



COUNTY OF HUMBOLDT PLANNING AND BUILDING DEPARTMENT

3015 H Street Eureka CA 95501
Phone: (707)445-7541 Fax: (707) 268-3792

Hearing Date: January 24, 2019

To: Humboldt County Planning Commission

From: John H. Ford, Director of Planning and Building Department

Subject: **Moser Final Map Subdivision**
Application Number 14262
Case Number FMS-18-003
Assessor Parcel Numbers 511-461-015, 511-461-016
3235 and 3240 Boeing Ave., McKinleyville area

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Please contact Trevor Estlow at (707) 268-3740, or by email at testlow@co.humboldt.ca.us, if you have any questions about the scheduled public hearing item.

AGENDA ITEM TRANSMITTAL

Hearing Date	Subject	Contact
January 24, 2019	Final Map Subdivision	Trevor Estlow

Project: A Final Map Subdivision for the creation of 12 commercial lots within the Airport Business Park. The lots will be created from the two Remainder Parcels from the original subdivision and range in size between 30,310 and 61,230 square feet. The parcels will be served by community water and sewer. **Note: This Final Map Subdivision and Mitigated Negative Declaration was previously approved and certified by the Planning Commission on June 7, 2007 under FMS-05-10, SCH# 2007052016. Subsequently, the tentative map expired and this is the reapplication of the same map to which there have been no changes in the design of the map or any conditions of approval for this project.**

Project Location: The project site is located in the McKinleyville area, on either side of Boeing Avenue and on the west side of Airport Road, on the properties known as 3235 and 3240 Boeing Avenue.

Present Plan Designation: Commercial Services/Industrial General (CS/IG). Humboldt County General Plan, McKinleyville Community Plan. Density: n/a. Slope Stability: Relatively Stable.

Present Zoning: Business Park in addition to Qualified, Landscape/Design Control, Airport Safety Review, and Noise Impact combining zones (MB-Q-L-AP-N).

Application Number: 14262

Case Number: FMS-18-003

Assessor Parcel Number: 511-461-015, 511-461-016

Applicant

Moser Properties
Steve Moser
3101 Concorde Drive, Suite E
McKinleyville, CA 95519

Owner(s)

same as applicant

Agent

Environmental Review: Environmental review is required.

Major Issues: None

State Appeal Status: Project is not appealable to the California Coastal Commission.

MOSER FINAL MAP SUBDIVISION

Case Number: FMS-18-003

Assessor Parcel Number 511-461-015, 511-461-016

Recommended Planning Commission Action

1. Describe the application as part of the Consent Agenda.
2. Survey the audience for any person who would like to discuss the application.
3. If no one requests discussion, make the following motion to approve the application as a part of the consent agenda:

Move to adopt the Addendum to the Mitigated Negative Declaration and to make all of the required findings for approval of the Final Map Subdivision, including the exception request to allow a reduced right-of-way based on evidence in the staff report and public testimony, and adopt the Resolution approving the Moser project subject to the recommended conditions.

EXECUTIVE SUMMARY:

The applicant requests approval of a Final Map Subdivision of approximately 11.82 acre parcel for commercial development into 12 lots. The parcels will range in size from 30,310 square feet to 61,230 square feet. All lots will be served by Boeing Avenue or a private road off of Boeing Avenue. The parcels are to be served by community water and sewer.

The property is planned Commercial Services/Industrial General (CS/IG) and zoned Business Park (MB). The subdivision, with the proposed commercial development, is consistent with subdivision requirements, with the development standards of the zone and with General Plan policies. The subdivision is consistent with the planned density of the area as dictated by the 10,000 square foot minimum parcel size set by the zone. The project is consistent with existing commercial development. Furthermore, the development is consistent with residential densities described in the Airport Land Use Compatibility Plan.

An Engineering Geologic Soil R-1 Report and a Fault Evaluation Report were prepared for the original subdivision and have been reviewed and approved by the County Building Inspections Division and the County's third party reviewing geologist (Giblin Associates). The Report concludes that the site is suitable for commercial development, and the project is conditioned upon incorporation of the recommendations of the Report. The subdivision is served by community water and sewer provided by the McKinleyville Community Services District.

The subdivision is accessed from Boeing Avenue off of Airport Road and will be served by internal roads with a proposed 25-foot right of way. Pursuant to County Code Section 325-9, an exception request was submitted (Attachment 3) to allow this reduced right of way width. The Department of Public Works has reviewed this exception and can support the request (see DPW memo in Attachment 5). The County Land Use Division of Public Works has provided Subdivision Requirements that include dedications, access requirements, and improvements. Project approval is conditioned upon satisfaction of these requirements.

The project includes a storm water detention basin that was sized to accommodate build-out of the entire Airport Business Park subdivision. The Department of Public Works has recommended that the applicant submit a complete hydraulic report if needed. With the detention facility, the net increase in site runoff is reduced to pre-development flow levels.

The only change in regulations since the previous approval is the "MS4 Permit" which applies to stormwater discharges from small municipal separate storm sewer systems (MS4s) and can require Low Impact Development (LID) techniques. Due to the size of the project, it falls under a "regulated project" and requires mitigation to address all impervious surfaces associated with the subdivision. The applicant has submitted a Stormwater Control Plan prepared by Stephen Davidson, P.E., that addresses these issues. The MS4 requirements will be incorporated into the

Improvement Plans prepared for the subdivision and will also be noted on the Development Plan.

Based on the on-site inspection, a review of Planning Division reference sources, and comments from all involved referral agencies, Planning staff believes that the project will not result in a significant impact on the environment as proposed and mitigated, and that the applicant has submitted evidence in support of making all of the required findings for approving the proposed subdivision.

ALTERNATIVES: The Planning Commission could elect not to approve the project. This alternative should be implemented if your Commission is unable to make all of the required findings. Planning Division staff is confident that the required findings can be made. Consequently, planning staff does not recommend further consideration of this alternative.

**RESOLUTION OF THE PLANNING COMMISSION
OF THE COUNTY OF HUMBOLDT
Resolution Number 19-**

**MAKING THE REQUIRED FINDINGS FOR CERTIFYING COMPLIANCE WITH THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT AND CONDITIONALLY APPROVING THE MOSER FINAL MAP
SUBDIVISION APPLICATION**

CASE NO.: FMS-18-003; ASSESSOR PARCEL NUMBERS 511-461-015, 511-461-016

WHEREAS, the owner submitted an application and evidence in support of approving the Final Map Subdivision; 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 Planning Division, the Lead Agency pursuant to Section 202 of Resolution No. 77-29, has prepared an Addendum to a previously approved Mitigated Negative Declaration for the proposed Final Map Subdivision in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, Attachment 2 in the Planning Division staff report includes evidence in support of making all of the required findings for approving the proposed Final Map Subdivision (Case Number: FMS-18-003); and

WHEREAS, a public hearing was held on the matter before the Humboldt County Planning Commission on January 24, 2019.

NOW, THEREFORE, be it resolved, determined, and ordered by the Planning Commission that:

1. The Planning Commission adopts the proposed Addendum to the Mitigated Negative Declaration in Attachment 4, as required by Section 15074(b) of the CEQA Guidelines, and finds that there is no substantial evidence that the proposed project will have a significant effect on the environment; and
2. The findings in Attachment 2 of the Planning Division staff report for Case Number FMS-18-003 support approval of the project, based on the submitted evidence; and
3. Approves the proposed Final Map Subdivision project as recommended and conditioned in Attachment 1 for Case Number FMS-18-003.

Adopted after review and consideration of all the evidence on January 24, 2019.

The motion was made by Commissioner ____ and seconded by Commissioner ____.

AYES: Commissioners:

NOES: Commissioners:

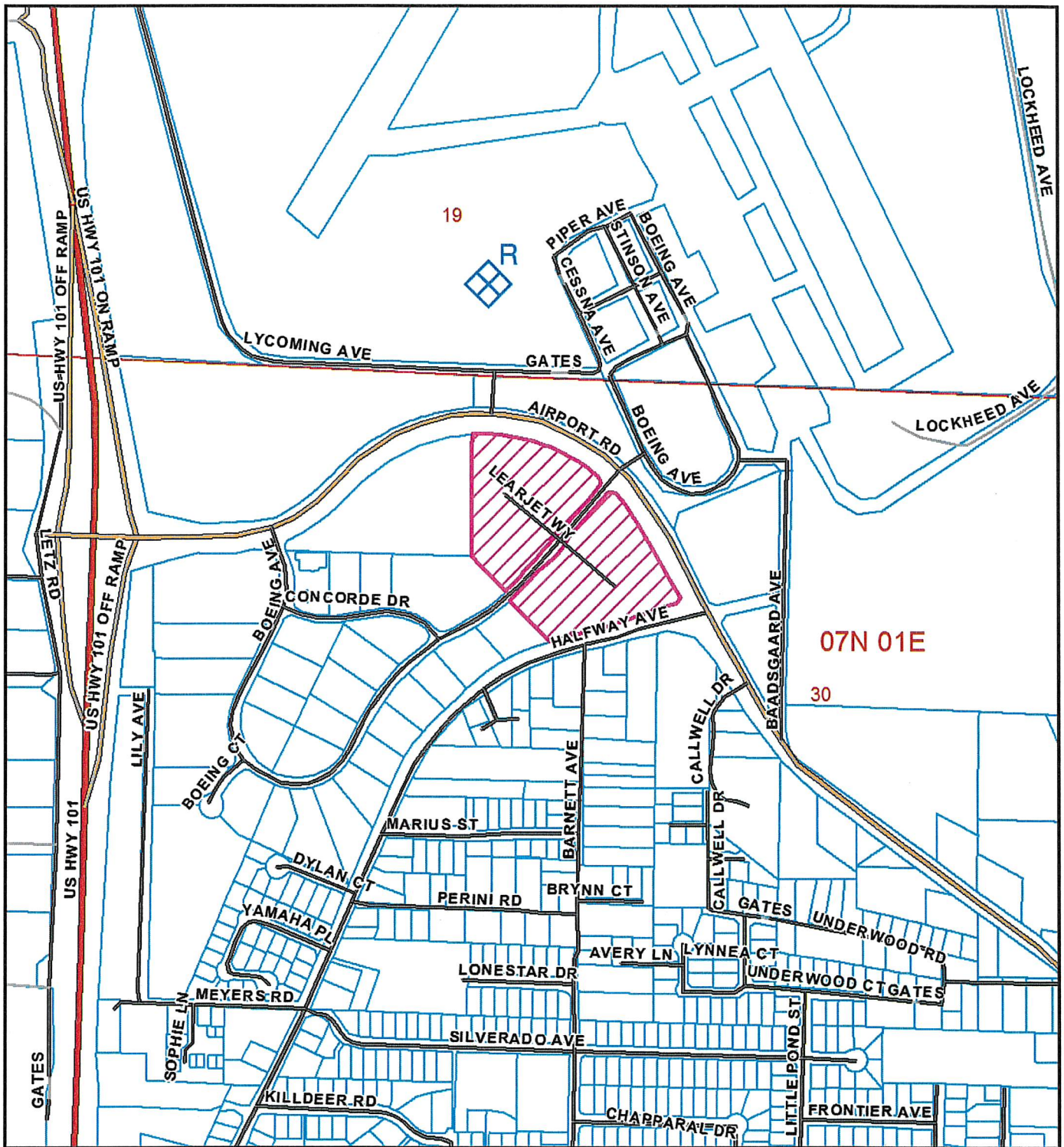
ABSTAIN: Commissioners:

ABSENT: Commissioners:

DECISION:

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

John Ford
Director, Planning and Building Department



LOCATION MAP

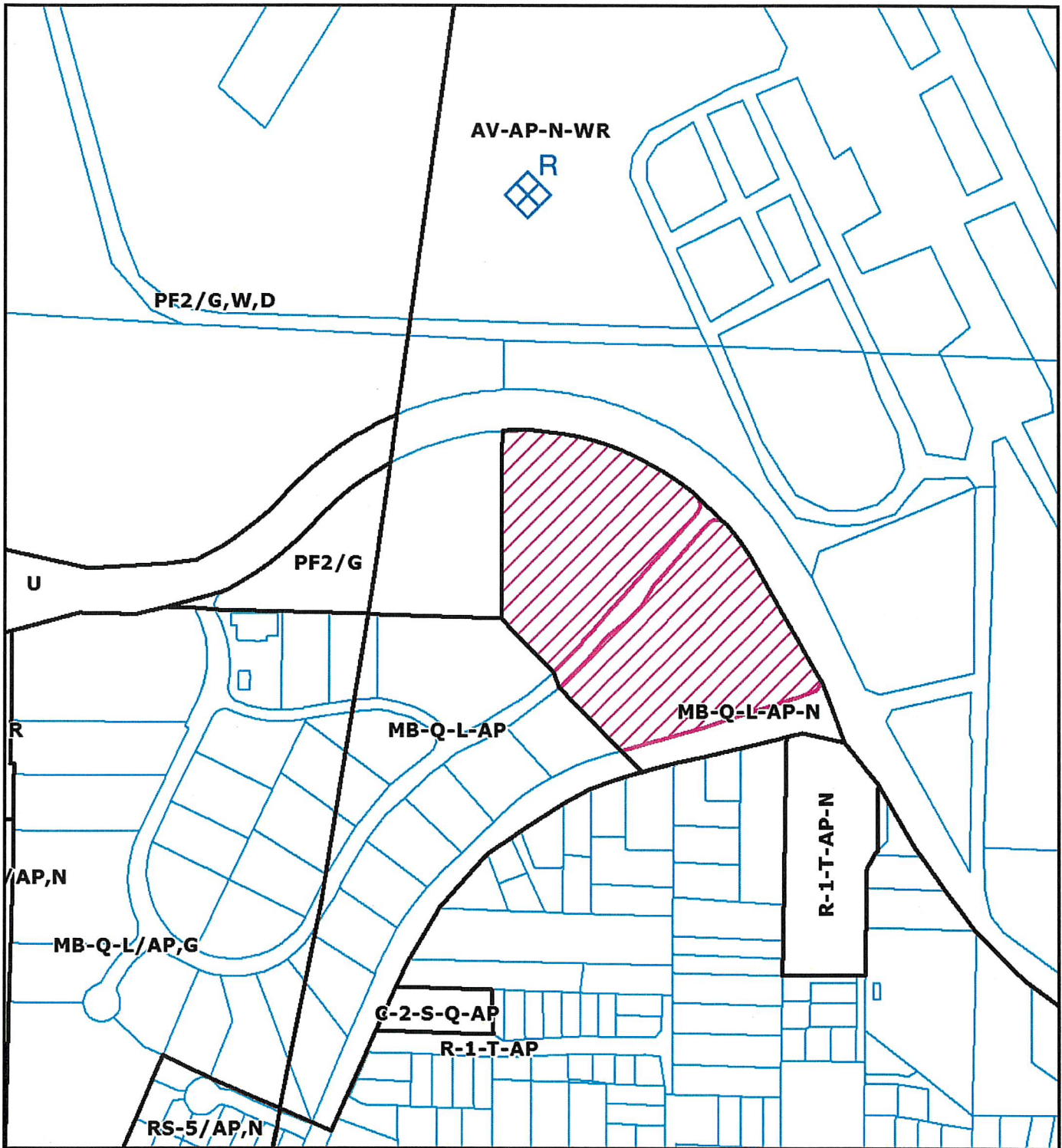
PROPOSED MOSER FINAL MAP SUBDIVISION MCKINLEYVILLE AREA FMS-18-003

APN: 511-461-015, -016
T07N R01E S30 HB&M (Arcata North)

Project Area = 

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.

