all times	Access Inventory: (Future Realignment of New Navy Base Road. HBAP requires off-road vehicle barriers and other measures, as necessary to discourage ORV use in the vegetated dunes.
21		Parking prohibited at all times	Access Inventory: Samoa Field (formerly Eureka Airport)/Drag Strip. Samoa Field is adjacent to New Navy Base Road and is accessed from a driveway opposite Lincoln Avenue intersection on New Navy Base Road. There are no proposed changes to the parking within this facility. Parking will be prohibited at all times on New Navy Base Road.
21A		No change (Parking prohibited at all times)	Access Inventory: City Wallflower Mitigation Bank. Per HBAP, there is pedestrian access to the 80-acre Mitigation Bank. New Navy Base Road is currently posted for no parking at all times in this area.
22		No change (Parking prohibited at all times)	Access Inventory: Samoa Beach. Beyond (beach west of) project extent. New Navy Base Road is currently posted for no parking at all times in this area.
24		No Change (Parking prohibited at all times)	Access Inventory: Samoa Boat Launch. The Samoa Boat Launch County Park is adjacent to New Navy Base Road and has a large paved parking lot. There are no proposed changes to the parking within this facility. New Navy Base Road is currently posted for no parking at all times in this area. This facility provides parking and pedestrian access to Access Point 21 as well as the bayside pocket beach located approximately 800 feet north of the facility. (Note that parking is proposed to be prohibited at the small turnout located on the east side of New Navy Base Road at PM 0.328 near the pocket beach.)

Additional restricted parking (parking prohibited from 10 pm to 5 am) is proposed at the following locations:

- Parking Zone 1 (west side from PM 3.543 to 3.638, approximately 21 vehicles)
- Parking Zone 2 (west side from PM 3.333 to PM 3.380, approximately 10 vehicles)
- Parking Zone 7 (west side from PM 2.473 to PM 2.504, approximately 7 vehicles)
- Parking Zone 8 (west side from PM 1.735 to PM 1.752, approximately 4 vehicles)
- Parking Zone 9 (west side from PM 1.523 to PM 1.538, approximately 4 vehicles)

The project is consistent with the Humboldt County General Plan, the Humboldt Bay Area Plan, the North Coast Area Plan and the Humboldt County Zoning Ordinance for the following reasons: 1) the project proposes reasonable parking restrictions within the County maintained public right of way for the purpose of protecting public health, safety and welfare, including sensitive environmental habitat; 2) pedestrian access to the shoreline will not be prevented or reduced; 3) the project helps to facilitate the access recommendations of the HBAP and the Beach and Dunes Management Plan; 4) the proposed No Parking and Restricted Hours Parking signs comply with all development standards of the zone; and 5) the signs will not have any adverse impacts on the neighborhood or the environment because the entire development is contained within existing County maintained rights of way requiring very little ground disturbance or vegetation removal.

Staff Recommendation: Following an on-site inspection, a review of Planning Division reference sources, and a review of comments from all involved referral agencies, Planning staff believes that the applicant has submitted evidence in support of making all of the required findings for approving the Coastal Development Permit and Special Permit.

Alternatives: Three (3) alternatives may be considered: 1) The Zoning Administrator could elect not to hear this item and refer the application to the Planning Commission. Any decision to place this matter before the Planning Commission must be done before opening the public hearing on this project; 2) The Zoning Administrator could elect to add or delete conditions of approval or; 3) the Zoning Administrator could deny approval of the requested permits if unable to make all of the required findings. Planning Division staff is confident that the required findings can be made based on the submitted evidence and subject to the recommended conditions of approval. Consequently, planning staff does not recommend further consideration of these alternatives.

**RESOLUTION OF THE ZONING ADMINISTRATOR
OF THE COUNTY OF HUMBOLDT
Resolution Number 20-____**

**MAKING THE REQUIRED FINDINGS FOR CERTIFYING COMPLIANCE WITH THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT AND CONDITIONALLY APPROVING THE HUMBOLDT COUNTY
DEPARTMENT OF PUBLIC WORKS COASTAL DEVELOPMENT PERMIT AND SPECIAL PERMIT
CASE NUMBERS: PLN-2019-15831 APPLICATION NUMBER 15831**

WHEREAS, Humboldt County Department of Public Works submitted an application and evidence in support of approving a Coastal Development Permit and Special Permit to install No Parking, Restricted Hours Parking, and No Dumping signs along the west side of Ocean View Drive and the west side of New Navy Base Road, in addition to installing blockades as needed to prevent vehicles from pioneering into sensitive dune habitat along New Navy Base Road; and

WHEREAS, the County Planning Division has reviewed the submitted application and evidence and has referred the application and evidence to involved reviewing agencies for site inspections, comments and recommendations; and

WHEREAS, the project is categorically exempt from environmental review pursuant to Section 15301 (Existing Facilities), and 15304 (e) (Minor Alterations to Land) of the CEQA Guidelines; and

WHEREAS, Attachment 2 in the Planning Division staff report includes evidence in support of making all of the required findings for approving the Coastal Development Permit and Special Permit for the proposed project (Case Numbers: PLN-2019-15831);

WHEREAS, a public hearing was held on the matter before the Humboldt County Zoning Administrator on July 9, 2020

NOW, THEREFORE, be it resolved, determined, and ordered by the Zoning Administrator that:

1. The Zoning Administrator finds that the application is Categorically Exempt pursuant to Section 15301 (Existing Facilities), and 15304 (Minor Alterations to Land) of the CEQA Guidelines; and
2. The findings in Attachment 2 of the Planning Division staff report support approval of Case No.: PLN-2019-15831 based on the submitted evidence; and
3. Case Nos.: PLN-2019-15831 is approved as recommended and conditioned in Attachment 1.

Adopted after review and consideration of all the evidence on July 9, 2020.

I, John H. Ford, Zoning Administrator of the County of Humboldt, do hereby certify the foregoing to be a true and correct record of the action taken on the entitled matter by said Zoning Administrator at a meeting held on the date noted above.

John H. Ford
Zoning Administrator, Planning and Building Department



LOCATION MAP

**PROPOSED PUBLIC WORKS
 COASTAL DEVELOPMENT PERMIT
 SAMOA AREA
 PLN-2019-15831
 ROAD: NEW NAVY BASE ROAD
 T05N R01W S09-S33 HB&M (Eureka)**

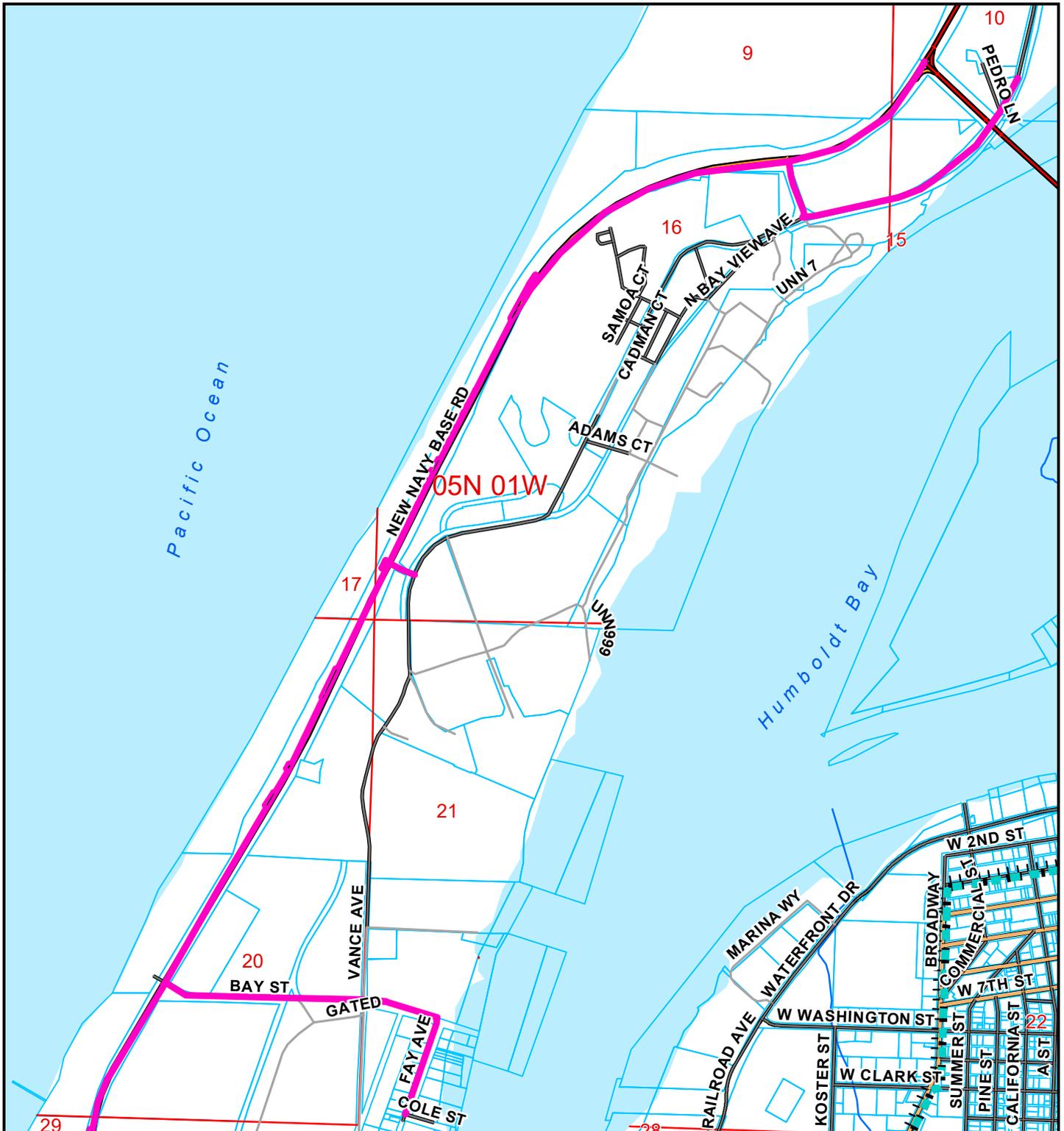
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Coastal Zone Boundary 

This map is intended for display purposes and should not be used for precise measurement or navigation. Data has not been completely checked for accuracy.



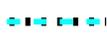
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PLN-2019-15831
ROAD: NEW NAVY BASE ROAD
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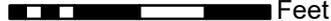
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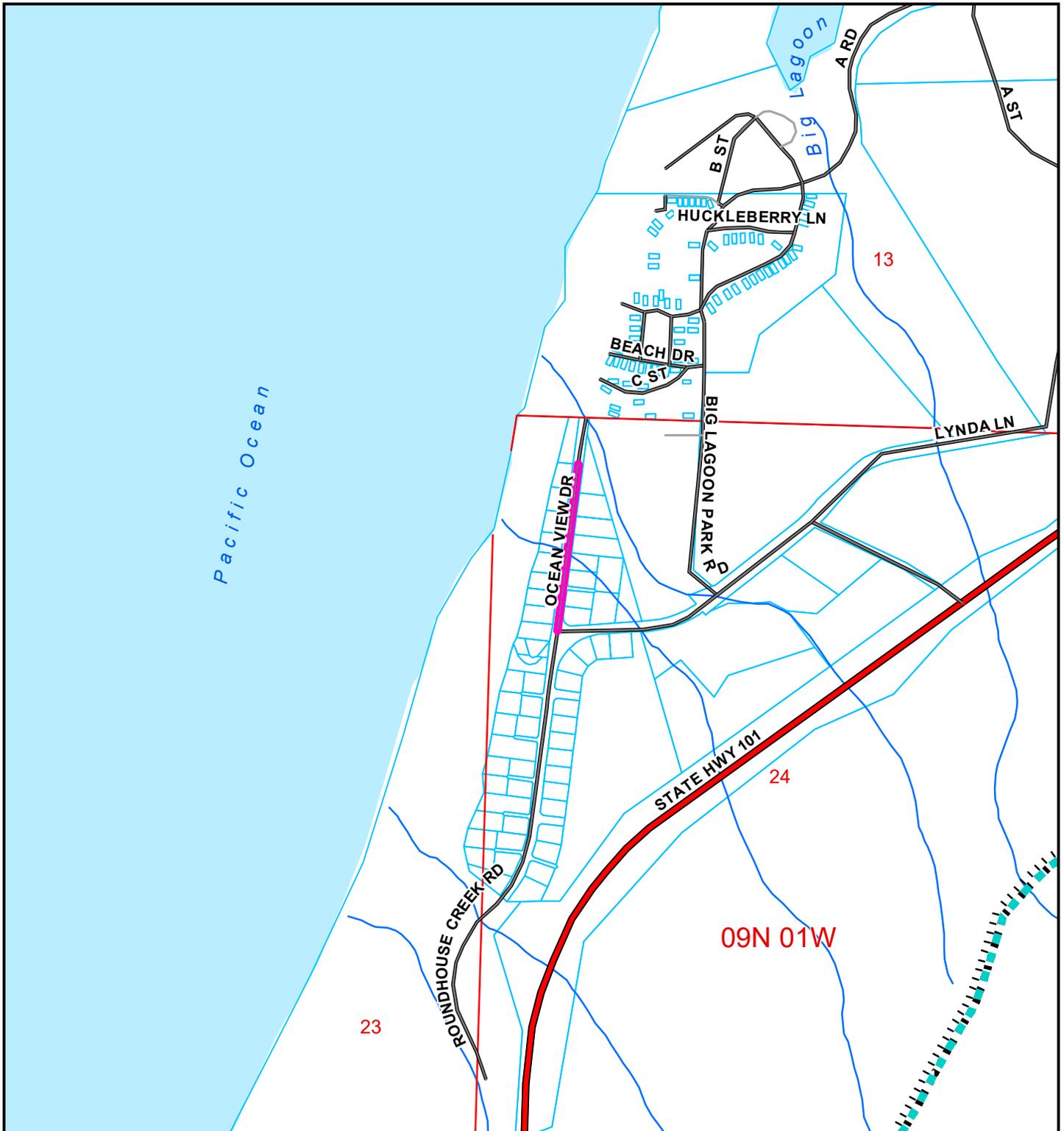
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LOCATION MAP

**PROPOSED PUBLIC WORKS
COASTAL DEVELOPMENT PERMIT
BIG LAGOON AREA
PLN-2019-15831
ROAD: OCEAN VIEW DRIVE
T09N R01W S24 HB&M (Trinidad)**

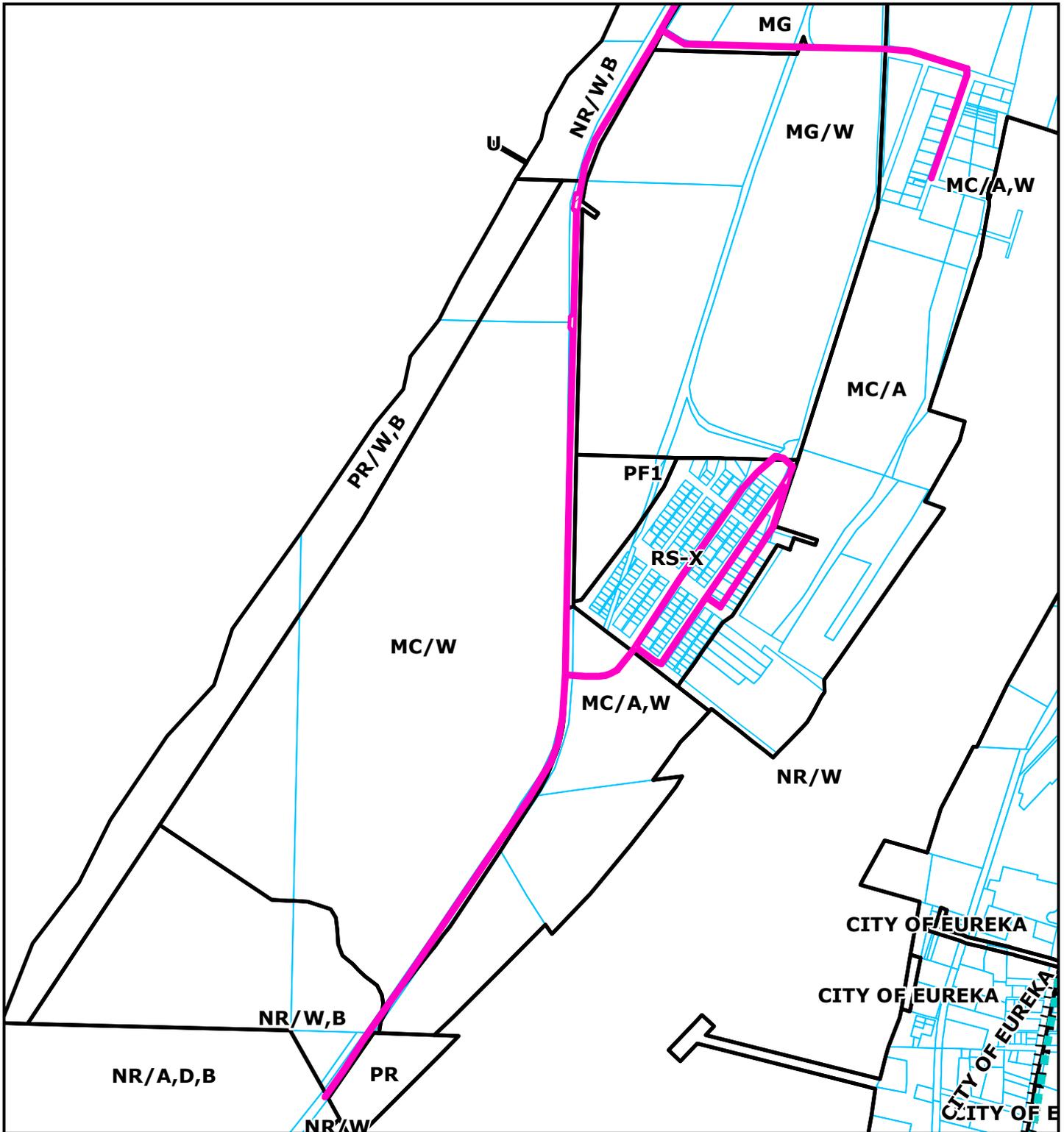
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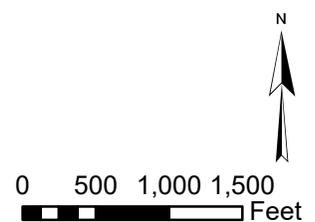
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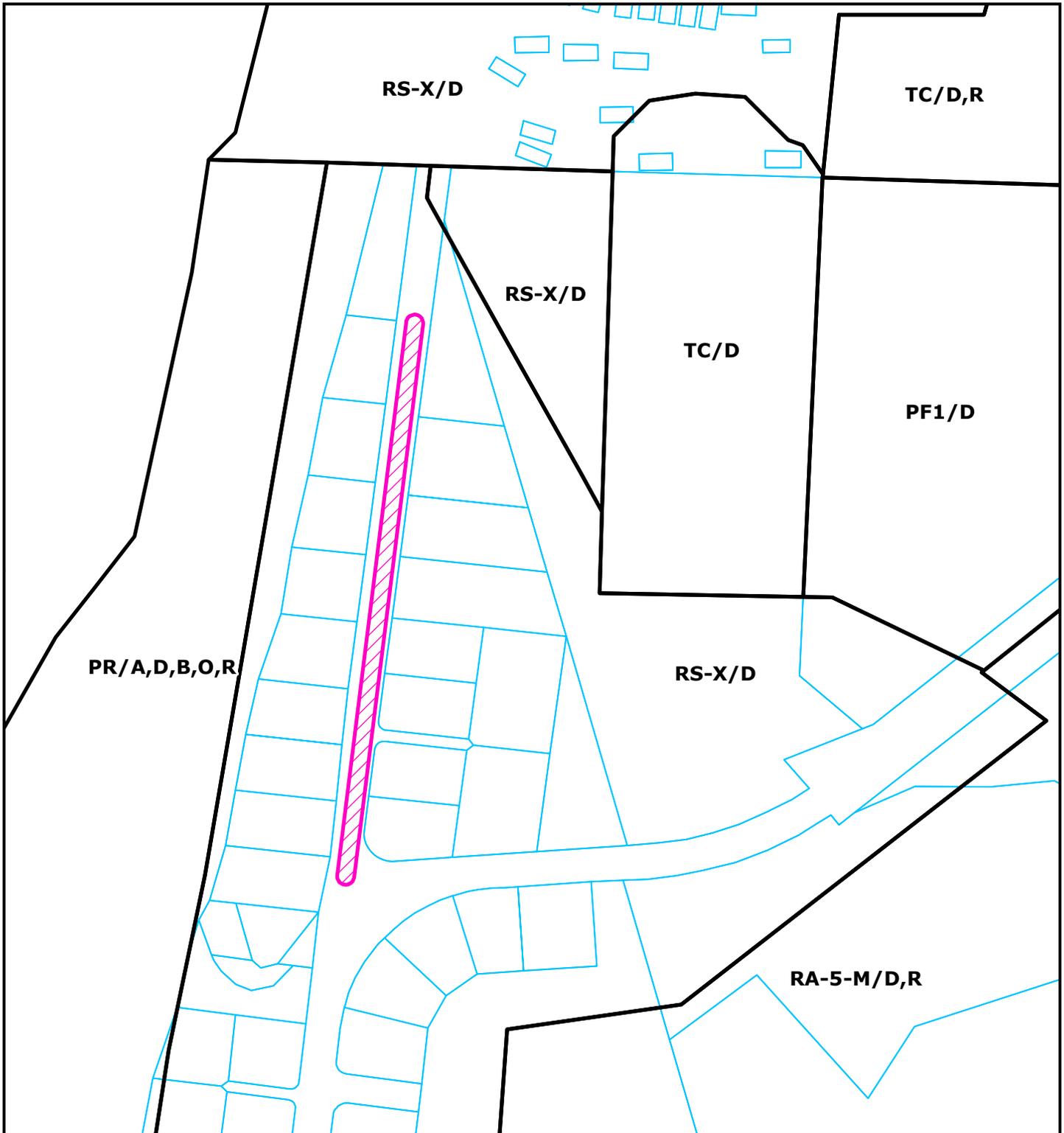
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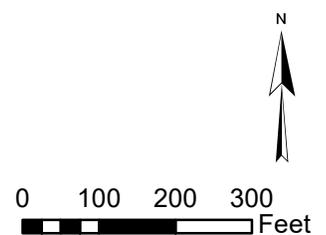
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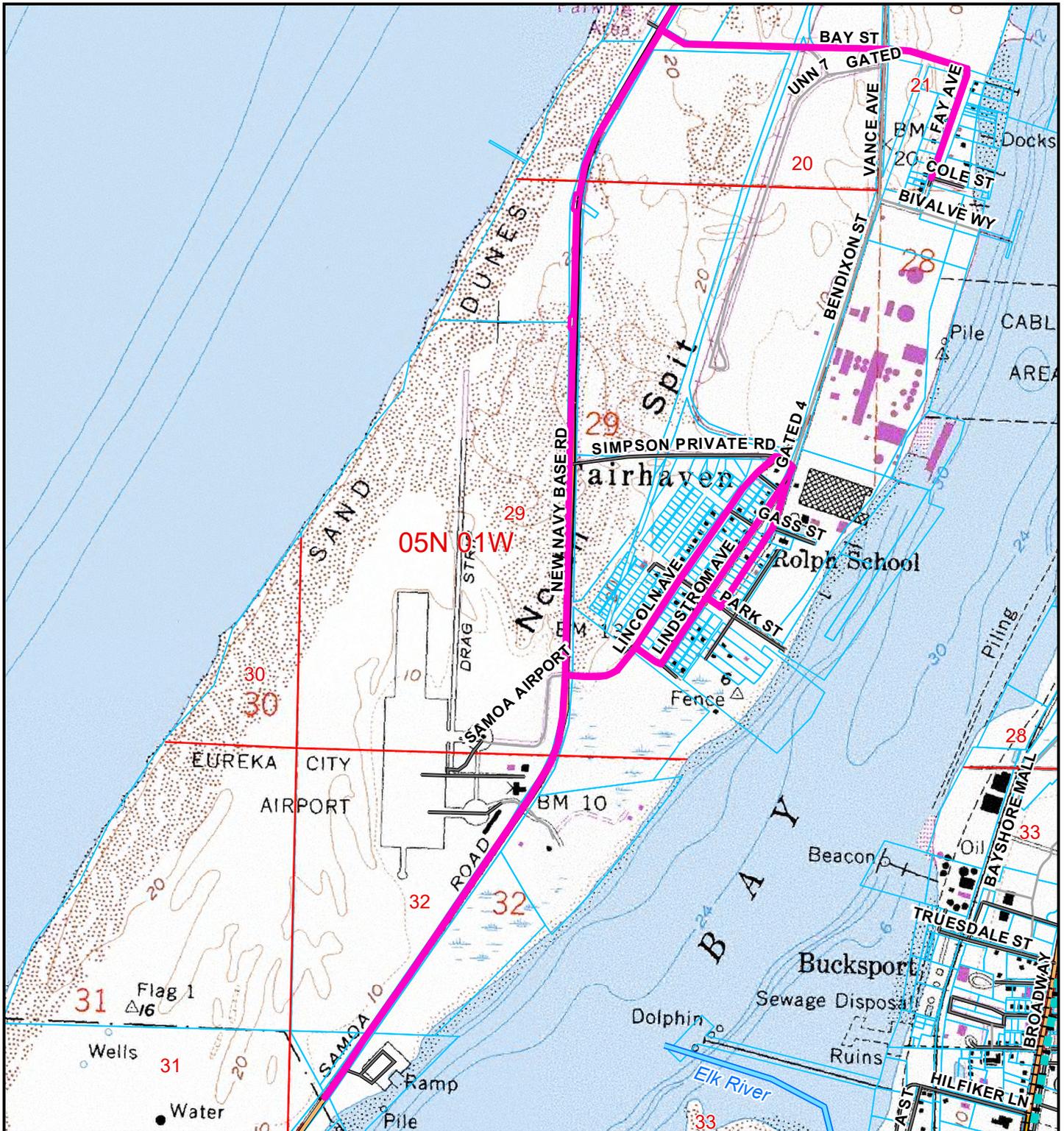
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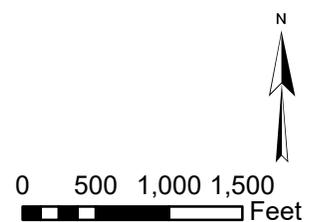
TOPO MAP