0 250 500
Feet



ZONING MAP

PROPOSED MOSER FINAL MAP SUBDIVISION MCKINLEYVILLE AREA FMS-18-003

APN: 511-461-015, -016
T07N R01E S30 HB&M (Arcata North)

Project Area = 

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.



0 250
Feet

PTN N1/2 OF NE1/4 & PTN W1/2 OF SEC 30, T7N R1E, H.B.&M. 511-46

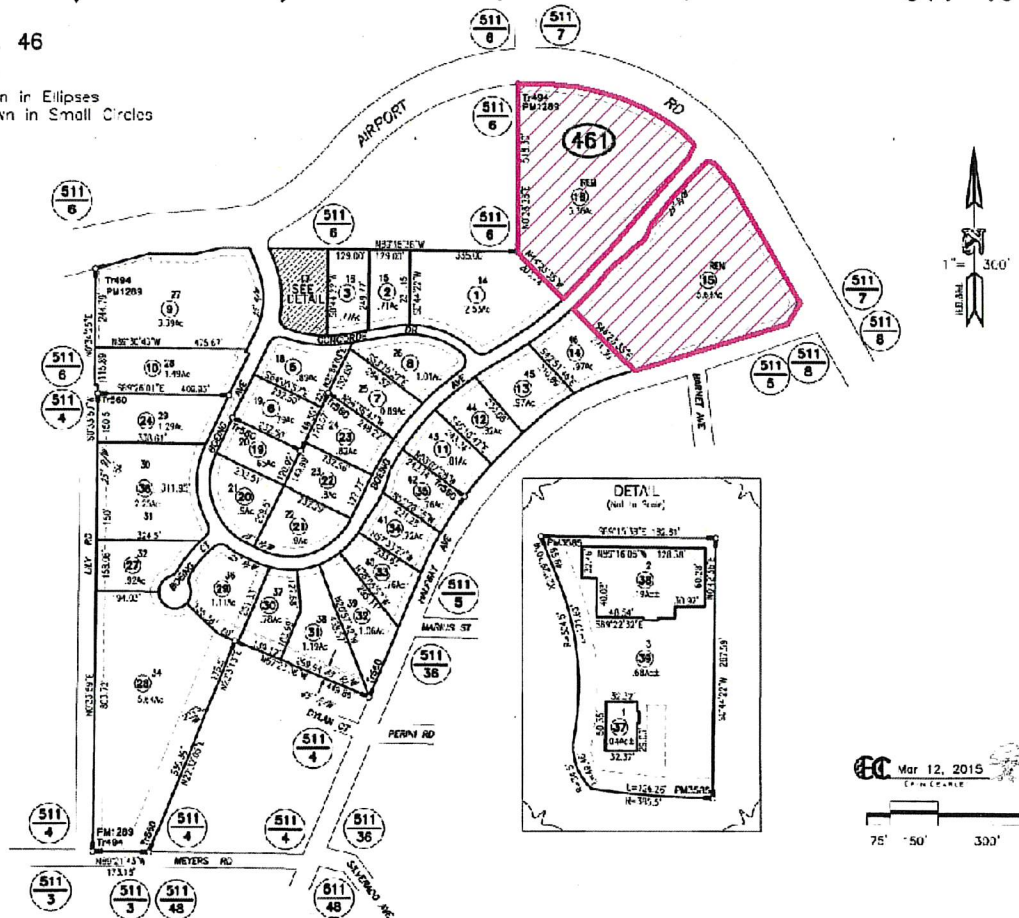
Assessor's Map Bk. 511, Pg. 46
County of Humboldt, CA.

NOTE - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Small Circles

Tr 494, Bk 22 of Maps, Pgs 46-49
PM1289, Bk 11 of Parcel Maps, Pg 82
Tr 580, Bk 23 of Maps, Pgs 82-85
(Airport Business Park Phases 4 & 5)
PM3585, Bk 35 of Parcel Maps, Pg 131-134

ASSESSOR'S PARCEL MAP

1. THIS MAP WAS PREPARED FOR THE PURPOSES OF THE ASSESSOR'S PARCEL MAP ACT.
2. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREON.
3. ASSESSOR'S PARCELS MAY NOT COMPLY WITH LOCAL ZONING OR BUILDING CODE REQUIREMENTS.



ASSESSOR PARCEL MAP

**PROPOSED MOSER
FINAL MAP SUBDIVISION
MCKINLEYVILLE AREA
FMS-18-003**

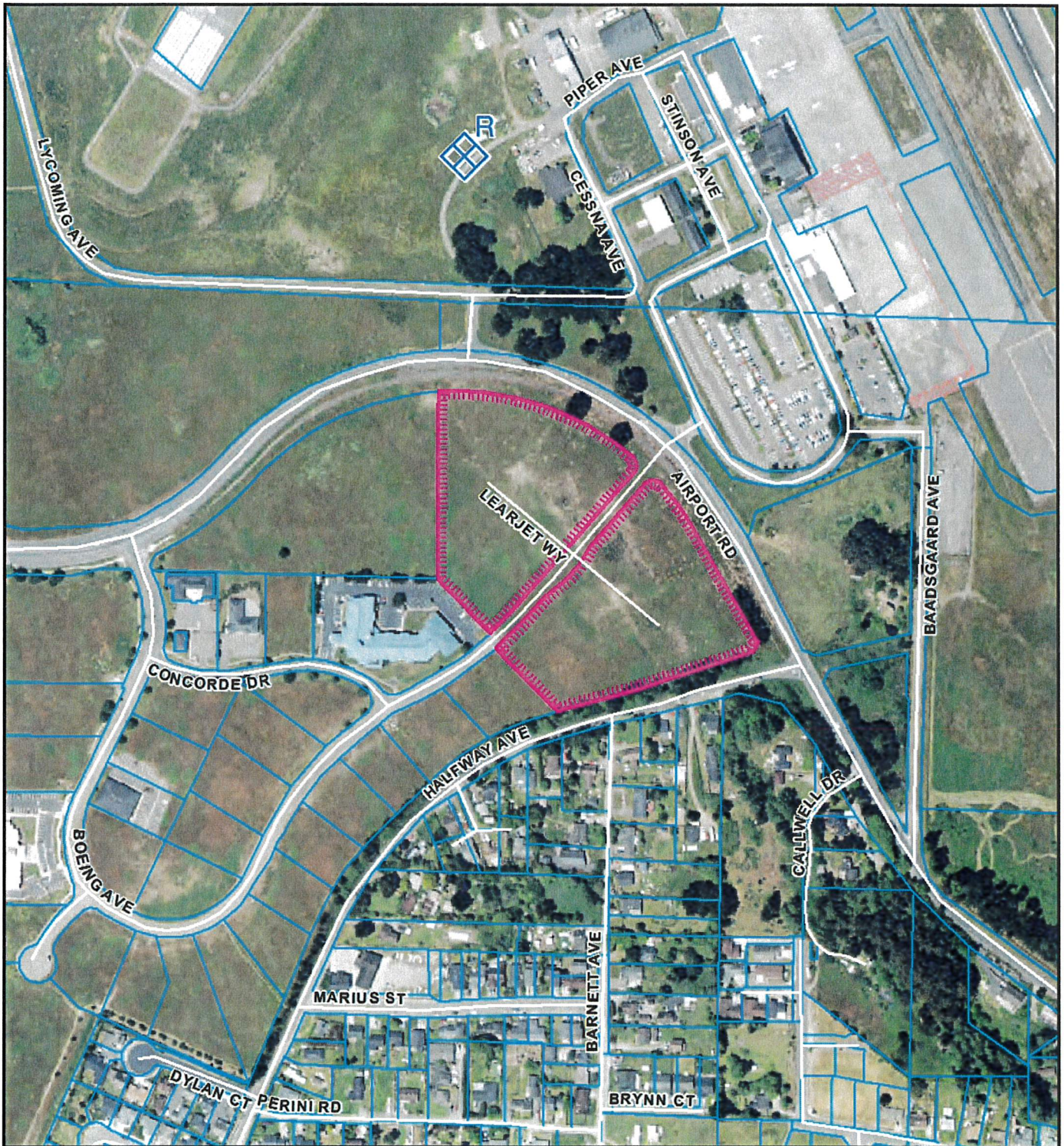
APN: 511-461-015, -016

T07N R01E S30 HB&M (Arcata North)

Project Area = 

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.

MAP NOT TO SCALE



AERIAL MAP

PROPOSED MOSER FINAL MAP SUBDIVISION MCKINLEYVILLE AREA

FMS-18-003

APN: 511-461-015, -016

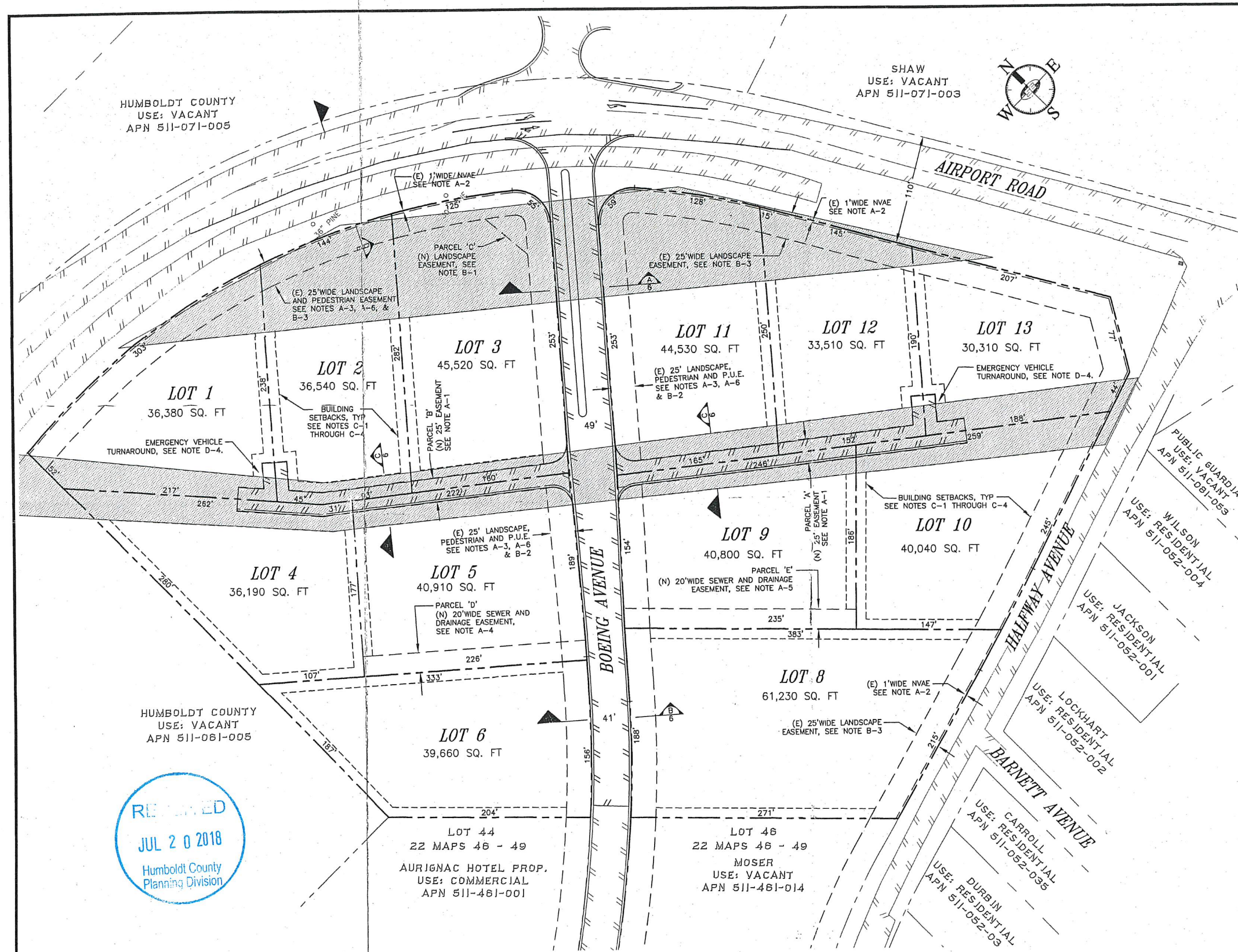
T07N R01E S30 HB&M (Arcata North)

Project Area = 

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.



0 250
Feet



NOTES:

A. ACCESS AND UTILITY EASEMENTS:

1. PARCELS 'A' & 'B' - PROPOSED 25-FOOT WIDE EASEMENTS WITHIN LOTS 1 THROUGH 5 AND LOTS 9 THROUGH 13 FOR INGRESS/EGRESS, DRAINAGE, PUBLIC UTILITIES, SANITARY SEWER AND WATER PURPOSES.
2. A 1-FOOT WIDE NON VEHICULAR ACCESS EASEMENT EXISTS ALONG THE PROJECT BOUNDARY ADJOINING PUBLIC RIGHT-OF-WAYS INCLUDING AIRPORT ROAD AND HALFWAY AVENUE (PARCEL 'A' PER 22 MAPS 46-49).
3. A 25-FOOT WIDE PUBLIC UTILITY EASEMENTS (PUE) EXISTS ALONG ALL LOTS ADJOINING BOEING AVENUE (PARCEL 'B' PER 22 MAPS 46-49).
4. PARCEL 'D' - SEWER AND DRAINAGE EASEMENT OVER LOT 5 FOR THE BENEFIT OF LOT 4.
5. PARCEL 'E' - SEWER AND DRAINAGE EASEMENT OVER LOT 9 FOR THE BENEFIT OF LOT 10.
6. A 25-FOOT WIDE PUBLIC PEDESTALIAN EASEMENT EXISTS ALONG LOTS 1 THROUGH 3 FRONTING AIRPORT ROAD AND LOTS 3, 5, 6, 8, 9, AND 11 FRONTING BOEING AVENUE.