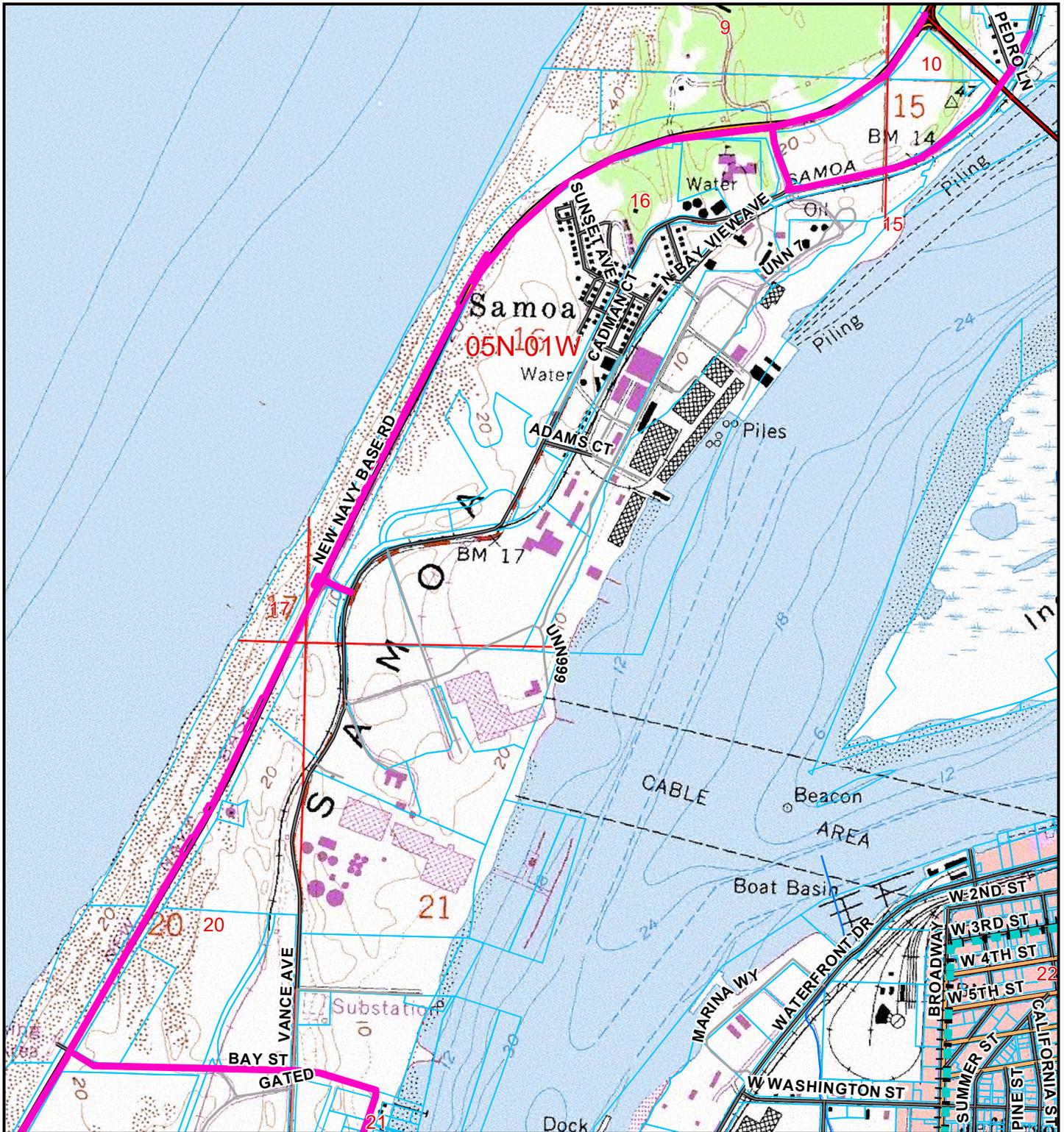
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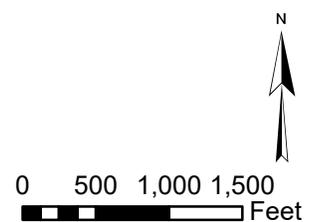
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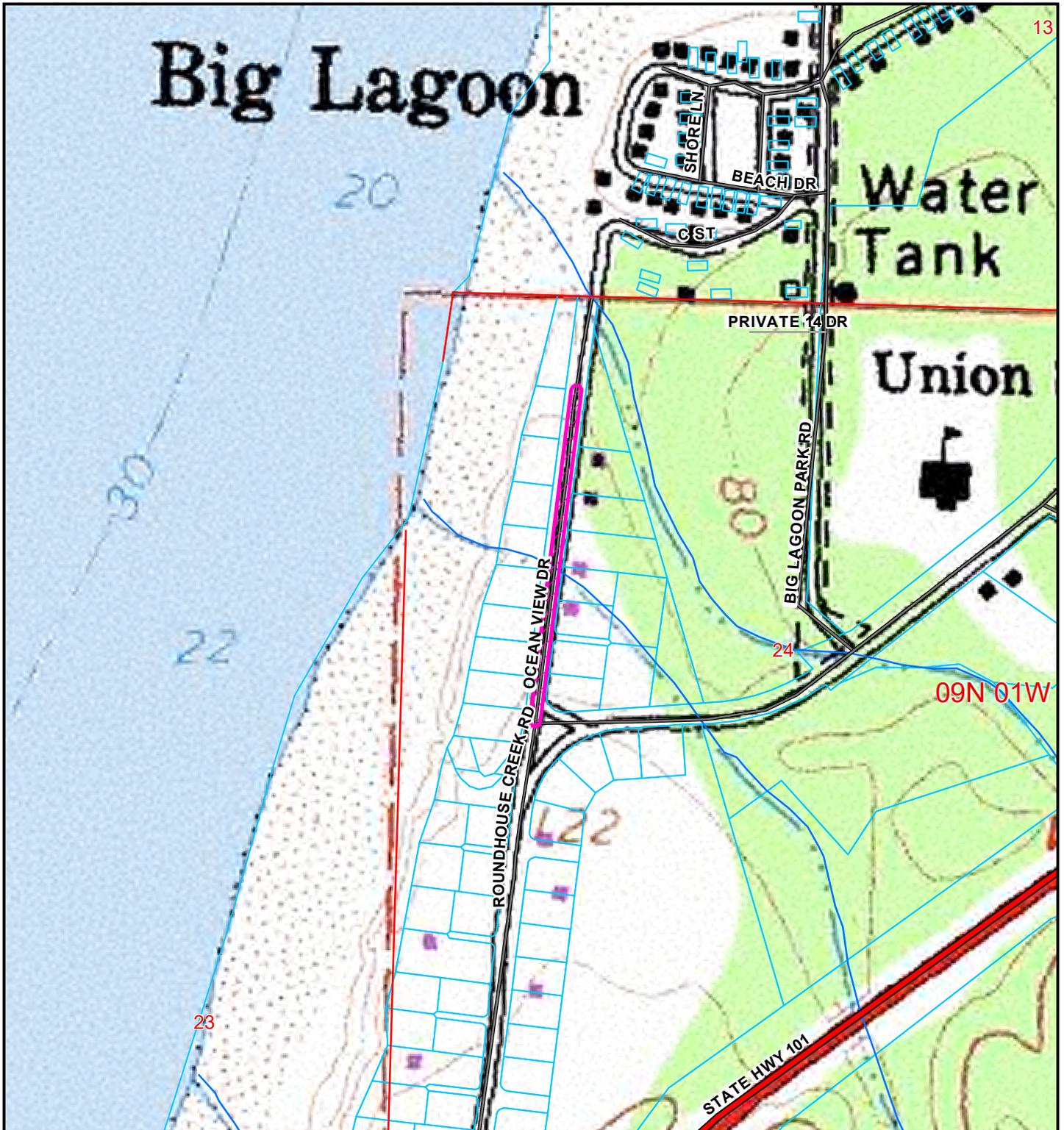
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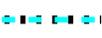




TOPO MAP

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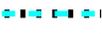
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AERIAL MAP

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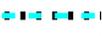




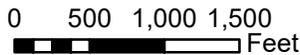
AERIAL MAP

**PROPOSED PUBLIC WORKS
COASTAL DEVELOPMENT PERMIT
SAMOA AREA
PLN-2019-15831
ROAD: NEW NAVY BASE ROAD
T05N R01W S09-S33 HB&M (Eureka)**

Project Area = 

Coastal Zone Boundary 

This map is intended for display purposes and should not be used for precise measurement or navigation. Data has not been completely checked for accuracy.

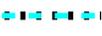




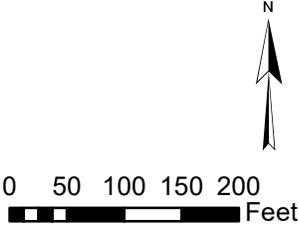
AERIAL MAP

**PROPOSED PUBLIC WORKS
 COASTAL DEVELOPMENT PERMIT
 BIG LAGOON AREA
 PLN-2019-15831
 ROAD: OCEAN VIEW DRIVE
 T09N R01W S24 HB&M (Trinidad)**

Project Area = 

Coastal Zone Boundary 

This map is intended for display purposes and should not be used for precise measurement or navigation. Data has not been completely checked for accuracy.



ATTACHMENT 3

Applicant's Evidence in Support of the Required Findings



COUNTY OF HUMBOLDT

DEPARTMENT OF PUBLIC WORKS
NATURAL RESOURCES DIVISION

1106 SECOND STREET
EUREKA, CA 95501-0579
707.445.7741 / FAX 445.7409

Project Description

Project Name: New Navy Base Road / Ocean View Drive Parking Signage
Applicant: Humboldt County Department of Public Works
Date: August 22, 2019

BACKGROUND

On September 12, 2017 the Humboldt County Board of Supervisors adopted Ordinance No. 2578 that amends Humboldt County Code Title IV Section 431-78 relating to parking on Ocean View Drive (3P020) in the Big Lagoon Area and Section 431-79 relating to New Navy Base Road (F3K010) on the Samoa Peninsula. The County plans to install signs enforcing to the adopted ordinance that will prohibit parking on the west side of Ocean View Drive; prohibit parking on the shoulders of New Navy Base Road and restrict parking from 10 pm to 5 am at existing turnout locations along New Navy Base Road. The proposed development is consistent with CA Vehicle Code 22500 (g) which states it is unlawful to park along the road where traffic would be obstructed.

Additionally, Public Works is proposing the placement and maintenance of “No Dumping” (or similar) signs where needed as well as placing barriers (i.e. boulders, k-rail, logs, bollards, etc.) in certain areas to prevent vehicular access beyond the designated parking areas.

NEW NAVY BASE ROAD

Ordinance No. 2578 amended existing parking restrictions on the east side of the roadway from Post Mile (PM 0.00 – 4.642) and adds parking restrictions on the west side of the roadway at certain locations within the same stretch of roadway (PM 0.00 – 4.462). Investigations by Public Works revealed the need for an amendment to the ordinance that is based on current conditions. On August 5, 2019, Public Works staff measured the post miles at each of nine existing turnouts, some of which correspond to coastal access points identified in the Humboldt Bay Local Coastal Plan. Public Works plans to put forward an ordinance revision that will prohibit parking on the east side of New Navy Base Road (no change from existing ordinance) and prohibit parking on the west side of New Navy Base Road at all but these nine locations, where parking will instead be restricted (i.e. no parking between the hours of 10 pm to 5 am).

From north to south, the proposed restricted parking locations are as follows:

#	Post Mile From	Post Mile To	#	Post Mile From	Post Mile To
1	3.543	3.638	6 (LCP 18)	2.561	2.57
2	3.333	3.38	7	2.473	2.504
3	3.208	3.233	8	1.735	1.752
4 (LCP 16)	2.995	3.009	9	1.523	1.538
5 (LCP 17)	2.715	2.782			

“No parking” signs are proposed to be installed approximately 3 feet from edge of pavement. Signs are to be installed at the beginning points and ending points of the parking zones. When a parking zone is longer than 800 feet, additional signs will be placed approximately 400 feet apart. Signs are to be placed in such a manner as to be visible to the public to ensure parking regulations are observed. Approximately 150 signs will be installed along 4.642 miles of road. Work will be conducted entirely within the County road prism and right-of-way. There will be no vegetation removal or disturbance of wetlands. Refer to Attachment C (site plans) and Attachment B (photos) for a visualization of the proposed signage locations.

The effect of this development will be to deter overnight camping in turnouts and parking lots intended for day-use, and unsafe parking on road shoulders. Installation of signage will not block or restrict existing access to the shoreline during the day. Where there is access to the shore and parking signage is mandated by County ordinance, signage will indicate parking is prohibited during the hours of 10 pm – 5 am, as stated above. Public Works does not plan to implement the project until the CDP is approved, and the ordinance is amended.

The table below summarizes how the development would impact existing coastal access points recognized in the Humboldt Bay Local Coastal Plan. In many cases, the new signage will prohibit parking on the road shoulder (within County right of way) but will not (and cannot) restrict parking in established lots/large turnouts.

LCP Coastal Access #	Proposed Signage	Reasoning
13	Prohibited	Per LCP: "PRIVATE ROAD: These accessways [11-13] have been deleted due to potential conflicts with sensitive dune habitat areas, and the presence of adequate access nearby."
14	Prohibited	There is a paved parking area here for ~20 cars. Parking will be prohibited at the entrance to the parking lot but will not reduce parking in the lot.
15	Prohibited	Per LCP: SAMOA BEACH: This accessway has been deleted because adequate access exists nearby.
16	Restricted	There is a partially paved area where a handful of cars may park. LCP states there are logs blocking OHV access. There are no logs in present day.
17	Restricted	There is an unpaved area where approx. 3 cars may park. LCP states there are logs blocking OHV access. There are no logs in present day.
18	Restricted	Proposed project would prohibit parking on the road shoulder. Cars would still be able to drive in to access the beach.
19	Prohibited	There is a paved parking area here for ~20 cars. Parking will be prohibited at the entrance to the parking lot but will not reduce parking in the lot.
20	Prohibited	LCP states “two to three vertical accessways shall be provided along the realigned roadway” This “access area” would be developed if and when New Navy Base Road is ever realigned but is irrelevant to the current proposed project.
21	Prohibited	There is access to the Samoa drag strip across from Lincoln Avenue. Proposed project would prohibit parking on the road shoulder but would not bar access or parking beyond County R/W.
21A	No change	LCP states there is pedestrian access to the 80-acre Mitigation Bank. Pedestrian access would be maintained but parking in the turnout would be prohibited.
22	No change	Beyond (beach west of) project extent
23	No change	Beyond (south of) project extent
24	Prohibited	Proposed project would prohibit parking on the road shoulder, but cars will still be able to use the boat ramp parking lot.
25	Prohibited	Humboldt Bay Social Club entrance. Per LCP: SAMOA ROAD/AIRPORT ROAD – This

		accessway has been deleted because of conflicts with wetland values and adequate access exists nearby.
26	No change	Beyond (east of) project extent

OCEAN VIEW DRIVE

Ordinance No. 2578 states that parking of vehicles is prohibited at all times on the west side of Ocean View Drive (County Road No. 3P020) from Post Mile 0.00 to Post Mile 0.27.

“No parking” signs are proposed to be installed approximately 3 feet from edge of pavement. Signs are to be installed at the beginning points and ending points of the parking zones. Signs will be placed approximately 400 feet apart. Signs are to be placed in such a manner as to be visible to the public to ensure parking regulations are observed. Approximately five signs will be installed along 0.27 miles of road. Work will be conducted entirely within the County road prism and right-of-way. Vegetation within 3 feet of the road along this stretch consists almost entirely of grass; vegetation removal will be very minimal, being limited to a small footprint for each sign. There will be no disturbance of wetlands.

In addition, a single “No parking” sign will be placed near the end of the road on the east side of Ocean View Drive to prevent parking on the road in front of APN 517-241-007. Vehicles parked here create unsafe conditions for others needing to use the space to turn around. Prohibiting parking here will help ensure adequate turnaround space. This action will also require an amendment to the current County ordinance.

The effect of this development will be to deter people from using Ocean View Drive as means of access into Big Lagoon County Park. To access the Park from this road (to presumably avoid paying the day-use or camping fee), members of the public must park their vehicles along the west side of Ocean View Drive, partially within the travel lane or at the terminal guardrail. Shortly after the guardrail, the paved road ends and a narrow footpath begins at a sheer cliff where the road failed and is no longer maintained. The footpath then traverses private property along the cliff’s edge until it reaches the Park. This path is undoubtedly unsafe for pedestrians. It is also illegal to park within a travel lane (per CVC 22500 (g)) and to trespass on private property. While access through Ocean View Drive cannot be wholly prevented at this time, “No Parking” signs will serve a deterrent in the near term.

Attachment D shows the existing conditions whereas Attachment E is a map of the approximate locations for the proposed signage.

Shortridge, Tricia

Subject: FW: New ZA Date: July 23, 2020

From: Bronkall, Bob <BBronkall@co.humboldt.ca.us>
Sent: Friday, June 19, 2020 5:01 PM
To: Shortridge, Tricia <TShortridge@co.humboldt.ca.us>; Bundschuh, Andrew <ABundschuh@co.humboldt.ca.us>
Subject: RE: New ZA Date: July 23, 2020

No signs are to be placed on Roundhouse Creek Road. See the diagram I sent you a couple of days ago (copied below). Roundhouse Creek Road curves and heads east to connect up with Big Lagoon Park Road.





Proposed Condition

Roundhouse Creek Road

Ocean View Drive

Legend

- No Parking Restrictions
- No Parking Anytime



BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	ROAD NO: F3K010	MILE POST: 0.000-4.642	RUPU MAINTENANCE R.W. BRONKALL	COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS NEW NAVY BASE ROAD PARKING AREA MAP EXISTING PARKING RESTRICTION MAP	1 OF 4
	PROJECT NO:	EA NO:	DESIGNED BY: JL		
	CONTRACT NO:		DRAWN BY: RWB		
	DRAWING FILE NAME:		REVIEWED BY: JL		
	PLOT DATE: 08/21/2019		APPROVED BY: RWB		

LEGEND

- RESTRICTED PARKING (NO PARKING AT ALL TIMES)
- RESTRICTED PARKING (NO PARKING 10 PM - 5 AM)
- UNRESTRICTED PARKING
- 16 HUMBOLDT BAY AREA PLAN COASTAL ACCESS POINT REFERENCE No.
- 4 PARKING ZONE DESIGNATION NUMBER

NOTE: ALL OTHER ROADS SHOWN ON THIS MAP ARE NOT COUNTY MAINTAINED.

- 19 NORTH COAST EXPORT COMPANY (401-121-06) – The applicant recorded an offer of dedication for a vertical access easement 25 feet in width from New Navy Base Road to the mean high tide line, and a lateral access easement extending from the tidelands to the first line of terrestrial vegetation.
- 20 "REALIGNMENT OF NEW NAVY BASE ROAD: Realignment of new Navy Base Road, consistent with Sections 3.14 and 3.22, shall provide vertical public access to the oceanfront beaches. Such access shall include necessary parking facilities, trail delineation, and off-road vehicle barriers and other measures, as necessary, to discourage off-road vehicle use of adjacent vegetated dunes. To the extent feasible and consistent with dune restoration study area management objectives, two to three vertical accessways shall be provided along the realigned roadway."
- 21 "EUREKA AIRSTRIP/DRAGSTRIIP: This airport is currently used as a dragstrip, and for various other public recreation uses. This property has been designated for Coastal Dependent Industrial use in the land use plan. It is in public ownership."
- 21A "CITY WALLFLOWER MITIGATION BANK - This pedestrian trail provides access through the 80-acre Mitigation Bank referred to in plan Section 3.30B(13) to the beach and dunes area from New Navy Base Road. (Amended by Res. No. 94-47, 6/7/94)"
- 22 "SAMOA BEACH: (See #23)"
- 23 Not shown/outside mapped area.
- 24 "SAMOA BOAT LAUNCH - This area is maintained by the County, and provides boating access to the Bay. Camping and fishing are also enjoyed at this location. A significant problem exists at this site in the form of erosion along the shoreline. (Amended by Res. No. 94-47, 6/7/94)"
- 25 "SAMOA ROAD/AIRPORT ROAD - This accessway has been deleted because of conflicts with wetland values and adequate access exists nearby."
- 26 "FAIRHAVEN/PARK STREET - This road once served as a public boat launch; now it serves as a cul-de-sac from which one can view the Bay."



SEE SHEET 2



BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	ROAD NO.: F3K010	MILE POST: 0.000-4.642	ROAD MAINTENANCE R.W. BRONKALL	COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS NEW NAVY BASE ROAD PARKING AREA MAP	SHEET 3 OF 4
	PROJECT NO.:	EA NO.:	DESIGNED BY: JL		
	CONTRACT NO.:		DRAWN BY: RWB	PROPOSED PARKING RESTRICTION MAP	
	DRAWING FILE NAME:		REVIEWED BY: JL		
	PLOT DATE: 08/21/2019		APPROVED BY: RWB		

LEGEND

— RESTRICTED PARKING (NO PARKING AT ALL TIMES)
— RESTRICTED PARKING (NO PARKING 10 PM - 5 AM)
— UNRESTRICTED PARKING

(16) HUMBOLDT BAY AREA PLAN COASTAL ACCESS POINT REFERENCE No.
 (4) PARKING ZONE DESIGNATION NUMBER

NOTE: ALL OTHER ROADS SHOWN ON THIS MAP ARE NOT COUNTY MAINTAINED.

- (19) NORTH COAST EXPORT COMPANY (401-121-06) - The applicant recorded an offer of dedication for a vertical access easement 25 feet in width from New Navy Base Road to the mean high tide line, and a lateral access easement extending from the tidelands to the first line of terrestrial vegetation.
- (20) "REALIGNMENT OF NEW NAVY BASE ROAD: Realignment of new Navy Base Road, consistent with Sections 3.14 and 3.22, shall provide vertical public access to the oceanfront beaches. Such access shall include necessary parking facilities, trail delineation, and off-road vehicle barriers and other measures, as necessary, to discourage off-road vehicle use of adjacent vegetated dunes. To the extent feasible and consistent with dune restoration study area management objectives, two to three vertical accessways shall be provided along the realigned roadway."
- (21) "EUREKA AIRSTRIP/DAGSTRIP: This airport is currently used as a dragstrip, and for various other public recreation uses. This property has been designated for Coastal Dependent Industrial use in the land use plan. It is in public ownership."
- (21A) "CITY WALLFLOWER MITIGATION BANK - This pedestrian trail provides access through the 80-acre Mitigation Bank referred to in plan Section 3.30B(13) to the beach and dunes area from New Navy Base Road. (Amended by Res. No. 94-47, 6/7/94)"
- (22) "SAMOA BEACH: (See #23)"
- (23) Not shown/outside mapped area.
- (24) "SAMOA BOAT LAUNCH - This area is maintained by the County, and provides boating access to the Bay. Camping and fishing are also enjoyed at this location. A significant problem exists at this site in the form of erosion along the shoreline. (Amended by Res. No. 94-47, 6/7/94)"
- (25) "SAMOA ROAD/AIRPORT ROAD - This accessway has been deleted because of conflicts with wetland values and adequate access exists nearby."
- (26) "FAIRHAVEN/PARK STREET - This road once served as a public boat launch; now it serves as a cul-de-sac from which one can view the Bay."



SEE SHEET 4



BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	ROAD NO.: F3K010	MILE POST: 0.000-4.642	ROAD MAINTENANCE: R.W. BRONKALL	COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS NEW NAVY BASE ROAD PARKING AREA MAP PROPOSED PARKING RESTRICTION MAP	SHEET 4 OF 4
	PROJECT NO.:	EA NO.:	DESIGNED BY: JL		
	CONTRACT NO.:		DRAWN BY: RWB		
	DRAWING FILE NAME:		REVIEWED BY: JL		
	PLOT DATE: 08/21/2019		APPROVED BY: RWB		

LEGEND

— RESTRICTED PARKING (NO PARKING AT ALL TIMES)

— RESTRICTED PARKING (NO PARKING 10 PM – 5 AM)

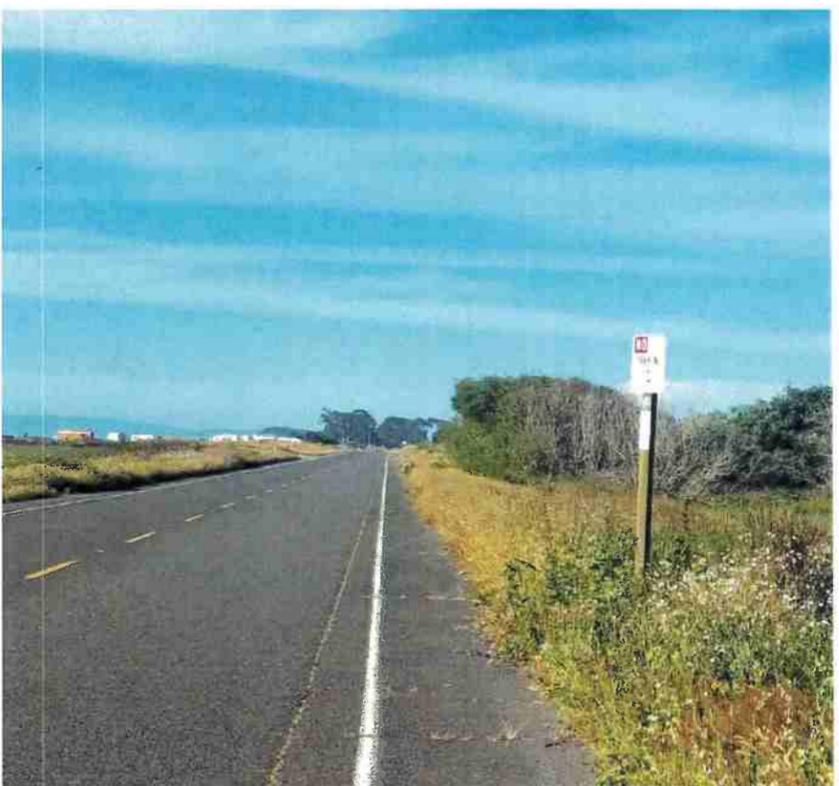
— UNRESTRICTED PARKING

①⑥ HUMBOLDT BAY AREA PLAN COASTAL ACCESS POINT REFERENCE No.

④ PARKING ZONE DESIGNATION NUMBER

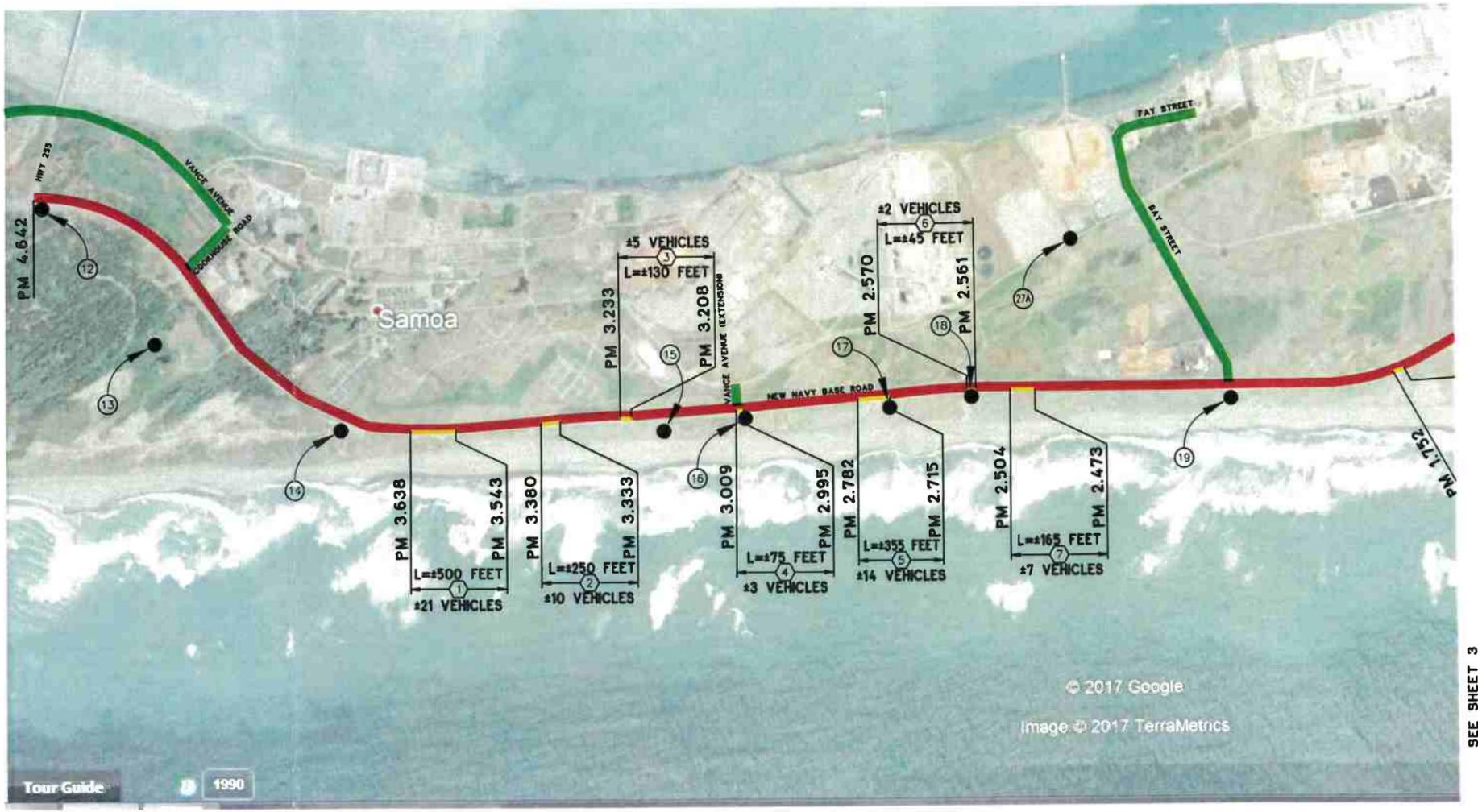
NOTE: ALL OTHER ROADS SHOWN ON THIS MAP ARE NOT COUNTY MAINTAINED.