B. LANDSCAPE EASEMENTS

1. PARCEL 'C' - A LANDSCAPE EASEMENT IS PROPOSED AT THE INTERSECTION OF AIRPORT ROAD AND BOEING AVENUE FOR THE PURPOSE OF LANDSCAPING AND LOCATING THE BUSINESS PARK ENTRANCE SIGN.
2. 25-FOOT WIDE LANDSCAPE EASEMENTS EXISTS ALONG ALL LOTS FRONTING BOEING AVENUE (PARCEL 'A' PER 22 MAPS 46-49).
3. AIRPORT ROAD AND HALFWAY AVENUE: 25-FOOT WIDE LANDSCAPE EASEMENTS EXIST ALONG THE NORTH PROPERTY LINES OF LOTS 1, 2, 3, 11, 12, AND 13 AND THE EASTERLY PROPERTY LINES OF LOTS 8, 10 AND 13 (PARCEL 'A' PER 22 MAPS 46-49).


C. BUILDING SETBACKS:

1. PROPOSED BUILDING SETBACKS FOR BUSINESS PARK LOTS FRONTING ON BOEING AVENUE ARE AS FOLLOWS:
FRONT: 25 FEET
BACK: 10 FEET
SIDES: 10 FEET AND 25 FEET WHERE THE SIDE YARD ADJOINS A PUBLIC STREET.
2. 10-FOOT SETBACKS ARE PROPOSED FOR ALL OFFICE BUILDINGS FRONTING ON PRIVATE ROADS WITHIN PARCELS 'A' AND 'B' (AFFECTS LOTS 1 THROUGH 5 AND 9 THROUGH 13).
3. PROPOSED BUILDING SETBACKS FOR BUSINESS PARK LOTS ADJOINING THE AIRPORT ROAD RIGHT OF WAY SHALL BE 25- FEET.
4. BUILDINGS SHALL NOT ENCROACH INTO, OR BE LOCATED WITHIN THE FAULT ZONE SHOWN HEREON AND DESCRIBED IN THE FAULT EVALUATION REPORT FOR THIS PARCEL.

D. GENERAL

1. THE RIGHT OF WAY OF BOEING AVENUE SHOWN HEREON HAS BEEN ALTERED SLIGHTLY FROM THE RIGHT OF WAY SHOWN ON TRACT NO. 494 (22 MAPS 46-49). THE BUS STOP TURNOUT HAS BEEN ELIMINATED. THIS REVISED CONFIGURATION WILL BE SHOWN ON THE FILED TRACT MAP FOR THIS SUBDIVISION.
2. THERE IS NOT A LOT 7 WITHIN THIS SUBDIVISION. LOT NUMBERING SHOWN HEREON WAS USED IN ORDER TO STAY CONSISTENT WITH THE TENTATIVE MAP PREPARED FOR ALL PHASES OF THE AIRPORT BUSINESS PARK. THIS SUBDIVISION CONSISTS OF 12 LOTS.
3. SEE SHEET 1 FOR GENERAL NOTES PERTAINING TO THIS TENTATIVE MAP.
4. THE EMERGENCY VEHICLE TURNAROUNDS SHOWN HEREON ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL CONFIGURATION SHALL BE APPROVED BY THE ARCATA FIRE DISTRICT.

FAULT ZONE: EXCLUSION ZONE FOR STRUCTURES FOR HUMAN OCCUPANCY.

 <div>SPENCER ENGINEERING & CONSTRUCTION MANAGEMENT, INC. 1565 HEARTWOOD DRIVE, SUITE F MCINLEYVILLE, CA 95519 TELEPHONE (707) 838-4338 FAX (707) 838-4012</div>	<div>BAR IS ONE INCH ON ORIGINAL DRAWING</div> <div>0 1"</div> <div>IF NOT ONE INCH ON THIS SHEET, ADJUST SCALE ACCORDINGLY</div>	Designed: P. GUTIERREZ	PREPARED FOR: STEVE MOSER	VERSION: 1	DATE: MAY 1, 2006	DESCRIPTION: FIRST SUBMITTAL	VERSION:	DATE:	DESCRIPTION:	Scale: 1"=50'	SITE PLAN - TENTATIVE TRACT MAP AIRPORT BUSINESS PARK - NORTHEAST PORTION A.P.N. 511-461-015 & 016	SHEET: 3 OF 6
		Drawn: P. GUTIERREZ								Job No.: 06515.1		
		Checked: T.S. KELLY								File Name: TENT MAP SHT 3		

ATTACHMENT 1

RECOMMENDED CONDITIONS OF APPROVAL

APPROVAL OF THE TENTATIVE MAP IS CONDITIONED ON THE FOLLOWING TERMS AND REQUIREMENTS THAT MUST BE SATISFIED BEFORE THE FINAL MAP MAY BE RECORDED.

1. All taxes to which the property is subject shall be paid in full if payable, or secured if not yet payable, to the satisfaction of the County Tax Collector's Office, and all special assessments on the property must be paid or reapportioned to the satisfaction of the affected assessment district. Please contact the Tax Collector's Office approximately three to four weeks prior to filing the parcel or final map to satisfy this condition. This requirement will be administered by the Department of Public Works.
2. The conditions on the Department of Public Works referral, herein as Exhibit A of Attachment 1 **(dated October 19, 2018)**, shall be completed or secured to the satisfaction of that department.
3. The Planning Division requires that two (2) copies of the Final Map, identifying both net and gross parcel areas, be submitted for review and approval.
4. The applicant shall submit at least three (3) copies of a Development Plan to the Planning Division for review and approval. The map shall be drawn to scale and give detailed specifications as to the development and improvement of the site, and shall the following site development details:

A. Mapping

- (1) Topography of the land in 5-foot contour intervals;
- (2) Proposed access, parking lanes and pedestrian ways;
- (3) Building envelopes and easements, including reciprocal parking easements;
- (4) The location of all drainage improvements and related easements;
- (5) The location of the fault zone prohibiting structures intended for human habitation.
- (6) Proposed improvements including streets, sidewalks, driveways, drainage and storm water detention facilities, community services facilities, access easements, and emergency access and vehicle turn-around, as applicable, including areas designated as treatment areas for Low Impact Development techniques demonstrating compliance with the MS4 program.

B. Notes to be placed on the Development Plan:

- (1) "The project site is not located within an area where known cultural resources have been located. However, as there exists the possibility that undiscovered cultural resources may be encountered during construction activities, the following mitigation measures are required under state and federal law:

- If cultural resources are encountered, all work must cease and a qualified cultural resources specialist contacted to analyze the significance of the find and formulate further mitigation (e.g., project relocation, excavation plan, protective cover).
 - Pursuant to California Health and Safety Code §7050.5, if human remains are encountered, all work must cease and the County Coroner contacted."
- (2) "The project is located in a designated non-attainment area for the state's health-based particulate matter (PM10) air quality standard. As such, additional emission from the project (construction potential of six (6) single family residences) could exacerbate air quality problems, including non-attainment of ambient air quality standards. In order to address potential effects to air quality the District recommends:
- Prohibition of open fireplaces.
 - Heating should be provided using clean fuels (electricity or natural gas), when feasible.
 - If wood heating must be used, only US Environmental Protection Agency (EPA) certified heating appliances should be permitted in new construction."
- (3) "Construction activities shall be restricted to hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and 9:00 a.m. and 4:00 p.m. on Saturday. All proposed uses must comply with the noise standards identified in Table 13-C of the General Plan."
- (4) "Development rights for residential development has been conveyed by the subdivider to the County of Humboldt. The terms and conditions of the Conveyance and Agreement must be satisfied in order for the County to accept an application for residential development on any of the involved parcels. In order to develop residential units, parkland in-lieu fees will be required. The amount of the fee in-lieu of dedication shall be determined by the Planning Division in the manner provided by the regulations."
- (5) "The subdivision is considered a Regulated Project under the State Water Board's Phase II Small Municipal Separate Storm Sewer System (MS4) Program. Areas identified as treatment areas shall be maintained for the life of the project. Development of low impact development techniques other than those included on the improvement plans shall require a site-specific analysis to demonstrate conformance with this standard."
- (6) "Please note that the information and requirements described and/or depicted on this Development Plan are current at the time of preparation but may be superseded or modified by changes to the laws and regulations governing development activities. Before commencing a development project, please contact the Planning Division to verify if any standards or requirements have changed."
5. The applicant shall cause to be recorded a "Notice of Development Plan" for all parcels on forms provided by the Humboldt County Planning Division. Document review fees as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors (currently \$415.00 plus applicable recordation fees) will be

required. The Development Plan shall also be noticed on the Final Map.

6. A map revision fee as set forth in the schedule of fees and charges as adopted by ordinance of the Humboldt County Board of Supervisors (currently \$110.00 per parcel) as required by the County Assessor's Office shall be paid to the Humboldt County Planning Division, 3015 H Street, Eureka. The check shall be made payable to the "Humboldt County Planning Division". The fee is required to cover the Assessor's cost in updating the parcel boundaries.
7. The provisions of H.C.C. §314-110.1.3 pertaining to payment of fees in-lieu of parkland dedication shall be binding on the future development of the subject parcels and the following note shall appear on the Development Plan:

"Development rights for residential development has been conveyed by the subdivider to the County of Humboldt. The terms and conditions of the Conveyance and Agreement must be satisfied in order for the County to accept an application for residential development on any of the involved parcels. In order to develop residential units, parkland in-lieu fees will be required. The amount of the fee in-lieu of dedication shall be determined by the Planning Division in the manner provided by the regulations."
8. A noise study shall be required for any residential development proposed to demonstrate that interior and exterior noise levels are within the limits identified in the McKinleyville Community Plan.
9. The applicant shall submit a check to the Planning Division payable to the Humboldt County Recorder in the amount of \$50.00. (Note: In order to comply with the time limits for filing the Notice of Determination per CEQA, this payment will be requested from the applicant prior to hearing and will be held by the Planning Division pending a decision on the permit.)
10. All development within the Airport Business Park is subject to the Mitigation and Monitoring Plan adopted as part of the Final Program Environmental Impact Report. A copy of the Mitigation and Monitoring Plan is on file with the Planning Division of the Humboldt County Planning and Building Department.
11. The recommendations set forth in the Fault Evaluation Report (FER) and preliminary "R-1" geologic and geotechnical report prepared by SHN shall be implemented as a condition to the issuance of permits or other grants of approval for the development or improvement of the site(s).
12. All development shall comply with the Landscape and Design combining zone regulations. The following standards are applied to the Airport Business Park site through the adoption and application of the combining zone:
 - a. All lot areas not covered by structures, parking lots or walkways shall be permanently landscaped. Such landscaped areas (including landscaping within parking areas) shall occupy not less than twenty percent (20%) of the net site area. "Landscaping" shall be construed to mean decorative plazas, pools, or the planting of grass, shrubs or trees or other comparable surface covers. All landscaped areas shall be provided with an irrigation system.
 - b. Landscaping shall include at least one tree installed per fifty (50) feet of frontage on public streets.
 - c. Required landscaping area may be combined with pedestrian walks, ornamental masonry, stone, gravel or other similar hard surface area provided that such area does not cover more than thirty percent (30%) of the required landscaping area.

- d. Exterior walls shall be constructed of wood, brick, stone, masonry or concrete; painted walls shall be predominantly finished in "earth" tones. Unpainted concrete walls shall be textured. Other materials or surfaces for exterior walls which are consistent with these specifications may be approved including metal siding materials of architectural value.
- e. Walls or fences of sheet or corrugated iron, steel, aluminum or asbestos are otherwise prohibited except as incidental architectural treatments, integrated with building materials composed primarily of those elements specified in "d" above.
- f. Security chain link fencing is permitted provided it is screened with wood slats (or equivalent) and exterior shrubbery.
- g. All permitted uses and accessory activities shall be conducted within completely enclosed buildings, excepting off-street parking and loading berths. The temporary outdoor storage of materials, equipment or vehicles in an orderly manner is permitted in any areas other than required front yards provided that such outdoor storage does not exceed ten feet in height, does not occupy more than ten percent of the lot area and is effectively screened from any adjacent residential district boundary.
- h. Reflectors, spotlights, floodlights and other sources of illumination may be used to illuminate buildings, landscaping, signs and parking and loading areas on any site provided they are equipped with lenses or other devices which concentrate the illumination within the site boundaries. No unshielded lights, reflectors, or spotlights shall be so located and directed that they shine toward or are directly visible from adjacent properties or streets.
- i. In addition to the Industrial Performance Standards, no land or building in this zone shall be used or occupied in any manner which may create any dangerous, injurious, noxious or otherwise objectionable or hazardous condition. Generations or emissions of smoke, dust, odor or any form of air pollution, glare or heat, liquid or solid refuse or wastes or other substance, conditions or elements in any manner or amount which may adversely affect surrounding areas is prohibited.

Prior to issuing a Building Permit, a Landscaping and Parking Plan and Architectural Elevations shall be submitted to the Planning Division for review. The Planning Director or his designee shall review the plans for conformance with the above standards, including parking requirements. The Planning Director in consultation with the Department of Public Works shall be authorized to grant parking exceptions. Exceptions may be granted based upon consideration of the following factors:

- Geographic location of the site.
- Site-specific topographic constraints.
- Historically designated structures.
- Proximity to urban built-up areas.
- Levels of anticipated use.

All required landscaping and parking shall be in place prior to the issuance of any final occupancy permits.

13. All parking requirements shall be consistent with the approved Development Plan for the Airport Business Park.

Informational Notes:

1. To minimize costs the applicant is encouraged to bring in written evidence of compliance with all of the items listed as conditions of approval in this Exhibit that are administered by the Planning Division. The applicant should submit the listed item(s) for review **as a package** as early as possible before the desired date for final map checking and recordation. Post application assistance by the Assigned Planner, with prior appointment, will be subject to a Special Services Fee for planning services billed at the County's current burdened hourly rate. Copies of all required forms and written instructions are included in the final approval packet.

Each item evidencing compliance except legal documents to be recorded should note in the upper right hand corner:

Assessor's Parcel No. _____ Condition _____
(Specify) (Specify)

2. Under state planning and zoning law (CGC §66000 et seq.), a development project applicant who believes that a fee or other exaction imposed as a condition of project approval is excessive or inappropriately assessed may, within 90 days of the applicable date of the project's approval, file a written statement with the local agency stating the factual basis of their payment dispute. The applicant may then, within 180 days of the effective date of the fee's imposition, file an action against the local agency to set aside or adjust the challenged fee or exaction.
3. Site preparation and grading work for subdivision improvements will require a Grading Plan from the Land Use Division of Public Works. Please contact the Land Use Division at 445-7205 for more information concerning permit requirements and processing.
4. The term of the approved Tentative Map shall be 24 months from the effective date of the action except where otherwise provided by law. An extension may be requested prior to the date in accordance with Section 326-21 and 326-31 of the Humboldt County Code.