- ⑫ "END OF SAMOA ROAD: These accessways have been deleted due to potential conflicts with sensitive dune habitat areas, and the presence of adequate access nearby."
- ⑬ "PRIVATE ROAD: These accessways [11-13] have been deleted due to potential conflicts with sensitive dune habitat areas, and the presence of adequate access nearby."
- ⑭ "SAMOA BEACH POWER POLE: This property, in close proximity to the Samoa community, is owned by Louisiana Pacific. The site has been heavily used by recreational ORV riders as a staging area, although the site is not officially open for ORV use. (Amended by Res. No. 94-47, 6/7/94)"
- ⑮ "SAMOA BEACH: This accessway has been deleted because adequate access exists nearby."
- ⑯ "LP DRIVE/USS MILWAUKEE MARKER: This accessway provides access to the waveslope. Parking is available and logs placed along the access corridor restrict ORVs to the traveled path, (Amended by Res. No. 94-47, 6/7/94)"
- ⑰ "SAMOA BEACH: This accessway provides access to the waveslope. Parking is available and logs placed along the access corridor restrict ORVs to the traveled path.(Amended by Res. No. 94-47, 6/7/94)"
- ⑱ "SAMOA BEACH: Previously misreferenced as leased ORV access (See #17). Site 18 is a trail opposite Humboldt Bay Municipal Water District water tank."



ABOVE: EXAMPLE OF EXISTING NO PARKING SIGN ON NEW NAVY BASE ROAD

NO PARKING SIGNS ARE PROPOSED TO BE INSTALLED APPROXIMATELY 3 FEET FROM EDGE OF PAVEMENT. SIGNS TO BE INSTALLED AT THE BEGINNING POINTS AND ENDING POINTS OF THE PARKING ZONES. WHEN A PARKING ZONE IS LONGER THAN 800 FEET, ADDITIONAL SIGNS WILL BE PLACED APPROXIMATELY 400 FEET APART. SIGNS ARE TO BE PLACED IN SUCH A MANNER AS TO BE VISIBLE TO THE PUBLIC TO ENSURE PARKING REGULATIONS ARE OBSERVED. APPROXIMATELY 150 SIGNS WILL BE INSTALLED ALONG 4.642 MILES OF ROAD.



SEE SHEET 3

APPROXIMATELY 69 RESTRICTED PARKING SPACES (NO PARKING 10 PM TO 5 AM) WILL BE PROVIDED IN 9 AREAS ALONG THE 4.642 MILE LONG ROAD.

ATTACHMENT 1
Conditions of Approval

Approval of the Coastal Development Permit is conditioned upon the following terms and requirements which must be fulfilled before work is initiated or during project implementation.

1. The project shall be carried out the project in accordance with the project description included as Attachment 3 as amended by these Conditions of Approval.
2. This Permit does not authorize any placement of restrictive vehicle barriers that impede or obstruct pedestrian access to the shoreline.
3. The placement of blockades using driftwood harvested from the beach, boulders, logs, or other barriers placed at points of pioneered vehicular access shall not 1) eliminate any existing parking areas; and 2) block or obstruct pedestrian access into the dune habitat or the beach. Within thirty (30) days of initial barrier placement, the Department of Public Works shall consult with the California Coastal Commission and the Department of Fish and Wildlife and other agencies, as appropriate, as to the permanent location and design of the barrier.
4. All signs and vehicle barriers must be placed within the County maintained right of way and may not be placed within the Coastal Commission's Retained CDP Jurisdictional Area or Samoa Dunes State Recreation Area.
5. The applicant is responsible for receiving all necessary permits and/or approvals from other state and local agencies.
6. NEW DEVELOPMENT TO REQUIRE PERMIT. Any new development as defined by Section 313-13 of the Humboldt County Code (H.C.C.), shall require a Coastal Development Permit or permit modification, except for Minor Deviations from the Plot Plan as provided under Section 312-11.1 of the Zoning Regulations.
7. If archaeological finds dating to the prehistoric and/or historic periods are encountered during construction activities, the contractor shall cease all work in the immediate area and within a 20-meter (66 foot) buffer of the discovery location and immediately contact the County. A qualified professional archaeologist shall be retained by County to conduct a rapid response examination of the find, assess its potential significance, and recommend a treatment plan in coordination with the Project Applicant and others as appropriate to recover important information where significant impacts cannot be avoided. In cases where Native American archaeological constituents are inadvertently discovered, the Tribal Historic Preservation Officers (THPOs) for the Bear River Band Rohnerville Rancheria, Blue Lake Rancheria, and Wiyot Tribe will be consulted by the about the discovery's significance and development and implementation of a culturally sensitive treatment plan to be carried out by the consulting archaeologist and tribal representatives as appropriate.

Prehistoric archaeological discoveries may include obsidian or chert flakes and flaked-stone tools; locally darkened ashy midden soils with fire cracked rock; shellfish and faunal food refuse; ground-stone artifacts such as mortars and pestles; shell beads and ornaments; and intact human burials or skeletal remains. If human remains are found, California Health and Safety Code 7050.5 requires that the County Coroner be contacted immediately at 707-445-7242. If the Coroner determines the remains to be Native American, the Native American Heritage Commission will then be contacted by the Coroner to identify the Most Likely Descendant (MLD), who shall recommend to the property owner the appropriate treatment of the remains pursuant to PRC 5097.98. Violators shall be prosecuted in accordance with PRC Section 5097.99. Examples of potentially significant historic archaeological finds include but are not limited to: mortared bricks or rock alignments (possible building foundations) or redwood boards or lined pits (in place structural remains); concentrations of refuse (old bottles, ceramics, metal objects, etc.) that may have been discarded into a pit feature (privy or well);

concentrations of refuse lying below or mixed with a distinct burned layer (marked by charcoal, melted glass, pot-lidded ceramics, etc.). The project needs to also be conditioned by the Inadvertent Discovery of Human Remains" protocol cited in the Nov. 2017 report by Roscoe (Sec. 6.1, Page 35), as it is consistent with State laws.

Informational Notes

1. The applicant is required to pay for permit processing on a time and material basis as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors. The Department will provide a bill to the applicant upon file close out after the Zoning Administrator decision. Any and all outstanding Planning fees to cover the processing of the application to decision by the Hearing Officer shall be paid to the Humboldt County Planning Division, 3015 H Street, Eureka.
2. This permit shall expire and become null and void at the expiration of two (2) years after all appeal periods have lapsed (see "Effective Date"); except where construction under a valid building permit or use in reliance on the permit has commenced prior to such anniversary date. The period within which construction or use must be commenced may be extended as provided by Section 312-11.3 of the Humboldt County Code.

ATTACHMENT 2
Staff Analysis of the Evidence Supporting the Required Findings

Required Findings: To approve this project, the Hearing Officer must determine that the applicant has submitted evidence in support of making all of the following required findings.

The Coastal Zoning Ordinance, Section 312-17.1 of the Humboldt County Code (Required Findings for All Discretionary Permits) specifies the findings that are required to grant a Coastal Development Permit and Special Permit:

1. The proposed development is in conformance with the General Plan, the Humboldt Bay Area Plan and the North Coast Area Plan;
2. The proposed development is consistent with the purposes of the existing zone in which the site is located;
3. The proposed development conforms with all applicable standards and requirements of these regulations;
4. The proposed development and conditions under which it may be operated or maintained will not be detrimental to the public health, safety, or welfare; or materially injurious to property or improvements in the vicinity;
5. The proposed development does not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law; and
6. In addition, the California Environmental Quality Act (CEQA) states that one of the following findings must be made prior to approval of any development which is subject to the regulations of CEQA. The project either:
 - a) is categorically or statutorily exempt; or
 - b) has no substantial evidence that the project will have a significant effect on the environment and a negative declaration has been prepared; or
 - c) has had an environmental impact report (EIR) prepared and all significant environmental effects have been eliminated or substantially lessened, or the required findings in Section 15091 of the CEQA Guidelines have been made.
7. The proposed development is consistent with and conforms to all the applicable Supplemental Coastal Resource Protection Impact Findings in the Humboldt County Zoning Ordinance §312-39

1. **General Plan and Area Plan Consistency:** The following section identifies the evidence which supports finding that the proposed project is in conformance with all applicable policies and standards in found in the Humboldt Bay Area Plan (HBAP) and the North Coast Area Plan (NCAP).

Relevant Plan Section(s)	Summary of Applicable Goals, Policies or Standards	Summary of Evidence
Land Use §4.10 (HBAP) (NR), (MC)	<p>NATURAL RESOURCES (Rural) (NR): to protect and enhance valuable fish and wildlife habitats, and provide for public and private use of their resources, including hunting, fishing and other forms of recreation.</p> <p>Industrial/Coastal - Dependent (MC): sites for industrial uses dependent on harbors and water-borne traffic. Land use density not specified.</p>	No impact/Consistent: The project involves the installation of signs to restrict parking within the County maintained right of way along New Navy Base Road and Ocean View Drive. There will be no adverse impacts to, or conflicts with the uses allowed in these HBAP or NCAP land use designations.
Land Use §5.20 (NCAP)	RESIDENTIAL ESTATES (RE): To allow residential development of areas within Urban Limits where community objective, including resource protection, limit density of potential development, but where urban services are required. Gross Density: 0-2 units per acre.	
Housing §3.16 (HBAP) and §3.24 (NCAP)	Housing shall be developed in conformity with the goals and policies of the Humboldt County Housing Element.	No Impact/Consistent: The County's Housing Stock or Inventory within the HBAP or NCAP will not be affected by the parking restrictions.
Hazards §3.17(B) (HBAP) and §3.26 (NCAP)	Minimize risks to life and property in areas of high geologic, flood, and fire hazard for new development.	No Impact/Consistent: The restriction of parking in the County maintained public right of way will not result in any risk to life and property in areas within the NBAP or NCAP.
Archaeological / Paleontological Resources §3.18 (HBAP) and §3.29 (NCAP)	Where new development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	Consistent: All installation of signage is to occur within the existing County maintained public right of way. Ground disturbance in areas that do not already have a signpost would be limited to the footprint of a new signpost. Areas that do have a signpost would only require a swap out of the sign face. The Wiyot and Blue Lake Tribes recommended Inadvertent Discovery Protocol language as a condition of approval.

Relevant Plan Section(s)	Summary of Applicable Goals, Policies or Standards	Summary of Evidence
<p>Natural Resource Protection §3.30 (HBAP)</p> <p>Biological Resources §3.40 (NCAP)</p>	<p>Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.</p>	<p>Consistent/No Impact: A review of the Humboldt Bay Area Plan and North Coast Area Plan Resource Protection Maps indicate no Environmentally Sensitive Habitat Areas present in the locations where new signposts would have to be installed. In one area just southeast of the Eureka Airport runway, present signage will be shifted as much as practical to afford the greatest setback from an existing wetland. The buffer would be at least 100 feet. No work will occur within areas that have never been disturbed. The project is to occur solely within existing facilities areas and the County maintained public right of way and road prism (approximately 3 feet from the edge of pavement). The parking restrictions and authority to place vehicle barriers to prevent pioneered vehicular access will contribute to preserving sensitive coastal habitat.</p>
<p>Visual Resource §3.40 (HBAP)</p> <p>Visual Resources §3.42 (NCAP)</p>	<p>Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.</p>	<p>No Impact/Consistent: The project areas in both locations (HBAP and NCAP) are not located within a designated coastal view/scenic area on any County land use maps. The number of signs used to restrict parking are the minimum necessary to allow for enforcement under the provisions of the Vehicle Code.</p>

Relevant Plan Section(s)	Summary of Applicable Goals, Policies or Standards	Summary of Evidence
<p>Access §3.50 (HBAP)</p> <p>Access §3.50 (NCAP)</p>	<p>New development shall not interfere with the public's right of access to the shoreline.</p> <p>Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p>	<p>Consistent: The No Parking or Restricted Hours Parking at the two locations will not prohibit pedestrian access to the beach. Designated Coastal Access Points and any existing Public Prescriptive Access Rights off the public road will continue to allow foot traffic.</p> <p>In the Samoa and Fairhaven areas of the North Spit, vehicle parking continues to be allowed on the side streets off New Navy Base Road (e.g., Cookhouse Road, Vance Avenue Extension, Bay, Lincoln, and Duprey) and from the adjacent parking facilities at Access Points 14, 19 and 24. Access Point 24 provides parking for the pocket beach located approximately 800 feet north of the facility and also provides parking for Access Point 21. The road shoulder is wide enough for pedestrian travel. A measurement of the width of The New Navy Base Road public right of way at the Bay Street intersection shows that the walk would be approximately 80 feet to the turnout of a HBAP designated Access Point. New Navy Base Road has good visibility allowing pedestrians to safely cross. Additionally, nine designated areas along 4.6 miles of New Navy Base Road will allow restricted parking (5AM to 10PM). These hours are consistent with the parking restrictions previously approved for Access Points 14 and 19 and is the standard that is uniformly applied by the County in other locations. The hours track with the BLM managed Samoa Dunes Recreation Area which limit access to one hour before sunrise and one hour after sunset. In reference, for June 22, the longest day of the year, the sunrise for Eureka CA was 5:46 AM and sunset at 8:52 PM. Parking restrictions and vehicle barricades in certain areas will help to deter the incidents of vehicles driving in dune habitat, the dumping of garbage, camping in undesignated areas, and other illegal activity.</p> <p>For Ocean View Drive, a trail established by public use extends north towards Big Lagoon County Park along portions of the old roadway grade (now heavily eroded) and crossing over private lands. The No Parking designation on the west side of Ocean View Drive and on the east side 50 feet from its terminus will not prohibit pedestrian use of this trail. Parking will remain available along the eastern side of the roadway as depicted on the project plan. As such the project is consistent with the public access provisions of the NCAP.</p>

2. Zoning Compliance and 3. Development Standards: The following table identifies the evidence which supports finding that the proposed development is in conformance with all applicable policies and standards in the Humboldt County Zoning Regulations

Relevant Zone Section(s)	Summary of Applicable Goals, Policies or Standards	Summary of Evidence
§ 313-6.1 Residential Single Family (RS) §313-39.1 No Further Subdivision (X)	(RS-X) Either one dwelling unit (1du) per lawfully created lot or two dwelling units (2du) per lawfully created lot if a Special Permit is secured for a second residential unit.	No impact: The project involves the installation of signs to restrict parking within the County maintained public right of way along Ocean View Drive. There will be no negative impacts to the residential uses allowed in zoning district or subdivision policies.
§313-19.1 Design Review (D)	The purpose of these regulations is to provide design review for conformance of new development with the policies and standards of the Area Plan, and to provide for a design review process where neighborhoods within the same zone district desire to preserve or enhance the area's historical, cultural or scenic values.	The No Parking signs: <ol style="list-style-type: none"> 1) Will minimally obstruct public views from the land to the water/beach, or from the water/beach to the land. 2) Is compatible with the established physical scale of the area; 3) Will not alter existing natural landforms. The installation of new signposts would occur within the road prism of the County maintained right of way. The spacing between signs is the maximum allowable that will still comply with the California Vehicle Code. The proposed No Parking signs are not located within any identified Coastal Scenic Viewsheds or Scenic Resources.
§313-3.4: Industrial/Coastal-Dependent (MC)	To ensure land uses and development are consistent with the Coastal-Dependent Use Type includes any coastal-dependent industrial use which requires a maintained navigable channel to function, including, for example: public docks, water-borne carrier import and export operations.	No impact/Consistent: The project involves the installation of signs to restrict parking within the County maintained public right of way along New Navy Base Road and Ocean View Drive. There will be no negative impacts to the uses allowed in zoning district.