EXHIBIT A

DEPARTMENT OF PUBLIC WORKS

COUNTY OF HUMBOLDT

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL
McKINLEYVILLE
FAX 839-3596

PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA
FAX 445-7409

CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388

AVIATION 839-5401

ADMINISTRATION 445-7491
BUSINESS 445-7652
ENGINEERING 445-7377
FACILITY MAINTENANCE 445-7493

NATURAL RESOURCES 445-7741
NATURAL RESOURCES PLANNING 267-9540
PARKS 445-7651
ROADS & EQUIPMENT MAINTENANCE 445-7421

LAND USE 445-7205

LAND USE DIVISION INTEROFFICE MEMORANDUM

TO: Trevor Estlow, Senior Planner

FROM: Robert W. Bronkall, Deputy Director *TB*

RE: SUBDIVISION REQUIREMENTS - IN THE MATTER OF THE
APPLICATION OF MOSER, APPLICATION # 14262, APN 511-461-015,
FMS#18-003 FOR APPROVAL OF A TENTATIVE MAP, CONSISTING OF
11.82 ACRES INTO 12 LOTS

DATE: 10/19/2018

- - - - -

The following requirements and standards are applicable to this project and must be completed to the specifications and satisfaction of the Department of Public Works (Department) before the subdivision map may be filed with the County Recorder. If there has been a substantial change in the project since the last date shown above, an amended report must be obtained and used in lieu of this report. Prior to commencing the improvements indicated below, please contact the Subdivision Inspector at 445-7205 to schedule a pre-construction conference.

These recommendations are based on the tentative map prepared by Spencer Engineering and Construction Management, Inc. dated May 1, 2006, and dated as received by the Humboldt County Planning Division on July 20, 2018.

NOTE: All correspondence (letters, memos, faxes, construction drawings, reports, studies, etc.) with this Department must include the Assessor Parcel Number (APN) shown above.

READ THE ENTIRE REPORT BEFORE COMMENCING WORK ON THE PROJECT

1.0 MAPPING

1.1 EXPIRATION OF TENTATIVE MAP: Applicant is advised to contact the Planning & Building Department to determine the expiration date of the tentative map and what time extension(s), if any, are applicable to the project. Applicant is responsible for the timely filing of time extension requests to the Planning & Building Department.

Applicant is responsible for completing all of the subdivision requirements prior to expiration of the tentative map. Applicant is advised to promptly address all of the subdivision requirements in order to avoid the tentative map expiring prior to completion of the subdivision requirements. Applicants are encouraged to contact a land development professional for advice on developing a realistic schedule for the processing of the project.

- 1.2 MAP TYPE:** Applicant must cause to be filed a subdivision map showing monumentation of all property corners to the satisfaction of this Department in compliance with Humboldt County Code Section 326-15. Subdivision map checking fees shall be paid in full at the time the subdivision map is submitted for checking. County Recorder fees shall be paid prior to submittal of the map to the County Recorder for filing. The subdivision map must be prepared by a Land Surveyor licensed by the State of California -or- by a Civil Engineer registered by the State of California who is authorized to practice land surveying.

All Department charges associated with this project must be paid in full prior to the subdivision map being submitted to the County Recorder for filing.

Applicant shall submit to this Department four (4) full-size copies of the subdivision map as filed by the County Recorder.

Prior to submitting the subdivision map to the County Surveyor for map check, applicant shall submit the subdivision map to the utility providers to provide input on necessary public utility easements. Copies of the responses from the utility providers shall be included with the first submittal of the subdivision map to the County Surveyor.

- 1.3 DEPOSIT:** Applicant shall be required to place a security deposit with this Department for inspection and administration fees as per Humboldt County Code Section 326-13 prior to review of the improvement plans, review of the subdivision map, or the construction of improvements, whichever occurs first.
- 1.4 EASEMENTS:** All easements that encumber or are appurtenant to the subdivision shall be shown graphically on the subdivision map. Those easements that do not have a metes and bounds description shall be noted on the subdivision map and shown as to their approximate location.
- 1.5 FURTHER SUBDIVISION:** At least some of the parcels may be further divided; therefore, the applicant shall conform to Humboldt County Code Section 323-6(a)(5), Statements to Accompany a Tentative Subdivision Map.
- 1.6 PRIVATE ROADS:** Pursuant to County Code Section 323-2(c)(3), the subdivision map shall show the lanes clearly labeled "Non-County Maintained Lane" or "Non-County Maintained Road". Pursuant to County Code Section 323-2(c)(5), the following note shall appear on the map or instrument of waiver, which shall read substantially as follows:

"If the private lane or lanes shown on this plan of subdivision, or any part thereof, are to be accepted by the County for the benefit of the lot owners on such lane rather than the benefits of the County generally, such private lane or lanes or parts thereof shall first be improved at the sole cost of the affected lot owner or owners, so as to comply with the specification as contained in the then applicable subdivision regulations relating to public streets."

[County Code Section 323-2 appears after Section 324-1 in County Code]

1.7 DEDICATIONS: The following shall be dedicated on the subdivision map, or other document as approved by this Department:

(a) AIRPORT ROAD (County Road No. A4M200):

Public Road: Applicant shall cause to be dedicated on the subdivision map to the County of Humboldt an easement for public road purposes lying within 25 feet of the center line of the County road. The applicant is only responsible to cause to be dedicated lands that are included within the boundary of the proposed subdivision.

Sidewalks: Applicant shall cause to be dedicated on the subdivision map to the County of Humboldt a 25 foot wide easement for public sidewalk purposes lying adjacent to the right of way of the County road. The applicant is only responsible to cause to be dedicated lands that are included within the boundary of the proposed subdivision. This easement may overlap a public utility easement.

PUE: Applicant shall cause to be dedicated to the County of Humboldt on the subdivision map a 25 foot wide public utility easement (PUE) adjacent to the right of way for the road or as otherwise approved by this Department. Additional PUEs shall be dedicated in a manner, width, and location approved by this Department.

(b) BOEING AVENUE (County Road No. 4M204)

PUE: Applicant shall cause to be irrevocably dedicated to the County of Humboldt on the subdivision map a 25 foot wide public utility easement (PUE) adjacent to the right of way for the road or as otherwise approved by this Department. Additional PUEs shall be dedicated in a manner, width, and location approved by this Department.

The width of the easement shall be 41 to 49 feet plus an additional width for the radii at the intersection of Boeing Avenue and Airport Road. The width of the radii shall be as approved by this Department.

Sidewalks: Applicant shall cause to be dedicated on the subdivision map to the County of Humboldt a 25 foot wide easement for public sidewalk purposes lying adjacent to the right of way on the east side of Boeing Avenue within the subdivision.. The applicant is only responsible to cause to be dedicated lands that are included within the boundary of the proposed subdivision. This easement may overlap a public utility easement.

The offer of dedication will be rejected on the map. The road may subsequently be brought into the County maintained road system if a Permanent Road Division (PRD) is formed to fund road maintenance.

(c) HALFWAY AVENUE (County Road No. C4M160)

PUE: Applicant shall cause to be dedicated to the County of Humboldt on the subdivision map a 25 foot wide public utility easement (PUE) adjacent to the right of way for the road or as otherwise approved by this Department. Additional PUEs shall be dedicated in a manner, width, and location approved by this Department.

(d) PRIVATE ROAD (LEARJET WAY AND BEEHCRAFT WAY):

Access: Applicant shall cause to be dedicated on the subdivision map a non-exclusive easement for ingress, egress, and public utilities for the benefit of the parcels/lots within the subdivision in a manner approved by this Department. The easement shall be 25 feet in width.

The applicant proposes the creation of two private access roads. One is to serve Lots 1 through 5 and one is to serve Lots 9 through 13. Applicant shall cause to be dedicated on the subdivision map a non-exclusive easement for ingress, egress, and public utilities for the benefit of the lots served by each access road in a manner approved by this Department. The easements shall be a minimum of 25 feet in width. An easement for a turnaround to be constructed at the end of each road shall be dedicated for the benefit of the lots the road serves and shall be shown on the subdivision map in a manner and location approved by this Department. PUE: Applicant shall cause to be dedicated to the County of Humboldt on the subdivision map a public utility easement (PUE) over the entire area of the access easement for the road, or as otherwise approved by this Department. Additional PUEs shall be dedicated in a manner, width, and location approved by this Department.

- (e) DEVELOPMENT RIGHTS:** Applicant shall cause to be conveyed to the County of Humboldt the rights to construct a secondary dwelling unit(s) on Lots 1 to 13 until such time as (insert road name) is improved to a minimum Category 4 road standard. This shall be noted on the development plan to be filed with the Planning & Building Department. A notice of the development plan must be recorded. The content of the notice must be in a manner approved by this Department. (use this paragraph when subdividing on a sub-standard road)
- (f) NON-VEHICULAR ACCESS:** Applicant shall cause to be dedicated to the County of Humboldt on the subdivision map a 1 foot wide non-vehicular access strip adjacent to Boeing Avenue fronting Lots 3, 5, 9, and 11, Airport Road, and Halfway Avenue, and. The location shall be as shown on the tentative map, or as otherwise approved by this Department. Said easement shall be dedicated in manner and location as approved by this Department. It appears that non-vehicular access strips may already be in place along Airport Road and Halfway Avenue.
- (g) AVIGATION EASEMENT / OVERFLIGHT EASEMENT / DEED NOTICE:** The subject property is located within compatibility "B1" zone and "C*" zone of the California Redwood Coast – Humboldt County Airport as defined in the Airport Land Use Compatibility Plan (ALUCP).
- Pursuant to Sections 3.3.2, Section 3.4.1, and Table 2A of the ALUCP, the applicant has previously dedicated to the County of Humboldt an Avigation Easement for the benefit of the nearby airport in a manner satisfactory to this Department. See Record Document No. 1998-16541-11.
- (h) NEIGHBORHOOD BOX UNIT (NBU) MAILBOXES:** Prior to submittal of the subdivision map, provide a sign-off from the Post Office on the location of the neighborhood box unit. Applicant shall cause to be dedicated on the subdivision map additional sidewalk easements as necessary to accommodate the NBU.

Note: The Post Office may not require a NBU for this project.

- 1.9 LINES OF OCCUPATION:** Any fences that do not coincide with the property lines shown on the subdivision map need to be adjusted to agree with the subdivision map, or a boundary correction or lot line adjustment must be completed to resolve the discrepancy prior to the map being approved by the County Surveyor.

2.0 IMPROVEMENTS

- 2.1 CONSTRUCTION PLANS:** Construction plans shall be submitted for any required road, drainage, landscaping, and pedestrian improvements. Construction plans must be prepared by a Civil Engineer registered by the State of California. Construction plans shall be on a sheet size of 22" x 34", unless approved otherwise by this Department. Construction of the improvements shall not commence until authorized by this Department. This Department will require the submittal of 1 full size (22" x 34") set and 1 reduced (11" x 17") set of the approved construction plans prior to start of work.

The construction plans shall show the location of all proposed new utilities and any existing utilities within 10 feet of the improvements. The plans shall be signed as approved by the local fire response agency and public utility companies having any facilities within the subdivision prior to construction authorization by this Department.

Construction plans shall be tied into elevation datum approved by this Department. Projects located within McKinleyville Community Services District (MCSD) area shall be tied to MCSD elevation datum unless waived by this Department.

Unless otherwise waived by this Department, record drawing ("As-Built") plans shall be submitted for any road, drainage, landscaping, and pedestrian improvements that are constructed as part of this project. Record drawing plans must be prepared by a Civil Engineer registered by the State of California. Once approved by this Department, one (1) set of "wet stamped" record drawings on 22" x 34" mylar sheets shall be filed with this Department.

- 2.2 CONSTRUCTION PERIOD:** Construction of improvements for this project will not be allowed to occur between October 15 and April 15 without permission of this Department.

- 2.3 ADA FACILITIES:** All pedestrian facilities shall be ADA compliant. This includes, but is not limited to, providing curb ramps at intersections and sidewalks behind driveway aprons (or ADA compliant driveway aprons).

Fire hydrants, neighborhood box units for mail, utility poles (including down guys), street lights, or other obstructions will not be allowed in sidewalks unless approved by this Department.

Applicant shall replace/retrofit to meet current standards any non-ADA compliant pedestrian improvements within the public right of way (or access easements that the subject property has a legal right to use) contiguous to the project.

- 2.4 ROAD NAMES:** The access road(s)/street(s) shall be named as approved by the Planning & Building Department - Planning Division.

- 2.5 TRAFFIC CONTROL DEVICES & SIGNS:** Traffic control devices and signs may need to be placed as required and approved by this Department. All signs and striping on County

maintained roads shall be installed by the County at the expense of the developer, unless otherwise approved by the Department.

- (a) A stop sign shall be installed on LearJet Way at its intersection with Boeing Avenue. A stop sign shall be installed on Beechcraft Way at its intersection with Boeing Avenue. A stop sign shall be installed on Being Avenue at its intersection with Airport Road. When the road is paved, a "stop" pavement marking and limit line shall be installed. (Note LearJet Way and Beechcraft Way are not labeled on the tentative map; they are the unnamed access roads along the south side of Lots 1, 2, 3, 11, 12, and 13.)
- (b) Pursuant to County Code Section 323-2(c)(4), non-county maintained roads shall be posted with a sign of at least 2 square feet in size containing substantially the following words in 2" high black letters on a yellow background: "Not a County Maintained Road" or "Not a County Maintained Street". The sign shall be approved by the Department prior to installation. (last paragraph for private roads)
- (c) No parking signs shall be installed along both sides of Lear Jet Way . No parking shall be installed along both sides of Boeing Avenue between Airport Road and Lear Jet Way.
- (d) Fire hydrants shall be identified with a retroreflective blue colored raised pavement marker. In State Responsibility Areas, street name signs shall also comply with County Code Section 3114-5.
- (e) Additional signing and striping may be required by the Department upon review of the improvement plans. This includes, but is not limited to, centerline striping, two way left turn lane striping, bicycle lane striping, edge lines, dead end road signs, no outlet signs, speed limit signs, warning signs, etc...

2.6 ACCESS ROADS: The access road(s) serving the subdivision shall be constructed to the satisfaction of this Department as follows:

- (a) BEACHCRAFT WAY and LEARJET WAY shall be constructed per the subdivision improvement plans approved by the Department of Public Works on 09/11/2009.
- (b) BOEING WAY shall be constructed per the subdivision improvement plans approved by the Department of Public Works on 09/11/2009. Boeing way shall also include a meandering sidewalk on both sides of the road.
- (c) Nothing is intended to prevent the applicant from constructing the improvements to a greater standard.
- (d) Nothing is intended to prevent this Department from approving alternate typical sections, structural sections, drainage systems, and road geometrics based upon sound engineering principals as contained in, but not limited to, the Humboldt County Roadway Design Manual, Caltrans Highway Design Manual, Caltrans Local Programs Manual, Caltrans Traffic Manual, California Manual on Uniform Traffic Control Devices (MUTCD), and AASHTO's A Policy of Geometric Design of Highways and Streets (AKA "The Green Book"). Engineering must not be in conflict with Humboldt County Code or County adopted guidelines and policies.