Relevant Zone Section(s)	Summary of Applicable Goals, Policies or Standards	Summary of Evidence
§313-5.4: Natural Resources (NR)	To ensure land use and development is consistent with the on-site structures and activities which are compatible with the protection and enhancement of sensitive coastal resources.	No impact: The project involves the installation of signs to restrict parking within the County maintained public right of way along New Navy Base Road and Ocean View Drive. There will be no negative impacts to the uses allowed in zoning district. The parking restrictions along New Navy Base Road and authority to place vehicle barriers to prevent pioneered vehicular access will contribute to preserving sensitive coastal habitat. The project is conditioned to require the DPW to consult with the Coastal Commission and CDFW as to the location and design of the permanent barriers.
§ 313-16.1 Archaeological Resource Area Outside Shelter Cove (A)	To provide for reasonable mitigation measures where development would have an adverse impact upon archaeological and paleontological resources	Consistent: All installation of signage is to occur within the existing facilities of the County maintained public right of way and road prism. There will be no ground-disturbing activities in areas that are undisturbed. The Wiyot and Blue Lake Tribes recommended Inadvertent Discovery Protocol language as a condition of approval.
§313-17.1 Beach and Dune Areas (B)	To ensure that land use and development permitted in coastal beach and dune areas, as designated in the Coastal Land Use Plan Resource Protection Maps, will not detract from the area's natural resource value or their potential for providing recreational opportunity.	<p>New signposts would be placed within the road prism of the County Maintained public right of way and would not expand the width of the existing facility into the Dune habitat.</p> <p>Unauthorized trail blazing/road pioneering has a negative impact on Coastal Dune Habitat Areas. The County is seeking blanket authority to block off vehicular access into the dunes from the County maintained right of way, on an as needed basis. This authority would allow the County to rapidly respond to prevent further harm to the dunes by creating a blockade using boulders, logs, or large pieces of driftwood. Vehicular access to the beach is provided at the southerly end of the North Spit where the Bureau of Land Management operates an off-road vehicle park.</p> <p>Signage to discourage illegal dumping further protects beach and dune areas.</p>

Relevant Zone Section(s)	Summary of Applicable Goals, Policies or Standards	Summary of Evidence
§ 313-38.1: Coastal Wetland Areas (W)	To ensure that land use and development in coastal wetlands will not degrade the wetland but will maintain optimum populations of marine or freshwater organisms and, where feasible, will enhance wetland resources.	<p>Consistent/No Impact: A review of the Humboldt Bay Area Plan and North Coast Area Plan Resource Protection Maps indicate no resource protection policies affecting the project sites. The project is to occur solely within existing facilities areas and the County maintained public right of way. The parking restrictions and vehicle barriers will contribute to preserving sensitive coastal habitat.</p> <p>In one area just southeast of the Eureka Airport runway, present signage will be shifted as much as practical to afford the greatest setback from an existing wetland. The buffer would be at least 100 feet.</p>

Development Standards		
Minimum Lot Size, Depth and Width: NR, MC, RS	N/A	Restricted parking signs installed in the County maintained public right of way has no applicability to the established development standards of the zones.
Maximum Structure Height NR,MC,RS	N/A	
Maximum Ground Coverage NR, MC, RS	N/A	

§312-39 Supplemental Coastal Resource Protection Impact Findings		
§312-39.2 PUBLIC ACCESS	<p>39.2.2.3.1 That use of the access way would have adverse impacts on fragile coastal resources, including but not limited to, rocky intertidal areas, seal haul-out and pupping areas, and bird rookeries; or</p> <p>39.2.2.3.4 that an equivalent access way which mitigates such adverse impacts will be provided.</p>	<p>The parking restrictions or vehicle barricades will not impact pedestrian access to the beach. The restrictive parking prohibition from 10 pm to 5 am is consistent with the parking restrictions previously approved for Access Points 14 and 19.</p> <p>Nine (9) Coastal Access Points identified in the HBAP will continue to be open. There is parking available after 10:00 p.m. on various streets that intersect with New Navy Base Road and pedestrian access to the beach will not be prohibited.</p> <p>Parking is also available in the adjacent parking facilities at</p>

		<p>Access Points 14, 19 and 24. Access Point 24 provides access to the pocket beach located approximately 800 feet north of the facility and also provides parking for Access Point 21.</p> <p>Unrestricted parking is also available on other County maintained roads on the north spit.</p>
§312-39.6 COASTAL DUNE AND BEACH AREAS	<p>39.14.1.1 There is no less environmentally damaging feasible alternative;</p> <p>39.14.1.2 The best mitigation measures feasible have been provided to minimize adverse environmental effects; and</p> <p>39.14.1.3 The required mitigation will maintain or enhance the functional capacity of the wetland or estuary.</p>	<p>No Impact/Consistent: No new ground disturbance or signposts will be placed within these areas along New Navy Base Road.</p>
§312-39.15 COASTAL WETLAND BUFFERS	<p>39.15.1 Development will be sited and designed to prevent impacts which would significantly degrade wetland habitat areas, and shall be compatible with the continuance of such habitat areas; and</p> <p>39.15.2 The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms shall be maintained, and where feasible, restored</p>	<p>No Impact/Consistent: No new ground disturbance or signposts will be placed within these areas along New Navy Base Road.</p> <p>In one area just southeast of the Eureka Airport runway, present signage will be shifted as much as practical to afford the greatest setback from an existing wetland. The buffer would be at least 100 feet.</p>

4. Public Health, Safety and Welfare; and 5. Environmental Impact: The following table identifies the evidence which supports finding that the proposed development will not be detrimental to the public health, safety and welfare, or materially injurious to properties or improvements in the vicinity and will not adversely impact the environment.

Finding	Summary of Applicable Requirement	Evidence
§312-17.1.4 CEQA Guidelines	The proposed development will not be detrimental to the public health, safety and welfare, and will not be materially injurious to properties or improvements in the vicinity.	<p>The Department finds that the proposed project will not be detrimental to the public health, safety and welfare because all reviewing referral agencies have approved or conditionally approved the proposed project design. The project as proposed and conditioned is consistent with the general plan and zoning ordinance; and the proposed project will not cause significant environmental damage.</p> <p>The project has been determined to be exempt from environmental review pursuant to Class 1, Section 15301 (Existing Facilities) and Class 4, Section 15304 (Minor Alterations to Land) of the State CEQA Guidelines. Section 15301 applies because this is a project to maintain an existing public roadway facility by providing signage to regulate on street parking where it is unsafe for vehicles to park out of the shoulder of the road. Section 15034 applies because the installation of the signage will require placing poles that will require minor excavation and fill to original grade and in limited cases minor vegetation removal. Sign locations will avoid sensitive habitat areas and will maintain a minimum of 100-foot setback from wetlands. Additionally, under the authority provided OHV vehicle barriers will be placed as needed using driftwood, rock or other materials to prevent pioneered vehicular access. These barriers will be placed in consultation with Coastal Commission staff and representatives of the Department of Fish and Wildlife. Staff has determined that this project will not adversely impact any aspect of the environment. Staff have also determined that none of the exceptions to the Categorical Exemptions set forth in CEQA Guidelines, Section 15300.2, apply. As such, staff have concluded that this project is categorically exempt from CEQA.</p>

5. Residential Density Target: The following table identifies the evidence which supports finding that the proposed project will not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law.

Code Section	Summary of Applicable Requirement	Evidence that Supports the Required Finding
312-17.1.5 Housing Element Densities	<p>The proposed development shall not reduce the residential density for any parcel below that utilized by the Department of Housing and Community Development in determining compliance with housing element law (the midpoint of the density range specified in the plan designation), except where: 1) the reduction is consistent with the adopted general plan including the housing element; and 2) the remaining sites identified in the housing element are adequate to accommodate the County share of the regional housing need; and 3) the property contains insurmountable physical or environmental limitations and clustering of residential units on the developable portions of the site has been maximized.</p>	<p>Consistent/No Impact: The parking restriction signs will have no impact on the requirements of housing law.</p>

ATTACHMENT 3
Applicant's Evidence In Support of the Required Findings

The applicant has submitted the following written evidence in support of making the required findings, and copies of relevant are attached.

1. Application [in file]
2. Project Description and Site Plans [attached]
3. Site Photos – New Navy Base Road and Ocean View Drive [attached]
4. Notice of Exemption [attached]

ATTACHMENT 3

Applicant's Evidence in Support of the Required Findings



COUNTY OF HUMBOLDT

DEPARTMENT OF PUBLIC WORKS
NATURAL RESOURCES DIVISION

1106 SECOND STREET
EUREKA, CA 95501-0579
707.445.7741 / FAX 445.7409

Project Description

Project Name: New Navy Base Road / Ocean View Drive Parking Signage
Applicant: Humboldt County Department of Public Works
Date: August 22, 2019

BACKGROUND

On September 12, 2017 the Humboldt County Board of Supervisors adopted Ordinance No. 2578 that amends Humboldt County Code Title IV Section 431-78 relating to parking on Ocean View Drive (3P020) in the Big Lagoon Area and Section 431-79 relating to New Navy Base Road (F3K010) on the Samoa Peninsula. The County plans to install signs enforcing to the adopted ordinance that will prohibit parking on the west side of Ocean View Drive; prohibit parking on the shoulders of New Navy Base Road and restrict parking from 10 pm to 5 am at existing turnout locations along New Navy Base Road. The proposed development is consistent with CA Vehicle Code 22500 (g) which states it is unlawful to park along the road where traffic would be obstructed.

Additionally, Public Works is proposing the placement and maintenance of “No Dumping” (or similar) signs where needed as well as placing barriers (i.e. boulders, k-rail, logs, bollards, etc.) in certain areas to prevent vehicular access beyond the designated parking areas.

NEW NAVY BASE ROAD

Ordinance No. 2578 amended existing parking restrictions on the east side of the roadway from Post Mile (PM 0.00 – 4.642) and adds parking restrictions on the west side of the roadway at certain locations within the same stretch of roadway (PM 0.00 – 4.462). Investigations by Public Works revealed the need for an amendment to the ordinance that is based on current conditions. On August 5, 2019, Public Works staff measured the post miles at each of nine existing turnouts, some of which correspond to coastal access points identified in the Humboldt Bay Local Coastal Plan. Public Works plans to put forward an ordinance revision that will prohibit parking on the east side of New Navy Base Road (no change from existing ordinance) and prohibit parking on the west side of New Navy Base Road at all but these nine locations, where parking will instead be restricted (i.e. no parking between the hours of 10 pm to 5 am).

From north to south, the proposed restricted parking locations are as follows:

#	Post Mile From	Post Mile To	#	Post Mile From	Post Mile To
1	3.543	3.638	6 (LCP 18)	2.561	2.57
2	3.333	3.38	7	2.473	2.504
3	3.208	3.233	8	1.735	1.752
4 (LCP 16)	2.995	3.009	9	1.523	1.538
5 (LCP 17)	2.715	2.782			

“No parking” signs are proposed to be installed approximately 3 feet from edge of pavement. Signs are to be installed at the beginning points and ending points of the parking zones. When a parking zone is longer than 800 feet, additional signs will be placed approximately 400 feet apart. Signs are to be placed in such a manner as to be visible to the public to ensure parking regulations are observed. Approximately 150 signs will be installed along 4.642 miles of road. Work will be conducted entirely within the County road prism and right-of-way. There will be no vegetation removal or disturbance of wetlands. Refer to Attachment C (site plans) and Attachment B (photos) for a visualization of the proposed signage locations.

The effect of this development will be to deter overnight camping in turnouts and parking lots intended for day-use, and unsafe parking on road shoulders. Installation of signage will not block or restrict existing access to the shoreline during the day. Where there is access to the shore and parking signage is mandated by County ordinance, signage will indicate parking is prohibited during the hours of 10 pm – 5 am, as stated above. Public Works does not plan to implement the project until the CDP is approved, and the ordinance is amended.

The table below summarizes how the development would impact existing coastal access points recognized in the Humboldt Bay Local Coastal Plan. In many cases, the new signage will prohibit parking on the road shoulder (within County right of way) but will not (and cannot) restrict parking in established lots/large turnouts.

LCP Coastal Access #	Proposed Signage	Reasoning
13	Prohibited	Per LCP: "PRIVATE ROAD: These accessways [11-13] have been deleted due to potential conflicts with sensitive dune habitat areas, and the presence of adequate access nearby."
14	Prohibited	There is a paved parking area here for ~20 cars. Parking will be prohibited at the entrance to the parking lot but will not reduce parking in the lot.
15	Prohibited	Per LCP: SAMOA BEACH: This accessway has been deleted because adequate access exists nearby.
16	Restricted	There is a partially paved area where a handful of cars may park. LCP states there are logs blocking OHV access. There are no logs in present day.
17	Restricted	There is an unpaved area where approx. 3 cars may park. LCP states there are logs blocking OHV access. There are no logs in present day.
18	Restricted	Proposed project would prohibit parking on the road shoulder. Cars would still be able to drive in to access the beach.
19	Prohibited	There is a paved parking area here for ~20 cars. Parking will be prohibited at the entrance to the parking lot but will not reduce parking in the lot.
20	Prohibited	LCP states “two to three vertical accessways shall be provided along the realigned roadway” This “access area” would be developed if and when New Navy Base Road is ever realigned but is irrelevant to the current proposed project.
21	Prohibited	There is access to the Samoa drag strip across from Lincoln Avenue. Proposed project would prohibit parking on the road shoulder but would not bar access or parking beyond County R/W.
21A	No change	LCP states there is pedestrian access to the 80-acre Mitigation Bank. Pedestrian access would be maintained but parking in the turnout would be prohibited.
22	No change	Beyond (beach west of) project extent
23	No change	Beyond (south of) project extent
24	Prohibited	Proposed project would prohibit parking on the road shoulder, but cars will still be able to use the boat ramp parking lot.
25	Prohibited	Humboldt Bay Social Club entrance. Per LCP: SAMOA ROAD/AIRPORT ROAD – This

		accessway has been deleted because of conflicts with wetland values and adequate access exists nearby.
26	No change	Beyond (east of) project extent

OCEAN VIEW DRIVE

Ordinance No. 2578 states that parking of vehicles is prohibited at all times on the west side of Ocean View Drive (County Road No. 3P020) from Post Mile 0.00 to Post Mile 0.27.