- (e) Applicant shall remove and replace any public curb, gutter, sidewalk, flowline drain, or pavement found by this Department to be broken, uplifted, or damaged that fronts or is within the subdivision.
- (f) All road intersections shall conform to Humboldt County Code Section 341 regarding visibility.
- (g) The surface of the access road(s) shall conform to the *Structural Section* requirements within this document.

2.7 DRIVEWAYS: All access openings (existing and proposed) shall conform to Humboldt County Code Section 341 regarding visibility. All access openings (existing and proposed) shall intersect the road at a 90° angle, unless otherwise approved by this Department.

All access openings (existing and proposed) shall be paved with hot mix ("asphalt") for the width of the commercial driveway and a distance of 50 feet from the edge of the County road.

Any proposed access openings to the County road will require encroachment permits from this Department. The proposed access openings will be evaluated after application is received.

That portion of a structure used for the parking of vehicles must be setback a minimum of 20 feet from easements created as a condition of tentative map approval for the purpose of moving automotive vehicles, bicycles, pedestrians, or animals. If a development plan is prepared for this project, the development plan shall note this minimum setback condition and indicate graphically the location of the setback line on the lots.

All access openings (existing and proposed) shall be shown on the improvement plans.

2.8 STRUCTURAL SECTION: The access road(s) shall be constructed to a structural section recommended in the soils report and as approved by this Department.

- (a) **For paved road surfaces**, the structural section shall include a minimum of 0.2 foot of Caltrans Type B hot mix ("asphalt") over 0.67 foot of Caltrans Class 2 aggregate base. If required by this Department, the structural section of all roads shall be determined by Caltrans R-Value method using a Traffic Index (T.I.) approved by this Department. Based upon soil conditions, this Department may also require a geotextile fabric to be placed on top of the sub grade.

When widening hot mix ("asphalt") roads, the widened road shall be paved with hot mix. A sawcut is required to ensure a uniform joint between the existing and new pavements. The location of the sawcut shall be approved by this Department based upon the condition of the existing road surface.

- (b) Access roads and driveways may include decorative accent treatments such as, but not limited to, stamped concrete or decorative brick pavers. Decorative accent treatments must provide appropriate traction for pedestrians, bicycles, and vehicles. **Decorative access treatments are not permitted within the public right of way**, unless approved in writing by this Department.

2.9 UNKNOWN IMPROVEMENTS: Other on-site and/or off-site improvements may be required which cannot be determined from the tentative map and/or preliminary improvement plans at

this time. These improvements will be determined after more complete improvement plans and profiles have been submitted to the County for review.

- 2.10 UTILITIES:** The proposed improvements may require the undergrounding or relocation of existing facilities at the expense of the applicant. Undergrounding of existing facilities, relocation of existing facilities, or construction of new facilities shall be completed prior to constructing the structural section for the roadway.

If any utilities are required to be installed as a condition of tentative map, the utility work shall be completed prior to constructing the structural section for the road. All laterals shall be extended onto each lot and marked in a manner that they will be easily located at the time of individual hookups. A letter of completion of all work from each involved utility company shall be submitted prior to constructing the roadway structural section. Any utilities that need to be relocated shall be done solely at the subdivider's expense.

Applicant shall remove any abandoned utilities (natural gas, electrical, cable tv, etc.,) within the public right of way fronting the subdivision or within the subdivision as directed by this Department.

- 2.11 PERMITS:** An encroachment permit is required to be obtained prior to construction from this Department for all work within the right of way of a County maintained road.

- 2.12 NEIGHBORHOOD BOX UNIT (NBU) MAILBOXES.** When clustered mailboxes (neighborhood box units) are required by the Post Office, applicant shall obtain approval for the location of the mailbox unit from the Post Master. The pad for the mailbox unit shall be constructed as part of the subdivision and shall be encompassed by a sidewalk easement or other easement, as approved by this Department. If the NBUs will not be installed by the Post Office, the subdivider shall install the NBUs as part of the subdivision. Note: The Post Office may not require an NBU for this project.

- 2.13 GATES:** Gates are not permitted on County right of way for public roads without authorization of the Board of Supervisors. Gates must not create a traffic hazard and must provide an appropriate turnaround in front of the gate. Existing gates shall be evaluated for conformance.

- 2.14 COMPLETION OF SIDEWALK IMPROVEMENTS:** Sidewalk improvements may be deferred until such time as a building permit is pulled. Each building permit pulled will require that an ADA accessible sidewalk be constructed to connect the subject lot to the existing pedestrian network outside of the subdivision. Depending on the lot being built upon, this may include constructing sidewalk in front of numerous vacant lots within the subdivision. Sidewalk improvements must be completed prior to the "final" of the building permit. Any sidewalk damaged during construction will need to be replaced prior to the "final" of the building permit.

3.0 DRAINAGE

- 3.1 DRAINAGE ISSUES:** Applicant shall be responsible to correct any involved drainage problems associated with the subdivision to the satisfaction of this Department.

- 3.2 DRAINAGE REPORT:** Applicant must submit a complete hydraulic report and drainage plan regarding the subdivision for review and approval by this Department. This may require the construction of drainage facilities on-site and/or off-site in a manner and location approved by

this Department. In the preparation of drainage plans, applicant shall comply with the Community of McKinleyville County Storm Water Management Program.

- 3.3 STORM WATER QUALITY:** Applicant shall include within the project site the implementation of Best Management Practices (BMPs) to prevent storm water pollution. BMPs include, but are not limited to, stenciling drainage inlets.

A storm water filtration system shall be constructed to the satisfaction of this Department. A note shall be placed on the development plan indicating this.

- 3.4 DRAINAGE FEES:** Applicant must conform to Humboldt County Code Section 328.1-16 regarding McKinleyville Drainage Area Fees.

- 3.5 DETENTION FACILITIES:** Pursuant to McKinleyville Community Plan Policy 3310 (5), this project is required to construct detention facilities in a manner and location approved by this Department. In general, storm flows from the 100-year (Q_{100}) storm shall be detained so as to release water from the site at a rate no greater than the predevelopment 2-year (Q_2) storm flows. Contact this Department regarding any questions.

If the site conditions do not allow for detention, then infiltration may be considered by the Department as an alternative.

- 3.6 LOW IMPACT DEVELOPMENT (LID):** The subdivision is required to comply with County Code Section 337-13. The applicant shall submit a Storm Water Information Sheet for review and approval by the County. The improvement plans must incorporate LID strategies for the entire subdivision, including roads, lots, and other areas.

At the time that the subdivision improvements are constructed, the LID elements related to an individual lot may be deferred until such time as the lot is developed. It is intended that any deferred LID strategies shown on the improvement plans for a lot are conceptual in nature and subject to adjustment/refinement at the time that the building permit is applied for. Any deferred LID improvements must be shown and identified on the Development Plan.

When there will be deferred LID improvements, a separate sheet in the improvement plans shall be provided for the LID concepts proposed for the individual lots. It is intended that this sheet will be attached to the development plan to facilitate issuance of a building permit at a later time.

Each lot in the subdivision is considered a regulated project.

4.0 GRADING

<NONE>

5.0 MAINTENANCE

- 5.1 MAINTENANCE OF IMPROVEMENTS:** The improvements to be constructed as part of this subdivision will not be maintained by the County. Pursuant to Humboldt County Code Section 323-2* (b) regarding Private Lanes, the Applicant must provide a permanent maintenance plan acceptable to this Department for all improvements including, but not limited to, the following: roads, drainage systems (pipes, drainage inlets, detention basins), pedestrian facilities, and landscape areas. An engineer's estimate for the cost of yearly maintenance must

be approved by this Department. Maintenance shall be provided by a maintenance association, district, or other means as approved by this Department. More than one maintenance plan may be required. [*Section 323-2 is listed in County Code after Section 324-1]

Based upon the tentative map, it appears that the following will need to be maintained by a maintenance plan:

A maintenance plan for all facilities within the proposed subdivision.

A maintenance plan for the non-county maintained road known as Lear Jet Way and Beechcraft Way.

A maintenance plan for the non-county maintained road known as Boeing Avenue until such time as the road is brought into the County maintained road system.

If a maintenance association currently exists for the access road, applicant shall attempt to the satisfaction of this Department to annex the subdivision into the existing road maintenance association. That portion of this condition regarding road maintenance may be waived if the applicant provides evidence satisfactory to this Department that the subject property already belongs to a maintenance association for the access road(s).

A maintenance plan is not required for driveways; as driveways serve only one parcel. A maintenance plan is *optional* for roads that serve only two parcels. A maintenance plan is required for roads serving three or more parcels.

A maintenance plan for projects that contain detention facilities shall include, but is not limited to, the following:

- (a) A schedule for the periodic monitoring of the detention facilities. At a minimum, the detention facilities shall be monitored at least once each year between April 15 and October 15.
- (b) A system to monitor the basins in a timely manner after significant rain fall events.
- (c) Monitoring shall be done by a qualified professional as approved by this Department.
- (d) Monitoring shall include an annual written report identifying (1) the condition of the facilities; (2) the recommended maintenance needed for the facilities to function as originally constructed or as required by subsequent regulation; and (3) certification that the maintenance was completed to the satisfaction of a qualified professional. The report shall be submitted no later than October 31 of each year to this Department.
- (e) A financially secured procedure that will ensure that maintenance is identified and subsequently performed in a timely manner.
- (f) For infiltration basins, wet weather testing of the percolation rate of the basin consistent with Department of Environmental Health standards for determining the percolation rates for septic systems. Percolation rate testing shall be done every five (5) years.

5.2 MAINTENANCE AGREEMENTS: Any agreements regarding the maintenance of the detention facilities between the applicant and a public entity or Homeowners Association may be required to be approved by County Counsel and the County Risk Manager.

6.0 DEVELOPMENT PLAN

<NONE>

7.0 LANDSCAPING

7.1 LANDSCAPING PLAN: A landscape plan is required for all landscaping within the public right of way pursuant to Section 13 of the Appendix to Title III, Division 2, Humboldt County Code. The plans must show the proposed irrigation facilities. The plan shall be prepared by a landscape architect or other qualified professional as approved by this Department. Monument signs, if proposed, and landscaping shall be shown on the plan and shall conform with Humboldt County Code Section 341 regarding visibility. All work and materials shall be warranted for a minimum of 1 year from filing of the subdivision map, unless otherwise approved by this Department. The landscape plan shall be approved by this Department. It must include a minimum of the following:

- (a) List of species to be planted (common name and scientific name).
- (b) An irrigation system. All landscaping that is not drought tolerant shall be maintained by a permanent automatic irrigation system.
- (c) Planting and fertilization method
- (d) Maintenance Manual
- (e) Staking Method for trees
- (f) The plant types must be approved by this Department
- (g) Landscaping within the right of way shall consider appropriate screening for utilities and structures such as gas meters, electrical meters, telephone pedestal-mounted terminal boxes, surface mounted electrical transformers, etc.

7.2 SPECIES: A list of approved trees and shrubs shall be shown on the development plan as the only trees and shrubs permitted in the parkway area, unless otherwise approved by this Department. Utilize native species when appropriate.

7.3 MAINTENANCE: Landscaping along the frontage of public streets is the responsibility of the adjacent lot owner. Landscaping along the frontage of private roads is the responsibility of the road maintenance association for the private road or is the responsibility of the adjacent lot owner.

This Department may maintain landscaping along collector or arterial roads when permanent funding source is made available.

7.4 LANDSCAPING GOALS: When on-site landscaping is required, any unimproved county right of way contiguous with the property shall be incorporated into the landscaping plan. Any landscaping shown within the County right of way shall be in addition to any required landscaping areas and shall not be counted towards meeting a landscaping goal.

// END //

ATTACHMENT 2

Staff Analysis of the Evidence Supporting the Required Findings

Required Findings: To approve this project, the Planning Commission must determine that the applicants have submitted evidence in support of making **all** of the following required findings.

A. *Subdivision Findings:* §66474 of the State Subdivision Map Act and Title III Division 2 of the Humboldt County Code (H.C.C.) specifies the findings that must be made to approve subdivision maps. Basically, the Hearing Officer may approve a final map if the applicants have submitted evidence that supports making all of the following findings:

1. That the proposed subdivision, together with the provisions for its design and improvements, is consistent with the County's General Plan.
2. That the tentative subdivision map conforms to the requirements and standards of the County's subdivision regulations.
3. That the proposed subdivision conforms to all requirements of the County's zoning regulations.
4. The proposed subdivision is not likely to cause substantial environmental damage.
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, unless the following written findings are made supported by substantial evidence: 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.
6. Furthermore, the California Environmental Quality Act requires that the required CEQA findings be made for any development which is subject to the regulations of CEQA.

A1. General Plan Consistency: 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 General Plan and McKinleyville Community Plan (MCCP).

Plan Section(s)	Summary of Applicable Goal, Policy or Standard	Evidence Supporting the General Plan Conformance Finding
<p>Land Use Chapter 4</p> <p>Land Use Designations Section 4.8</p>	<p>Commercial Services (CS) Intended to classify lands that because of their location, access and availability of services are suitable for commercial development.</p> <p>The CS/IG designation is applied to areas suitable for research and development, medical facilities and manufacturing.</p>	<p>The subdivision creates 12 commercial lots. The subdivision is served by community water and sewer provided by the McKinleyville Community Services District (MCSD). All lots in the subdivision will be accessed by Boeing Avenue off of Airport Road.</p> <p>The project subdivides 11.82 acres into 12 commercial lots. The subdivision is consistent with the planned density of the area as dictated by the 10,000 square foot minimum parcel size set by the zone. The project is consistent with existing commercial development.</p>
<p>Urban Land Use: §2600 (MCCP)</p>	<p>New development shall be located within existing developed areas or in areas with adequate public services.</p>	<p>The parcels are within the Urban Limit line and are served by public water and sewer provided by the McKinleyville Community Services District.</p>

<p>Hazards: §3200 (MCCP)</p>	<p>New development shall minimize risk to life and property in areas of high geologic, flood and fire hazards. Geologic Fire Flood Hazards</p>	<p>The project site is located in an area rated relatively stable but is in an Alquist-Priolo Fault Hazard zone. An Engineering/Geologic Soils R-1 Report was prepared for the entire subdivision and was reviewed and approved by the County Building Inspections Division (BID). BID did not identify any concerns relating to site suitability for commercial development. In addition, a Fault Evaluation Report (FER) was prepared for the site and identified two faults running through the project site. The FER recommended a 50 foot setback from the larger fault and a 30 foot setback from the smaller one. The Reports conclude that the site is suitable for commercial development, and that the development will not contribute to, or be subject to, substantial geologic or soils engineering hazards, provided that the project adheres to recommendations. Project approval is conditioned upon satisfaction of BID requirements, compliance with the recommendations of the Reports.</p> <p>The property is located in an area of low hazard rating. The site is within the fire jurisdiction of the Arcata Fire Protection District. This agency recommended approval. LUD has provided Subdivision Requirements (see Exhibit A of Attachment 1) that includes dedications and access improvements. Project approval has been conditioned upon satisfaction of the requirements of LUD, MCSD and the Arcata Fire Protection District.</p> <p>The project site is located in an area of minimal flooding. BID did not identify any site concerns relating to site suitability for residential development.</p>
<p>Drainage §3310 (MCCP)</p>	<p>To protect natural drainage by minimizing erosion and runoff and minimize risks from flooding.</p>	<p>The project includes a storm water detention basin that was sized to accommodate build-out of the entire Airport Business Park subdivision. The Department of Public Works has recommended that the applicant submit a complete hydraulic report if needed. With the detention facility, the net increase in site runoff is reduced to pre-development flow levels. Project approval is conditioned upon satisfaction of these requirements.</p>
<p>Sensitive and Critical Habitats: §3420 (MCCP)</p>	<p>To protect designated sensitive habitats and cultural resources.</p>	<p>Review of County resource maps indicate no sensitive habitat on site or nearby. The California Department of Fish and Game made no comments.</p>

Cultural Resource Protection: §3500 (FP)	To protect designated historical and archeological resources.	The previous subdivision was referred to the Northwest Information Center at Sonoma State University and no cultural resources were identified at that time. Conditions of approval put the applicant on notice that if archaeological resources are found during excavation on the property, all work is to be stopped and a qualified archaeologist is to be consulted for recommendations.
Public Facilities	Development shall be consistent with the goals and policies relating to public services and facilities. All subdivisions shall provide road access to County maintained roads.	The subdivision is accessed via Boeing Avenue off of Airport Road. Project approval is conditioned upon satisfaction of the requirements set by LUD, the Fire District, MCSD and other utility companies.

A2: Subdivision Regulations: The following table identifies the evidence which supports finding that the proposed subdivision is in conformance with all applicable policies and standards in Section 66474 of the State Subdivision Map Act and Title III Division 2 of the Humboldt County Code (H.C.C.).

Section(s)	Applicable Subdivision Requirements	Evidence Supporting Subdivision Requirement Finding
Lot Suitability 322-3	All lots shall be suitable for their intended uses.	The subdivision creates 12 commercial lots. Staff site inspections and referral agency comments indicate that the proposed parcels are suitable for commercial purposes. An Engineering/Geologic Soils R-1 Report and Fault Evaluation Report conclude that the site is suitable for commercial development provided the recommendations are adhered to. The subdivision is conditioned upon incorporation of the recommendations of the Reports and those of the County Building Inspections Division.
Access and Drainage 324-1	Improvements shall be required for the safe and orderly movement of people and vehicles.	<p>The subdivision is accessed via Boeing Avenue off of Airport Road and served by interior roads with a 25-foot right of way. An exception request has been submitted to the Department of Public Works – Land Use Division per HCC Section 325-9 requesting an exception to the required 50-foot right of way width. The Department of Public Works supports the exception request for the reduced right of way width provided that on-street parking is prohibited along this portion (Attachment 5). The Arcata Fire Protection District has recommended approval. LUD has provided Subdivision Requirements (see Exhibit A of Attachment 1) that include dedications, access requirements, and improvements. Project approval is conditioned upon satisfaction of their requirements.</p> <p>The project includes a storm water detention basin that was sized to accommodate build-out of the entire Airport Business Park subdivision. The Department of Public Works has recommended that the applicant submit a complete hydraulic report if needed. With the detention facility, the net increase in site runoff is reduced to pre-development flow levels. Project approval is conditioned upon satisfaction of these requirements.</p>
Sewer & Water 324-1 (d)	Sewer and water systems shall be constructed to appropriate standards.	The parcels will be served by community water and sewer provided by the McKinleyville Community Services District. Project approval is conditioned upon satisfaction of the requirements of MCSD.

Section(s)	Applicable Subdivision Requirements	Evidence Supporting Subdivision Requirement Finding
Access Road Appendix 4-1	Roadway design must incorporate a 40-foot right of way.	The subdivision is accessed via Boeing Avenue off of Airport Road. Boeing Avenue has a 41 – 49 foot wide right of way and Airport Road has a 110 foot right of way. The Arcata Fire Protection District has recommended approval. LUD has provided Subdivision Requirements (see Exhibit A of Attachment 1) that include dedications, access requirements, and improvements. Project approval is conditioned upon satisfaction of their requirements.
Parking Appendix . 4-2	If the subdivision does not provide for on-street parking, subdivision must provide for 5 on-site parking spaces.	The subdivision is conditioned with a requirement that each lot provide the required off-street parking consistent with Section 314-109.1 HCC Inland Regulations. Project approval is conditioned upon satisfaction of LUD Subdivision Requirements.
Solar Analysis 322.5	The design of subdivision shall provide, to the extent feasible, passive or natural heating and cooling.	The Solar Shade Study dated May 1, 2006 illustrates solar exposure and adequate solar access for three story commercial development (35' height at roof edge) on all lots. Development at a greater height, other than that specified in the Solar Shade Study, requires a site-specific solar shading analysis to show conformance. This will be noted on the Development Plan.

Further, pursuant to H.C.C. Section 325-9, in order to grant the exception to the Subdivision Regulations the Planning Commission must find the following:

Summary of Applicable Requirement	Evidence That Supports the Zoning Finding
That there are special circumstances or conditions affecting said property.	As stated in the applicant's request for exception, the proposed lots are surrounded by existing roads, however, a preferred design is to avoid taking access from these roads and serving them with internal roads. The proposed internal roads (Beechcraft Way and Leerjet Way) each serve only five lots, respectively, and additional right of way is not necessary. The exception would allow for division of the parcel such that (1) additional parcels can be created, (2) suitable building sites are provided on each, and (3) the build out promoted by the Plan and Zoning may be achieved.
That the exception is necessary for the preservation and enjoyment of a substantial property right of the petitioner.	The parcel is currently planned and zoned to support a subdivision. The exception request will allow the subdivision to be approved that minimizes traffic on higher order streets and provides for better circulation for the subdivision. The proposed subdivision will result in twelve parcels consistent with the General Plan and the zoning.

That the granting of the exception will not be detrimental to the public welfare or injurious to other property in the territory in which the subject property is located.	The exception would allow subdivision of the subject parcel that would minimize traffic on the main collector roads surrounding the subdivision. There is no indication that the development of the surrounding lands will be adversely impacted by this exception. All referral agencies have recommended approval of the subdivision.
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A3. Zoning Compliance: The following table identifies the evidence which supports finding that the proposed subdivision is in conformance with all applicable policies and standards in the Humboldt County Zoning Regulations (H.C.C.).

Section(s)	Summary of Applicable Requirement	Evidence for the Required Findings
Section 314-3.2 Business Park	Office/Professional, warehousing and research/light industrial are principally permitted uses..	The subdivision results in 12 commercial lots on an 11.82 acre parcel.
Min. Parcel Size	10,000 square feet	Complies
Min. Lot Width	60 feet	Complies
Max. Lot Coverage	50%	Future development must comply with the prescribed standards of the MB zone and new building installations must meet the County Building regulations.
Max. Bldg. Height	50 feet	Future development must comply with the prescribed standards of the MB zone and new building installations must meet the County Building regulations. Maximum building height is subject to conformance with Solar Shade Map dated May 1, 2006 unless a site-specific solar access study demonstrates conformance with the County Code or an exception is approved per HCC Section 322.5-8.
Parking: 314-109.1	Parking spaces must be provided based on the use proposed.	Parking shall be provided consistent with the use proposed at the time of building permit issuance as well as the required parking spaces consistent with this section. Furthermore, parking shall be provided consistent with additional access/parking restrictions set by LUD Subdivision Requirements.
314-16.1 AP AIRPORT SAFETY REVIEW	Lands designated "AP" must comply with the most recent Airport Land Use Compatibility Plan.	The project site complies with the current plan, as it is located in Zone C*, which limits residential density to 8 dwelling units per acre. The development complies with this density requirement as well as the uses allowed in the zone. An Overflight Easement is required by the Department of Public Works.
314-27.1 L - LANDSCAPING AND DESIGN	The Landscaping and Design Combining Zone regulations are intended to be combined with Principal Zones to establish specific landscaping and structural design standards.	A landscaping plan is required and has been made a condition of approval.

Section(s)	Summary of Applicable Requirement	Evidence for the Required Findings
314-29.1 N – NOISE IMPACT	The purpose of these provisions is to establish regulations to maintain, within single family and multi-family structures and within structures designed for transient habitation, low exposure levels to noise associated with airports and major roads.	The proposal creates 12 lots for commercial development. No residential development is proposed. If residential development is proposed in the future, noise issues will be addressed at that time.
314-32.1 Q - QUALIFIED	The Qualified Combining Zone is intended to be combined with any principal zone in situations where sound and orderly planning indicate that specified principal permitted uses or conditional uses otherwise allowed under the principal zone may be limited or not be allowed with or without a Use Permit, or development standards/restrictions can be added, deleted or modified to implement the General Plan or to implement CEQA mitigation or to limit additional entitlements. The qualified uses shall be specified in the ordinance applying the Q Zone to specific property.	The specific purpose for the Q zone is to protect and reserve the property for limited industrial uses; such as light manufacturing and heavy commercial use; and to protect the neighboring property from inappropriate (industrial) development. In addition, landscaping is required to be installed in all areas not covered by structures. Although, no development is proposed at this time, future development will be required to comply with this zone. A landscaping plan is required and has been made a part of the conditions of approval recommended by the Department of Public Works.

A4/A6. Environmental Impact:

As lead agency, the Department prepared an addendum to a previously adopted Initial Study and Mitigated Negative Declaration. The initial study evaluated the project for any adverse effects on fish and wildlife resources. Based on the information in the application and a review of relevant references in the Department, staff has determined that there is no evidence before the Department that the project will have any potential adverse effect either individually or cumulatively, on fish and wildlife resources or the habitat upon which wildlife depends. The environmental document on file includes a detailed discussion of all relevant environmental issues.

The project was found subject to CEQA and an Addendum to the previously adopted Negative Declaration was prepared. Since the adoption of the Mitigated Negative Declaration, additional factors have been added to the environmental checklist utilized for review of environmental impacts (Appendix G of the CEQA Guidelines). Specifically, Greenhouse Gas Emissions and Tribal Cultural Resources were added since the adoption of the Mitigated Negative Declaration. These factors were analyzed as part of the current proposal and are described below. Because an Addendum was prepared and no changes were required to the Mitigated Negative Declaration, the provisions of Section 711.4 of the California Fish and Wildlife Code do not apply to this project. Within five (5) days of the effective date of the approval of this project, the applicant shall submit a check to the Planning Division payable to the Humboldt County Recorder in the amount of \$50.00. This requirement appears as Condition #9 of Attachment 1.

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

Discussion

a, b) In 2002 the California legislature declared that global climate change was a matter of increasing concern for the state's public health and environment, and enacted law requiring the California Air Resources Board (CARB) to control GHG emissions from motor vehicles (Health & Safety Code §32018.5 et seq.). In 2006, the California Global Warming Solutions Act (Assembly Bill 32) definitively established the state's climate change policy and set GHG reduction targets (health & Safety Code §38500 et seq.), including setting a target of reducing GHG emissions to 1990 levels by 2020. AB 32 requires local governments to take an active role in addressing climate change and reducing greenhouse gas (GHG) emissions. While methodologies to inventory and quantify local GHG emissions are still being developed, recommendations to reduce residential GHG emissions include promoting energy efficiency in new development.

The proposed project involves creation of 12 parcels suitable for commercial development. The eventual construction on the vacant lots would contribute temporary, short-term increases in air pollution from equipment usage. Because of the temporary nature of the greenhouse gas contributions, coupled with the modest quantity of emission, the proposed project would not have a significant impact on the environment,

nor conflict with applicable plan, policy, or regulation for the purposes of reducing greenhouse gas emissions. Future residential use would emit limited greenhouse gases and a **less than significant impact** would occur.

Issues and Supporting Information	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?			X	

Discussion

a- b) The previous subdivision was referred to the Northwest Information Center at Sonoma State University and no cultural resources were identified at that time. Nonetheless, the standard condition of inadvertent discovery has been included as Mitigation Measure No. 3. Therefore, a **less than significant impact** would occur

A5. Impact on 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 and 322-3.1 Housing Element Densities	The proposed subdivision/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, 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.	The proposed project will create 12 lots for commercial development on an approximate 11.82-acre parcel. No residential units are proposed as the parcel is zoned for Business Park development.

ATTACHMENT 3

Applicant's Evidence In Support of the Required Findings

Document	Location
Application Form	On file with Planning
Tentative Map Checklist	On file with Planning
Tentative Subdivision Map	Attached
Preliminary Title Report	On file with Planning
Exception Request for right of way width	Attached
Current Deeds/Creation Documents	On file with Planning
Engineering/Geologic Soils R-1 Report	On file with Planning
Solar Shade Map	On file with Planning
Preliminary Hydraulics and Drainage Study	On file with Planning
Fault Evaluation Report	On file with Planning

December 21, 2018

Trevor Estlow
Humboldt County Planning Division
3015 H Street
Eureka, CA 95501



RE: Tentative Map Right of Way Exception

Dear Trevor:

Pursuant to Humboldt County Code Section 325-9, I am requesting an exception to the minimum right of way width requirements, as specified in the Appendix to Title IV, Division 2, Humboldt County Code Section 7-2, to allow Lots 1 – 5 and Lots 9 – 13 to be served with a road with a right of way width of 25 feet. The referenced section of the Humboldt County Code lists three conditions that must be met in order to consider an exception. These conditions and the specific information for this request are as follows:

- (1) That there are special circumstances or conditions affecting said property.

The proposed Lots are surrounded by existing roads, however, a preferred design is to avoid taking access from these roads and serve them with internal roads. The proposed internal roads (Beechcraft Way and Leerjet Way) serve only five Lots, respectively and additional right of way is not necessary.

- (2) That the exception is necessary for the preservation and enjoyment of a substantial property right of the petitioner.