“No parking” signs are proposed to be installed approximately 3 feet from edge of pavement. Signs are to be installed at the beginning points and ending points of the parking zones. Signs will be placed approximately 400 feet apart. Signs are to be placed in such a manner as to be visible to the public to ensure parking regulations are observed. Approximately five signs will be installed along 0.27 miles of road. Work will be conducted entirely within the County road prism and right-of-way. Vegetation within 3 feet of the road along this stretch consists almost entirely of grass; vegetation removal will be very minimal, being limited to a small footprint for each sign. There will be no disturbance of wetlands.

In addition, a single “No parking” sign will be placed near the end of the road on the east side of Ocean View Drive to prevent parking on the road in front of APN 517-241-007. Vehicles parked here create unsafe conditions for others needing to use the space to turn around. Prohibiting parking here will help ensure adequate turnaround space. This action will also require an amendment to the current County ordinance.

The effect of this development will be to deter people from using Ocean View Drive as means of access into Big Lagoon County Park. To access the Park from this road (to presumably avoid paying the day-use or camping fee), members of the public must park their vehicles along the west side of Ocean View Drive, partially within the travel lane or at the terminal guardrail. Shortly after the guardrail, the paved road ends and a narrow footpath begins at a sheer cliff where the road failed and is no longer maintained. The footpath then traverses private property along the cliff’s edge until it reaches the Park. This path is undoubtedly unsafe for pedestrians. It is also illegal to park within a travel lane (per CVC 22500 (g)) and to trespass on private property. While access through Ocean View Drive cannot be wholly prevented at this time, “No Parking” signs will serve a deterrent in the near term.

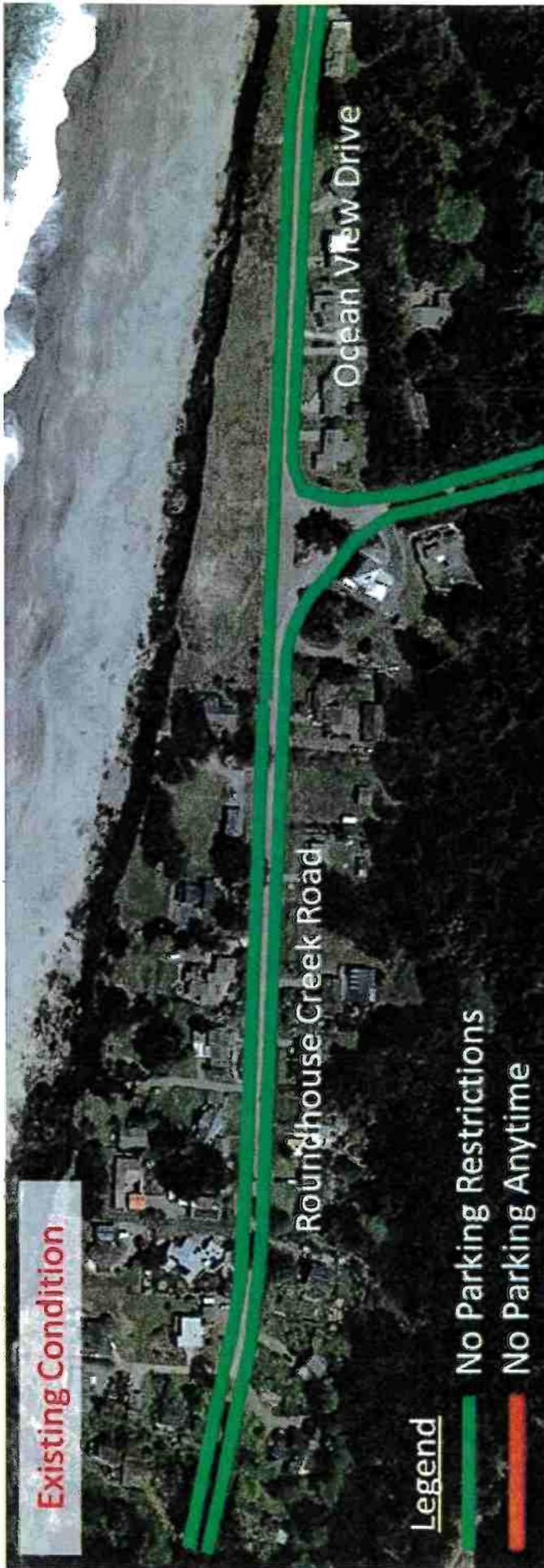
Attachment D shows the existing conditions whereas Attachment E is a map of the approximate locations for the proposed signage.

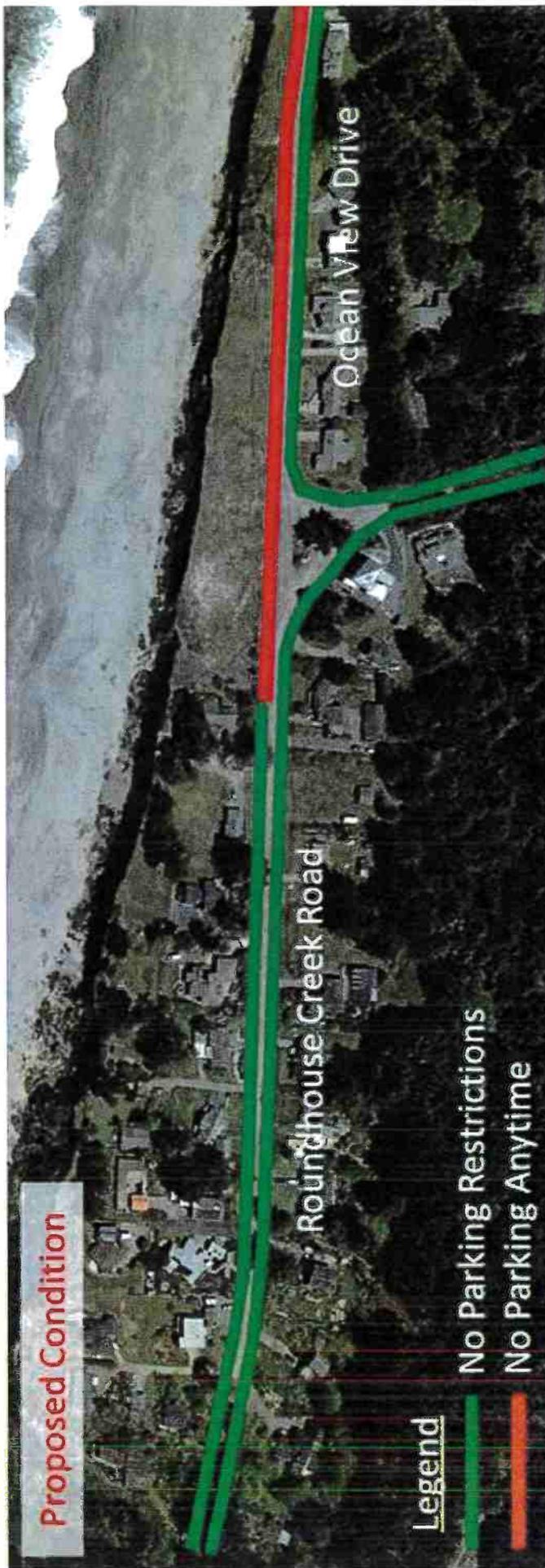
Shortridge, Tricia

Subject: FW: New ZA Date: July 23, 2020

From: Bronkall, Bob <BBronkall@co.humboldt.ca.us>
Sent: Friday, June 19, 2020 5:01 PM
To: Shortridge, Tricia <TShortridge@co.humboldt.ca.us>; Bundschuh, Andrew <ABundschuh@co.humboldt.ca.us>
Subject: RE: New ZA Date: July 23, 2020

No signs are to be placed on Roundhouse Creek Road. See the diagram I sent you a couple of days ago (copied below). Roundhouse Creek Road curves and heads east to connect up with Big Lagoon Park Road.







BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	ROAD NO: F3K010	MILE POST: 0.000-4.642	RUPU MAINTENANCE R.W. BRONKALL	COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS NEW NAVY BASE ROAD PARKING AREA MAP EXISTING PARKING RESTRICTION MAP	1 OF 4
	PROJECT NO:	EA NO:	DESIGNED BY: JL		
	CONTRACT NO:		DRAWN BY: RWB		
	DRAWING FILE NAME:		REVIEWED BY: JL		
	PLOT DATE: 08/21/2019		APPROVED BY: RWB		

LEGEND

- RESTRICTED PARKING (NO PARKING AT ALL TIMES)
- RESTRICTED PARKING (NO PARKING 10 PM - 5 AM)
- UNRESTRICTED PARKING
- ①⑥ HUMBOLDT BAY AREA PLAN COASTAL ACCESS POINT REFERENCE No.
- ④ PARKING ZONE DESIGNATION NUMBER

NOTE: ALL OTHER ROADS SHOWN ON THIS MAP ARE NOT COUNTY MAINTAINED.

- ①⑨ NORTH COAST EXPORT COMPANY (401-121-06) – The applicant recorded an offer of dedication for a vertical access easement 25 feet in width from New Navy Base Road to the mean high tide line, and a lateral access easement extending from the tidelands to the first line of terrestrial vegetation.
- ②⑩ "REALIGNMENT OF NEW NAVY BASE ROAD: Realignment of new Navy Base Road, consistent with Sections 3.14 and 3.22, shall provide vertical public access to the oceanfront beaches. Such access shall include necessary parking facilities, trail delineation, and off-road vehicle barriers and other measures, as necessary, to discourage off-road vehicle use of adjacent vegetated dunes. To the extent feasible and consistent with dune restoration study area management objectives, two to three vertical accessways shall be provided along the realigned roadway."
- ②① "EUREKA AIRSTRIP/DRAGSTRIIP: This airport is currently used as a dragstrip, and for various other public recreation uses. This property has been designated for Coastal Dependent Industrial use in the land use plan. It is in public ownership."
- ②①A "CITY WALLFLOWER MITIGATION BANK - This pedestrian trail provides access through the 80-acre Mitigation Bank referred to in plan Section 3.30B(13) to the beach and dunes area from New Navy Base Road. (Amended by Res. No. 94-47, 6/7/94)"
- ②② "SAMOA BEACH: (See #23)"
- ②③ Not shown/outside mapped area.
- ②④ "SAMOA BOAT LAUNCH - This area is maintained by the County, and provides boating access to the Bay. Camping and fishing are also enjoyed at this location. A significant problem exists at this site in the form of erosion along the shoreline. (Amended by Res. No. 94-47, 6/7/94)"
- ②⑤ "SAMOA ROAD/AIRPORT ROAD - This accessway has been deleted because of conflicts with wetland values and adequate access exists nearby."
- ②⑥ "FAIRHAVEN/PARK STREET - This road once served as a public boat launch; now it serves as a cul-de-sac from which one can view the Bay."



SEE SHEET 2



BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	ROAD NO.: F3K010	MILE POST: 0.000-4.642	ROAD MAINTENANCE R.W. BRONKALL	COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS NEW NAVY BASE ROAD PARKING AREA MAP	3 OF 4
	PROJECT NO.:	EA NO.:	DESIGNED BY: JL		
	CONTRACT NO.:		DRAWN BY: RWB	PROPOSED PARKING RESTRICTION MAP	
	DRAWING FILE NAME:		REVIEWED BY: JL		
	PLOT DATE: 08/21/2019		APPROVED BY: RWB		

LEGEND

— RESTRICTED PARKING (NO PARKING AT ALL TIMES)
— RESTRICTED PARKING (NO PARKING 10 PM - 5 AM)
— UNRESTRICTED PARKING

(16) HUMBOLDT BAY AREA PLAN COASTAL ACCESS POINT REFERENCE No.
 (4) PARKING ZONE DESIGNATION NUMBER

NOTE: ALL OTHER ROADS SHOWN ON THIS MAP ARE NOT COUNTY MAINTAINED.

- (19) NORTH COAST EXPORT COMPANY (401-121-06) - The applicant recorded an offer of dedication for a vertical access easement 25 feet in width from New Navy Base Road to the mean high tide line, and a lateral access easement extending from the tidelands to the first line of terrestrial vegetation.
- (20) "REALIGNMENT OF NEW NAVY BASE ROAD: Realignment of new Navy Base Road, consistent with Sections 3.14 and 3.22, shall provide vertical public access to the oceanfront beaches. Such access shall include necessary parking facilities, trail delineation, and off-road vehicle barriers and other measures, as necessary, to discourage off-road vehicle use of adjacent vegetated dunes. To the extent feasible and consistent with dune restoration study area management objectives, two to three vertical accessways shall be provided along the realigned roadway."
- (21) "EUREKA AIRSTRIP/DAGSTRIP: This airport is currently used as a dragstrip, and for various other public recreation uses. This property has been designated for Coastal Dependent Industrial use in the land use plan. It is in public ownership."
- (21A) "CITY WALLFLOWER MITIGATION BANK - This pedestrian trail provides access through the 80-acre Mitigation Bank referred to in plan Section 3.30B(13) to the beach and dunes area from New Navy Base Road. (Amended by Res. No. 94-47, 6/7/94)"
- (22) "SAMOA BEACH: (See #23)"
- (23) Not shown/outside mapped area.
- (24) "SAMOA BOAT LAUNCH - This area is maintained by the County, and provides boating access to the Bay. Camping and fishing are also enjoyed at this location. A significant problem exists at this site in the form of erosion along the shoreline. (Amended by Res. No. 94-47, 6/7/94)"
- (25) "SAMOA ROAD/AIRPORT ROAD - This accessway has been deleted because of conflicts with wetland values and adequate access exists nearby."
- (26) "FAIRHAVEN/PARK STREET - This road once served as a public boat launch; now it serves as a cul-de-sac from which one can view the Bay."