The parcel is currently planned and zoned to support a subdivision. The exception request will allow the subdivision to be approved that minimizes traffic on higher order streets and provides for better circulation for the subdivision.

- (3) That the granting of the exception will not be detrimental to the public welfare or injurious to other property in the territory in which said property is situated.

By granting the exception, a subdivision can be approved on the parcel and traffic on the main access roads will be minimized.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steve Moser', is written over a horizontal line.

Steve Moser

Enclosures

ATTACHMENT 4

Draft Addendum to the Initial Study and Mitigated Negative Declaration

ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION

MOSER FINAL MAP SUBDIVISION PROJECT

**APNs 511-461-015, 511-461-016, McKinleyville area,
Humboldt County
SCH# 2007052016**

DRAFT

**Prepared By
Humboldt County Planning and Building Department
3015 H Street, Eureka, CA 95501**

December 2018

Background

Project Description and Project History - The project involves a Final Map Subdivision for the creation of 12 commercial lots within the Airport Business Park. The lots will be created from the two Remainder Parcels from the original subdivision and range in size between 30,310 and 61,230 square feet. The parcels will be served by community water and sewer.

Purpose - Section 15164 of the California Environmental Quality Act (CEQA) provides that the lead agency shall prepare an addendum to a previously adopted Mitigated Negative Declaration (MND) if some changes or additions are necessary but none of the conditions described in Section 15162 calling for a subsequent MND have occurred. Section 15162 states that when an MND has been adopted for a project, no subsequent MND shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Mitigated Negative Declaration (MND) was certified as complete, shows any of the following: A) the project will have one or more significant effects not discussed in the previous MND; B) significant effect previously examined will be substantially more severe than shown in the previous MND; C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or D) mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Summary of Significant Project Effects and Mitigation Recommended

No changes are proposed for the original project's recommended mitigations.

Other CEQA Considerations

Staff suggests no changes for the revised project.

EXPLANATION OF DECISION NOT TO PREPARE A SUPPLEMENTAL MITIGATED NEGATIVE DECLARATION

See **Purpose** statement above.

In every impact category analyzed in this review, the projected consequences of the current project proposal are either the same or less than significantly increased than the initial project for which the Mitigated Negative Declaration was adopted. Based upon this review, the following findings are supported:

FINDINGS

1. The proposed project divides the two Remainder parcels of the Airport Business Park into 12 commercial lots. The nature of the project does not trigger any new environmental impacts that were not previously discussed. Greenhouse Gas Emissions and Tribal Cultural Resources were not analyzed as part of the original MND, however, they were identified in the staff report and it was found that the mitigation measures adopted with the original project will continue to apply.
2. The circumstances under which the project was approved have not changed substantially. There are no new significant environmental effects and no substantial increases in the severity of previously identified effects.
3. For the project there has been no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MND was adopted as complete. Furthermore, it is concluded that: the current project will not have one or more significant effects not discussed in the previous MND. Also, significant effects previously examined will not be substantially more severe than shown in the previous MND. There are no mitigation measures or alternatives previously found not to be feasible that would in fact be feasible and would substantially reduce one or more significant effects of the project. Finally, there are no mitigation measures or alternatives identified in this analysis which are considerably different from those analyzed in the previous MND, and which would substantially reduce one or more significant effects on the environment.

CONCLUSION

Based on these findings it is concluded that an Addendum to the adopted Mitigated Negative Declaration is appropriate to address the requirements under CEQA for the current project proposal. All of the findings, mitigation requirements, and mitigation and monitoring program of the MND are applicable to the current project proposal.

APPENDICES

MOSER SUBDIVISION PROJECT

- Appendix A. Humboldt County Planning Commission Resolution Adopting the Mitigated Negative Declaration
- Appendix B. Initial Study and Mitigated Negative Declaration

APPENDIX A

Humboldt County Planning Commission Resolution Adopting the Mitigated Negative Declaration

**RESOLUTION OF THE PLANNING COMMISSION
OF THE COUNTY OF HUMBOLDT
Resolution Number 07-56**

**MAKING THE REQUIRED FINDINGS FOR CERTIFYING COMPLIANCE WITH THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT AND CONDITIONALLY APPROVING THE MOSER FINAL MAP SUBDIVISION
APPLICATION**

CASE NO.: FMS-05-10

ASSESSOR PARCEL NUMBER 511-461-15 & -16

WHEREAS, Phil Gutierrez, on behalf of Steve Moser has submitted an application and evidence in support of approving a Final Map Subdivision application for the creation of twelve commercial lots; 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 subject to environmental review pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, the County Planning Division prepared a draft Mitigated Negative Declaration included in Attachment 5; and

WHEREAS, Attachment 2 in the Planning Division staff report includes evidence in support of making all of the required findings for approving the proposed subdivision;

NOW, THEREFORE, be it resolved, determined, and ordered by the Planning Commission that:

- (1) The Planning Commission adopts the proposed Mitigated Negative Declaration in Attachment 5 as required by Section 15074(b) of the CEQA Guidelines, and finds that there is no substantial evidence that the proposed project will have a significant effect on the environment.
- (2) The Planning Commission further makes the findings in Attachment 2 of the Planning Division staff report for Case No. FMS-05-10 based on the submitted evidence.
- (3) The Planning Commission approves the proposed project applied for as recommended and conditioned in Attachment 1 for Case No. FMS-05-10.

Adopted after review and consideration of all the evidence on June 7, 2007.

The motion was made by COMMISSIONER SMITH and seconded by COMMISSIONER EMAD.

AYES: Commissioners: EMAD, GEARHEART, HANSIS, HERMAN & SMITH

NOES: Commissioners:

ABSTAIN: Commissioners: KELLY

ABSENT: Commissioners: MURGUIA

I, Kirk Girard, Secretary to the Planning Commission of the County of Humboldt, do hereby certify the foregoing to be a true and correct record of the action taken on the above-entitled matter by said Commission at a meeting held on the date noted above.

Kirk Girard, Director of Community Development Services

By: 

Sharyn Lodes, Clerk

APPENDIX B

Initial Study and Mitigated Negative Declaration

ATTACHMENT 3
Draft Mitigated Negative Declaration

1. Project title: Moser Final Map Subdivision
2. Lead agency name and address: Humboldt County Community Development Services Department, 3015 H Street, Eureka, CA 95501-4484; Phone: (707) 445-7541; Fax (707) 445-7446
3. Contact person and phone number: Trevor Estlow, Senior Planner, Phone: 707-268-3740, Fax: 707-445-7446
4. Project location: The project is located in Humboldt County, in the McKinleyville area, on either side of Boeing Avenue and on the west side of Airport Road, on the properties known as the portions of the Airport Business Park.
5. Project sponsor's name and address: Steve Moser, 3101 Concorde Drive, Suite E, McKinleyville, CA 95521
6. General plan designation: Commercial Services/Industrial General (CS/IG). McKinleyville Community Plan (MCCP). Density: Minimum parcel size to be adequate for proposed use under the tests of parking and setback requirement, consistent with planned uses of adjacent lands.
7. Zoning: Business Park in addition to Qualified, Landscape/Design Control, Airport Safety Review, and Noise Impact combining zones (MB-Q-L-AP-N).
8. Description of project: A Final Map Subdivision for the creation of 12 commercial lots within the Airport Business Park. The lots will be created from the two Remainder Parcels from the original subdivision and range in size between 30,310 and 61,230 square feet. The parcels will be served by community water and sewer.
9. Surrounding land uses and setting: The parcel is surrounded on the east and west by commercial properties, south of the property is residential parcels and the Arcata/Eureka airport is located to the north of the parcel.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.) Public Works, Building Division, Airport Land Use Commission.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project COULD have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project COULD have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Trevor Estlow, Senior Planner

Printed name

For Humboldt Community Development Services

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addresses. Identify which effects from the above checklist were within the scope of and adequately analyze in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plan, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats, however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue identify:
 - a) The significant criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
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1. AESTHETICS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

1. AESTHETICS

Finding: The project will not have a substantial adverse effect on a scenic vista; will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; will not substantially degrade the existing visual character or quality of the site and its surrounding; and will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Discussion: The project site is not within an area mapped or designated with scenic vistas or resources. The proposed subdivision infills an established development pattern, and is consistent with the planned build-out of the area. Any new commercial structures will be located on an improved County road. The Department finds no evidence that the creation of 12 parcels within an area characterized as urban commercial will have a substantial adverse aesthetic impact. There is no indication that the future development likely to occur on the site will significantly increase light or glare or effect nighttime views in the vicinity.

2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of State-wide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
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2. AGRICULTURE RESOURCES

Finding: The project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; will not conflict with existing zoning for agricultural use, or a Williamson Act contract; and will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use.

Discussion: Neither the subject property nor adjacent lands are within a Williamson Act contract. The site is not considered prime or unique farmland and is not used for agricultural purposes. The surrounding area is characterized by urban residential and commercial development including the Arcata/McKinleyville airport with services provided by the McKinleyville Community Services District. The proposed subdivision infills an established development pattern. Certain commercial development is a primary and compatible use within the CS/IG designation and is principally permitted in the MB zoning district. Agriculture is not a use allowed in the MB zone, nor are there any intensive ag uses in the immediate vicinity. The area is relatively flat with slopes to the southwest and may have been used for small scale agricultural activities in the past, however, there is no indication that agriculture has occurred in the recent past. The Department finds no evidence that the project will result in a significant adverse impact on agricultural resources.

3. AIR QUALITY. Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
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3. AIR QUALITY

Finding: The project will not conflict with or obstruct implementation of the applicable air quality plan; will not violate any air quality standard or contribute substantially to an existing or projected air quality violation; will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); will not expose sensitive receptors to substantial pollutant concentrations; and will not create objectionable odors affecting a substantial number of people.

Discussion: Although minimal disturbance can be expected at the time of the construction of future commercial structures and during the road improvements, the subdivision under review at this point will not increase any negative air quality issues for the long term. The parcel is relatively flat and will not require significant grading for the roadwork or the future building sites. The additional parcels will increase the amount of traffic thus increasing vehicular exhaust levels slightly, but not at a level that Staff finds to be significant. The Department finds no evidence that the creation of twelve additional parcels within an area characterized as urban commercial will have a substantial adverse impact on air quality.

4. BIOLOGICAL RESOURCES. Would the project:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4. : BIOLOGICAL RESOURCES: NO IMPACT

Finding: The project will not have a substantial adverse effect, either directly or through habitat modifications, on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service; or on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; or have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Discussion: Per County resource maps, there are no sensitive biological resources on, or in the vicinity of, the project site. There are no wetlands or wetland habitat present on the site. The project does not involve any development within a streamside management area. The project site is not within an adopted or proposed habitat conservation plan. The project was referred to the Redding office of the DFG which did not respond with concerns. The area is developed on all four sides of the parcel. The Department finds no evidence that the project will result in a significant adverse impact on biological resources.

5. CULTURAL RESOURCES. Would the project:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. CULTURAL RESOURCES

Finding: The project will not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5; or of an archaeological resource pursuant to §15064.5; will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and will not disturb any human remains, including those interred outside of formal cemeteries.

Discussion: The existing residence is not considered a significant historical resource, nor are there any known structures in the area that meet these criteria. The project was referred to Sonoma State University for the previous subdivision and again to the Wiyot Tribe. Both agencies did not identify any potential cultural impacts and recommended approval of the project. Nonetheless, the conditions of project approval include a requirement that a note be placed on the Development Plan protecting archaeological resources should they be found during site development.

6. GEOLOGY AND SOILS. Would the project:

Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
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a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

6. GEOLOGY AND SOILS: POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Finding: The project has the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction.

Discussion: According to the County's slope instability rating maps, the parcel is located in an area with a rating of "0", or relatively stable, however the site is located within the Alquist-Priolo Fault Hazard Area. As such, the applicant has had both a Fault Evaluation Report (FER) and an R-1 soils report prepared. The R-1 report was reviewed by Building Staff and found to be in compliance with regards to preparation requirements. The FER was reviewed by an independent geologist (Giblin Associates) and found to be in compliance with the Alquist-Priolo Act. The report identified two areas that contain fault traces and shall be prohibited from development of structures intended for human habitation. Provided that development is sited outside the area of concern (see mitigation measure below) the potential risks will be mitigated to a less than significant level.

Mitigation Measure #1:

- *All proposed structures for human habitation shall be located outside of the fault trace areas located on the tentative map. These areas shall be clearly depicted on a Development Plan.*

6. GEOLOGY AND SOILS: NO IMPACT

Finding: The project will not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; and will not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Discussion: The Building Inspection Division did not identify any issues with expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994). The Uniform Building Code requires all structures in Humboldt County to be built in accordance with Zone 4, the most restrictive zone. These issues will be addressed upon the review of future Building Permits. The subject parcel is in an area served by community water and sewer. The proposed subdivision in-fills an established development pattern, and is consistent with the planned build-out of the area. The Building Inspection Division did not identify any concerns with regards to site suitability for commercial development. The Department finds that with the proposed mitigation that the creation of twelve additional lots within an area characterized as urban commercial will not have a substantial adverse impact on geology and soils.

7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

and, as a result, would it create a significant hazard to the public or the environment?

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| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

7. HAZARDS AND HAZARDOUS MATERIALS: NO IMPACTS

Finding: The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; will not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment; will not, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area; will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The project will not result in a safety hazard for people residing or working in the project area in terms of the nearby public airport.

Discussion: The project site is not included on a list of hazardous material sites, nor does the proposed subdivision involve routine transport, use or disposal of hazardous materials. According to the Fire Hazard map, the parcel is located in a low fire hazard area. The Arcata Fire Protection District has recommended approval of the project. The parcel is not within the State Responsibility Area (SRA) for fire protection so CDF was not referred. Furthermore, the applicant proposes to improve the road frontages with paving, curbs, gutters and sidewalks, thus mitigating the effects of the subdivision further since residents and emergency vehicles will be able to pass. The site is within 2 miles from the Arcata/McKinleyville airport, however, the proposed uses (commercial business park) are consistent with the Airport Land Use Compatibility Plan. The Department finds no evidence that the creation of twelve additional parcels in an area characterized as urban commercial will create, or expose people or property to, hazardous materials, or impair implementation of, or physically interfere with, an adopted emergency response plan.

8. HYDROLOGY AND WATER QUALITY. Would the project:

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| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater ta- | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ble level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

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| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

8: a), b), f) - j): HYDROLOGY AND WATER QUALITY: NO IMPACT

Finding: The project will not violate any water quality standards or waste discharge requirements; will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted); will not otherwise substantially degrade water quality; or place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; will not place within a 100-year flood hazard area structures which would impede or redirect flood flows; will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; will not result in inundation by seiche, tsunami, or mudflow.