SEE SHEET 4



BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	ROAD NO: F3K010	MILE POST: 0.000-4.642	ROAD MAINTENANCE: R.W. BRONKALL	COUNTY OF HUMBOLDT DEPARTMENT OF PUBLIC WORKS NEW NAVY BASE ROAD PARKING AREA MAP PROPOSED PARKING RESTRICTION MAP	SHEET 4 OF 4
	PROJECT NO:	EA NO.:	DESIGNED BY: JL		
	CONTRACT NO.:		DRAWN BY: RWB		
	DRAWING FILE NAME:		REVIEWED BY: JL		
	PLOT DATE: 08/21/2019		APPROVED BY: RWB		

LEGEND

— RESTRICTED PARKING (NO PARKING AT ALL TIMES)

— RESTRICTED PARKING (NO PARKING 10 PM – 5 AM)

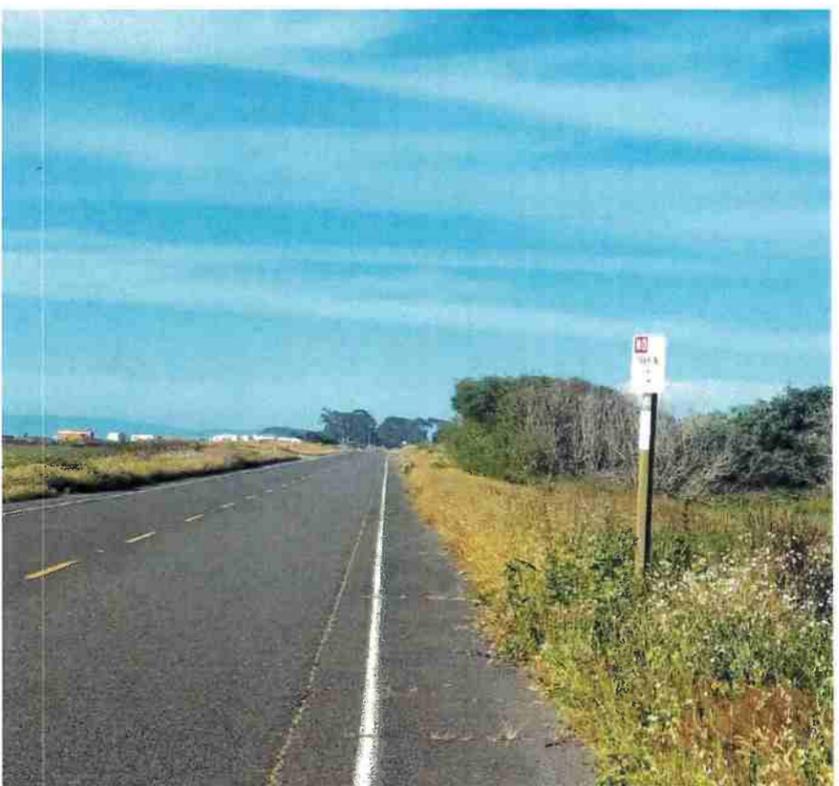
— UNRESTRICTED PARKING

①⑥ HUMBOLDT BAY AREA PLAN COASTAL ACCESS POINT REFERENCE No.

④ PARKING ZONE DESIGNATION NUMBER

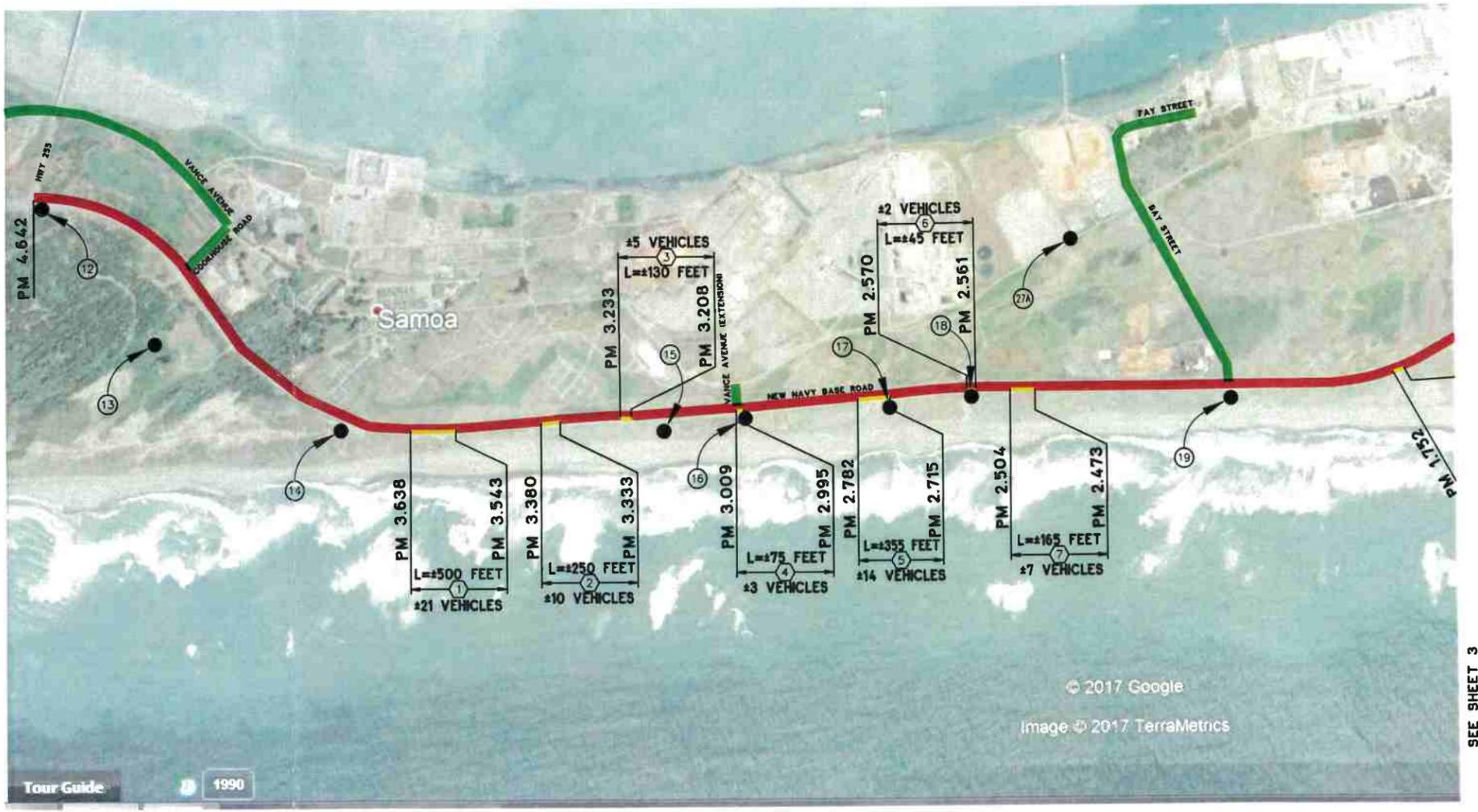
NOTE: ALL OTHER ROADS SHOWN ON THIS MAP ARE NOT COUNTY MAINTAINED.

- ⑫ "END OF SAMOA ROAD: These accessways have been deleted due to potential conflicts with sensitive dune habitat areas, and the presence of adequate access nearby."
- ⑬ "PRIVATE ROAD: These accessways [11-13] have been deleted due to potential conflicts with sensitive dune habitat areas, and the presence of adequate access nearby."
- ⑭ "SAMOA BEACH POWER POLE: This property, in close proximity to the Samoa community, is owned by Louisiana Pacific. The site has been heavily used by recreational ORV riders as a staging area, although the site is not officially open for ORV use. (Amended by Res. No. 94-47, 6/7/94)"
- ⑮ "SAMOA BEACH: This accessway has been deleted because adequate access exists nearby."
- ⑯ "LP DRIVE/USS MILWAUKEE MARKER: This accessway provides access to the waveslope. Parking is available and logs placed along the access corridor restrict ORVs to the traveled path, (Amended by Res. No. 94-47, 6/7/94)"
- ⑰ "SAMOA BEACH: This accessway provides access to the waveslope. Parking is available and logs placed along the access corridor restrict ORVs to the traveled path.(Amended by Res. No. 94-47, 6/7/94)"
- ⑱ "SAMOA BEACH: Previously misreferenced as leased ORV access (See #17). Site 18 is a trail opposite Humboldt Bay Municipal Water District water tank."



ABOVE: EXAMPLE OF EXISTING NO PARKING SIGN ON NEW NAVY BASE ROAD

NO PARKING SIGNS ARE PROPOSED TO BE INSTALLED APPROXIMATELY 3 FEET FROM EDGE OF PAVEMENT. SIGNS TO BE INSTALLED AT THE BEGINNING POINTS AND ENDING POINTS OF THE PARKING ZONES. WHEN A PARKING ZONE IS LONGER THAN 800 FEET, ADDITIONAL SIGNS WILL BE PLACED APPROXIMATELY 400 FEET APART. SIGNS ARE TO BE PLACED IN SUCH A MANNER AS TO BE VISIBLE TO THE PUBLIC TO ENSURE PARKING REGULATIONS ARE OBSERVED. APPROXIMATELY 150 SIGNS WILL BE INSTALLED ALONG 4.642 MILES OF ROAD.



SEE SHEET 3

APPROXIMATELY 69 RESTRICTED PARKING SPACES (NO PARKING 10 PM TO 5 AM) WILL BE PROVIDED IN 9 AREAS ALONG THE 4.642 MILE LONG ROAD.



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS CEQA DETERMINATION FORM

Project Title: [Redacted]

Project Location - Specific: [Redacted]

[Redacted]

GPS Coordinates: Latitude [Redacted] Longitude [Redacted]

Description of Nature, Purpose, and Beneficiaries of Project:

[Redacted]

Name of Public Agency Approving Project: [Redacted]

Name of Person or Agency Carrying Out Project: [Redacted]

Exempt Status: *Categorical Exemption:*

Section: [Redacted] Type: [Redacted]

Section: [Redacted] Type: [Redacted]

Reason why project is exempt:

[Redacted]

Contact Person: [Redacted]

Email: [Redacted]

Telephone: [Redacted]

Signature of Humboldt County Representative

Printed Name

[Redacted]

[Redacted]

Title: [Redacted]

Date Signed: [Redacted]



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS CEQA DETERMINATION FORM

Description of Project Continuation Sheet

Project Title:

Project Location - Specific:

GPS Coordinates:

Latitude

Longitude

Description Project – Continued From First Page:

ATTACHMENT 4
Referral Agency Comments and Recommendation

Listed below are all of the agencies that were sent referrals on the project.

Referral Agency	Recommendation	Location
California Coastal Commission	Comments	attached
City of Eureka	Comments	file
Wiyot Tribe	Conditional Approval	file
Blue Lake Rancheria	Conditional Approval	file

From: [Kraemer, Melissa@Coastal](mailto:Kraemer.Melissa@Coastal)
To: [Shortridge, Tricia](mailto:Shortridge.Tricia)
Cc: [Planning Clerk](mailto:Planning.Clerk); [Werner, Steve](mailto:Werner.Steve); [Levine, Joshua@Coastal](mailto:Levine.Joshua@Coastal)
Subject: comments on CDP for County Public Works Dept. (PLN-2019-15831)
Date: Wednesday, December 4, 2019 11:57:21 AM

Tricia

Thanks for the opportunity to comment on the subject project. Here are some comments and questions:

1. The project calls for the erection of 150 signs along New Navy Base Rd. Are these all No Parking signs? This equates roughly to a sign every 163 feet. Might this be excessive?
2. We believe that the proposal for parking closure from 10 PM to 5 AM is unduly restrictive. We understand the applicant's desire for consistency in its County-wide overnight parking restrictions, but drivers along this roadway stretch won't necessarily be familiar with other overnight parking restrictions elsewhere in the County such that consistency has any context or relevance at this site. More importantly, the ability to enjoy the night sky with little light pollution, as one can on the Samoa Peninsula, should be protected. If the intent of the proposed overnight parking restriction is to prevent overnight camping, we suggest that a narrower parking restriction between 1 or 2 AM and 4 or 5 AM should suffice. And if consistency does matter, this narrower restriction window is more in line with overnight parking restrictions elsewhere in the state along the coast.
3. We recommend developing site plans for each area where proposed vehicular access barriers will be installed. We appreciate that the application includes the proposal to place No Dumping signs and barriers to vehicular beach access, which will help protect environmentally sensitive beach habitat areas. However, we assume there initially are sites identified on the North Spit where barriers are needed, based on current unauthorized vehicular access problem sites. We suggest identifying these initial sites now in the scope of the CDP and developing preliminary barrier placement plans up front to ensure that such barrier placement does not result in any net loss of public access parking. If the scope of the CDP will provide for "blanket authority" to allow the applicant to place additional barriers in the future to address problem areas as needed, we recommend that parameters be established (e.g., within the project description and in enforceable CDP conditions) to ensure that such barrier placement both does not result in any net loss of public access parking and is implemented in a manner that protects environmentally sensitive habitat areas.
4. There is an access point on the east side of New Navy Base Rd. north of Samoa Boat Launch with parking for at least two cars that provides access to a pocket beach. If this site is being removed, there should be an evaluation of how such removal is consistent with the access protection policies of the Coastal Act and LCP.
5. The proposed parking restrictions along Ocean View Drive will limit access to the adjacent beach. Access along the previously travelable, now eroding County road currently is used as a pedestrian trail, even though potentially dangerous, and even though use of the eroding

road in some locations results in pedestrian access onto adjacent community-owned private property (owned by the various residents of the Big Lagoon Park Company, Inc.). This is a lower-cost public recreational beach access option for those not willing or able to pay the day use fee at Big Lagoon Beach County Park. People do park at the end of this road (see image below), and there may be an argument for prescriptive rights. The County must evaluate how the proposed closure of parking access at this site is consistent with the access protection policies of the Coastal Act and LCP. We note that the County owns the majority of the lots west of Ocean View Drive adjacent to the proposed restricted area, so if the applicant's desire is to prevent vehicles from parking in the "travel lane" of this dead-end road, it may be possible to establish parking outside of the travel lane (e.g., establishing a graveled shoulder) on the undevelopable County-owned vacant lots west of the roadway.



Thank you again for the opportunity to comment, and me know if you have any questions.

Melissa B. Kraemer

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