Discussion: The proposed subdivision infills an established development pattern, and is consistent with the planned build-out of the area, in terms of the McKinleyville Community Plan (MCCP) adopted in 2002. The project site is an area served by community water and sewer. The McKinleyville Community Services District (MCSD) has indicated that it is able to provide water and sewer service to the proposed subdivision upon the payment of the appropriate fees. MCSD has not identified any concerns with regard to the project interfering with groundwater recharge. The Department finds no evidence indicating that the subdivision will violate any water quality or waste discharge standards, or otherwise substantially degrade water quality. According to the Flood Insurance Rate Map Panel #625, the project site is located in Flood Zone C, which is defined as "areas of minimal flooding", and is outside the 100- and 500-year floodplains. The project site is not within a mapped dam or levee inundation area, and is outside the areas subject to tsunami run-up.

As much of the previously pervious surface of the parcel will become paved or otherwise impervious as it develops, the applicant proposed a detention basin to handle any increased surface water runoff. The Department of Public Works has recommended that the applicant provide a complete hydraulic report assuring that the detention basin is sized appropriately. This option will satisfy the policy within the McKinleyville Community Plan requiring no net increase in stormwater runoff. The Department finds no evidence that the proposed project will result in significant hydrologic or water quality impacts.

8: c) - e): HYDROLOGY AND WATER QUALITY: LESS THAN SIGNIFICANT IMPACT

Finding: The project will not: substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; nor substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; nor substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Discussion: Given the project's potential for a future increase in impervious surface through the development of both paved access areas and future homes with paved driveways, the applicant was required to provide the P/W Department with a Drainage Report addressing downstream runoff. The parcel drains in a southwesterly direction eventually into a stormwater detention pond prior to release into the stormdrain system. The project will not alter a stream or river, nor is there any indication that the project is likely to result in flooding on- or off-site. All drainage will be detained on site. These drainage requirements will keep this alteration's impacts to a less than significant level.

9. LAND USE AND PLANNING. Would the project:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒

9: LAND USE AND PLANNING

Finding: The project will not physically divide an established community; will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and will not conflict with any applicable habitat conservation plan or natural community conservation plan.

Discussion: The project site is designated Commercial Services and Industrial General (CS/IG) by the McKinleyville Community Plan, and is zoned Business Park in addition to Qualified, Landscape/Design Control, Airport Safety Review, and Noise Impact combining zones. Commercial uses including office and manufacturing are primary and compatible uses within the CS/IG designation and is principally permitted in the MB zoning district. The neighborhood is characterized as urban commercial with residential uses to the south and the Arcata/McKinleyville Airport to the north. The creation of twelve additional parcels for commercial development is consistent with the zoning and land use density. The proposed subdivision infills an established development pattern, is consistent with the planned build-out of the area, and is consistent with the policies and regulations specified in the MCCP and Framework General Plan. There are no habitat conservation or natural community conservation plans proposed or adopted for this area. The Department finds there is no evidence that the project will result in significant adverse impact with regard to land use and planning.

10. MINERAL RESOURCES. Would the project:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

10: MINERAL RESOURCES

Finding: The project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Discussion: The project does not involve extraction of mineral resources. The project site is not, nor is it adjacent to, a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. The Department finds there is no evidence that the project will result in a significant adverse impact on mineral resources.

11. NOISE. Would the project result in:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

11: a): NOISE: POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Finding: The project has the potential to result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies unless mitigation is incorporated.

Discussion: This parcel is located within the Noise Impact combining zone due to the proximity to the Arcata/McKinleyville Airport. The combining zone requires that any residential use mitigate noise to provide a tolerable outside and inside noise level. As residential uses are not a principal use type but could be permitted with a Special Permit in the future, mitigation shall require a noise study to assure the noise levels are met. This mitigation measure shall be made a condition of approval and read as follows:

Mitigation Measure #2:

- *A noise study shall be required for any residential development proposed to demonstrate that interior and exterior noise level are within the limits identified in the McKinleyville Community Plan.*

11: a) - c), e), f): NOISE: NO IMPACT

Finding: The project will not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; and, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or for a project within the vicinity of a private airstrip, the project will not expose people residing or working in the project area to excessive noise levels. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Discussion: The proposed subdivision infills an established development pattern, and is consistent with the planned build-out of the area. No vibrations or groundborne noise level increases are expected by the project. The Department finds no evidence that the creation of twelve additional parcels in an area characterized as urban commercial will result in a significant adverse noise impact. The parcel is within 2 miles of the Arcata/McKinleyville airport but the proposed uses are consistent with the Airport Land Use Compatibility Plan.

11: d): NOISE: LESS THAN SIGNIFICANT IMPACT

Finding: The project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Discussion: The short-term impacts by construction crews paving the access roads and building the future structures can be considered less than significant. These are normal sounds that can be expected in commercial areas which still have room to grow. They will be temporary in nature. The project is within a Noise combining zone with potential noise impacts due to the close proximity to the Arcata/McKinleyville Airport. See Mitigation Measure #2 above.

12. POPULATION AND HOUSING. Would the project:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construc-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

tion of replacement housing elsewhere?

12: POPULATION AND HOUSING

Finding: The project will not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Discussion: The proposed subdivision does not propose residential development but could be proposed in the future and require a Special Permit. The proposed subdivision will result in the creation of 12 parcels that would be available for commercial development. The Department finds no evidence that the project will result in a significant adverse impact on population and housing.

13. PUBLIC SERVICES.

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

13: PUBLIC SERVICES

Finding: The project will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, other public facilities.

Discussion: The proposed parcels will take access off of Airport Road via Boeing Avenue. The roads will be improved by paving and installing curbs, gutters and sidewalks along the street frontages. The property is not zoned for residential use so the payment of parkland dedication fees in lieu of the creation of a park were not required. The proposed subdivision infills an established development pattern, and is consistent with the planned build-out of the area. The project will result in a slight increase in the demand for existing services such as fire protection, police protection, schools and other public facilities, but this increase would be within the capabilities of the existing infrastructure and services, per agency comments. All of the public service agencies have either recommended approval or conditional approval of the project, or had no comment. No issues were identified with regard to the provision, construction or maintenance of public services. The Department finds no evidence that the project will result in a significant adverse impact on public services.

14. RECREATION.

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14: RECREATION

Finding: The project will not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Discussion: The project does not include recreational facilities. The property is not zoned for residential use so the payment of parkland dedication fees in lieu of the creation of a park were not required. The Department finds no evidence that the project will require construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

15. TRANSPORTATION/TRAFFIC. Would the project:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

15: a) and b): TRANSPORTATION/TRAFFIC: LESS THAN SIGNIFICANT IMPACT

Finding: The project will not significantly cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) and exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

Discussion: The creation of 12 new parcels will contribute a minimal amount of traffic within the McKinleyville area. In addition, the traffic study found that the proposed development based on existing traffic levels and with Airport Road as a two-lane roadway, would result in circulation levels of service at the study-area intersections of C or better at full project buildout. Level of service C is characterized as "stable flow, with acceptable delay, where backups may develop behind turning vehicles and most drivers feel somewhat restricted." The project is conditioned to provide improvements as outlined in the Department of Public Works Subdivision Requirements dated September 1, 2006.

15: c) - g): TRANSPORTATION/TRAFFIC: NO IMPACT

Finding: The project will not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; will not substantially increase hazards due to a design feature; will not result in inadequate emergency access or parking capacity; and will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Discussion: Because of the LUD's comments, the Department finds there is no evidence that the project will: cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections), nor result in a change in air traffic patterns, nor result in inadequate emergency access, inadequate access to nearby uses or inadequate parking capacity, nor increase traffic-related hazards, or conflict with adopted policies supporting transportation. The project meets the requirements of the ALUCP for the Arcata/McKinleyville airport, the closest public airport, which is less than 2 miles away. There are no private airstrips nearby and all parking must be provided for on-site.

16. UTILITIES AND SERVICE SYSTEMS. Would the project:

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accom-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

moderate the project's solid waste disposal needs?

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

☐ ☐ ☐ ☒

16: UTILITIES AND SERVICE SYSTEMS

Finding: The project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; or require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; or result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; or be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or comply with federal, state, and local statutes and regulations related to solid waste.

Discussion: The creation of twelve additional parcels for commercial development is not expected to negatively impact the utilities and service systems mentioned above. The parcel will be served by community water and sewer; the McKinleyville Community Service District has indicated that it will be able to provide the necessary services upon the payment of the appropriate fees. The development and maintenance of the required stormwater facility will further mitigate the need for off-site drainage facilities. The Department finds there is no evidence that the creation of twelve additional parcels in an area characterized as urban commercial will result in a significant adverse effect to utilities and service systems.

17. MANDATORY FINDINGS OF SIGNIFICANCE.

	Poten- tially Signifi- cant	Potentially Significant Unless Mitigation Incorp.	Less Than Signifi- cant Im- pact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

17: MANDATORY FINDINGS OF SIGNIFICANCE

Finding: The project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; or have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

Discussion: Based on the project as described in the administrative record, comments from reviewing agencies, a review of the applicable regulations, and discussed herein, the Department finds there is no evidence to indicate the proposed project:

- Will have the potential to degrade the quality of the environment, reduce the habitat of a fish or wildlife species, threaten to eliminate a plant or animal community or eliminate important examples of the major periods of California history or pre-history;
- Will have the potential to achieve short-term to the disadvantage of long-term environmental goals;
- Will have impacts that are individually limited but cumulatively considerable; or
- Will have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

17: b) MANDATORY FINDINGS OF SIGNIFICANCE: LESS THAN SIGNIFICANT IMPACT

Finding: The project could have impacts that are individually limited, but cumulatively considerable. ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Discussion: Any discretionary land use permit could be considered to have effects that are cumulatively significant. A twelve parcel subdivision in an area where urban services are provided is not considered to be a project of this type. The zoning and land use designations which came into effect in 2002 with the adoption of the McKinleyville Community Plan years ago specifically with this type of development in mind. For these reasons, Staff finds this project's individual and cumulative impacts to be less than significant.

19. DISCUSSION OF MITIGATION MEASURES, MONITORING, AND REPORTING PROGRAM

Mitigation Measure #1 will require the building exclusion area to be mapped on the Development Plan. Mitigation Measure #2 will require a noise study if any residential development is proposed.

20. EARLIER ANALYSES.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 16063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

- a) Earlier analyses used. Identify earlier analyses and state where they are available for review.

Draft Program EIR, Airport Business Park, June 1997, Humboldt County Planning Division.

- b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects are addressed by mitigation measure based on a the earlier analysis.

See 20.a above

c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

See 20.a above

19: MITIGATION MEASURES, MONITORING, AND REPORTING PROGRAM

The following table lists the required mitigation measures, including the method of verification, monitoring schedule, and the responsible party.

Resource(s)	Measure No.	Summary of Mitigation Measure	Method of Verification	Monitoring Schedule	Responsible Party
Geology and Soils	1	In order to minimize geologic hazards the applicant/owner shall: Requirements: <ul style="list-style-type: none"> All proposed structures for human habitation shall be located outside of the fault trace areas located on the tentative map. These areas shall be clearly depicted on a Development Plan. 	Placed on Development Plan	Notated on the Development Plan prior to map recordation.	Owner/applicant
Noise	2	In order to minimize noise impacts on site, the applicant/owner shall: <u>Requirements:</u> <ul style="list-style-type: none"> A noise study shall be required for any residential development proposed to demonstrate that interior and exterior noise level are within the limits identified in the McKinleyville Community Plan. 	Prior to any residential construction.	At such time building permits are applied for residential structures.	Owner/applicant

HCCDS = Humboldt County Community Development Services Building and Planning Divisions
 LUD = Land Use Division of Department of Public Works
 DEH = Environmental Health Division of Health Department
 DFG = California Department of Fish and Game
 CDF = California Department of Forestry and Fire Protection
 NCUAQMD = North Coast Unified Air Quality Management District

ATTACHMENT 5

Referral Agency Comments and Recommendations

Referral Agency	Recommendation	Location
Building Inspection Division	Approval	On file with Planning
Public Works Land Use Division	Conditional Approval	Memorandum dated October 19, 2018 Attached Subdivision Requirements - Attached as Exhibit A, Attachment 1
Division Environmental Health	Approval	On file with Planning
McKinleyville Community Services District	Approval	On file with Planning
California Department of Fish and Wildlife	No response	
Arcata Fire Protection District	Approval	On file with Planning
Northwest Information Center at Sonoma State University	Conditional Approval	On file with Planning
Wiyot Tribe	Conditional Approval	On file with Planning
PG&E	Approval	On file with Planning



DEPARTMENT OF PUBLIC WORKS
COUNTY OF HUMBOLDT

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL
McKINLEYVILLE
FAX 839-3596

PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA
FAX 445-7409

CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388

AVIATION 839-5401

ADMINISTRATION 445-7491
BUSINESS 445-7652
ENGINEERING 445-7377
FACILITY MAINTENANCE 445-7493

NATURAL RESOURCES 445-7741
NATURAL RESOURCES PLANNING 267-9540
PARKS 445-7651
ROADS & EQUIPMENT MAINTENANCE 445-7421

LAND USE 445-7205

LAND USE DIVISION INTEROFFICE MEMORANDUM

TO: Trevor Estlow, Senior Planner, Planning & Building Division

FROM: Robert W. Bronkall, Deputy Director *TD*

DATE: 10/19/2018

RE: **MOSER PROPERTIES –STEVE MOSER, APN 511-461-015 &-016, FMS 18-003, APPS# 14262**

PRIOR TENTATIVE MAP: The proposed project had a tentative map that expired. The proposed tentative map is identical to the expired tentative map. Improvements plans were previously prepared for the expired tentative map and were approved by the Department of Public Works. These improvement plans may be used for the new project.

The deviations from the previously approved improvement plans include:

- No parking signs
- Private road signs
- Sidewalk along the west side of Boeing Avenue
- LID requirements (to be constructed at the time of individual lot development)

DRAINAGE: The proposed project is the third phase of the Airport Business Park. The second phase included a storm water detention basin that should have been sized to accommodate build-out of the entire project. The applicant's engineer should review the drainage report and verify that the drainage basin is still adequately sized based upon the proposed phase. If not, the drainage report should be amended to reflect the proposed phase.

AIRPORTS: The Department requires that all building permit applications for the subject property be reviewed for and found to be in compliance with the latest adopted ALUCP and County Code 333-1 et seq. **The density of the existing and proposed project must not exceed those permitted in the ALUCP.**

PRELIMINARY SUBDIVISION REPORT: A *preliminary report* was submitted in lieu of a *preliminary subdivision report* as specified in County Code Section 323-6(c).

RIGHT OF WAY: The proposed right of way widths for Beechcraft Way and Learjet Way are less than minimum County Standards. An exception request is needed. The Department can support an exception request for a reduced right of way for these roads.

// END //