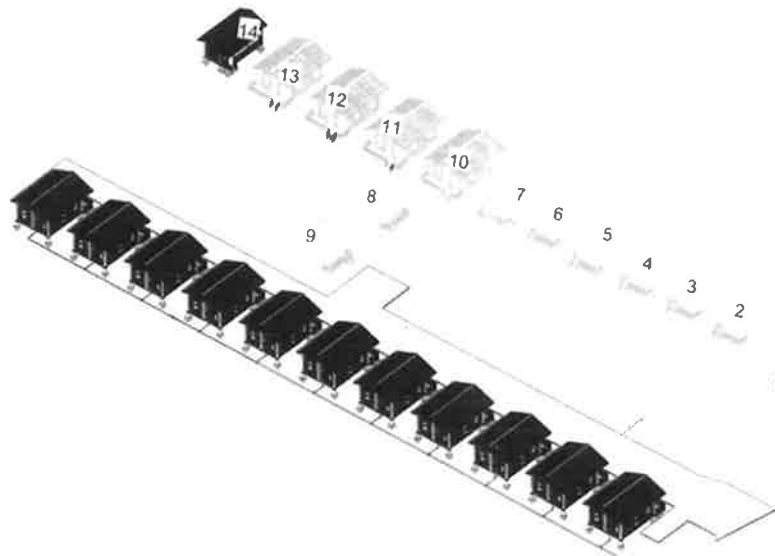


Initial Study and Proposed Mitigated Negative Declaration

Flores Rezone, General Plan Amendment, and Use Permit

February 2019



Prepared By
Del Norte County
Community Development Department
Planning Division
981 H Street, Suite 110
Crescent City, California 95531

www.co.del-norte.ca.us

Project Information Summary

1. **Project Title:** Flores Rezone, General Plan Amendment, and Use Permit
R1901 - GPA1901 - UP1906
2. **Lead Agency Name and Address:** Del Norte County
Community Development Department, Planning Division
981 H Street, Suite 110
Crescent City, CA 95531
3. **Contact Person and Phone Number:** Taylor Carsley
(707) 464-7254
4. **Project Location and APN:** 1600 Northcrest Drive, Crescent City, CA
116-160-023
5. **Project Sponsor's Name and Address:** Victorio Monteil
680 E. Colorado Blvd
Pasadena, CA 91106
6. **County General Plan Land Use:** General Commercial
7. **County Zoning:** Light Commercial (C2), High Density Multi-Family Residential (R3)
8. **Description of Project:**

The project consists of amending the zoning, land use designation, and issuing a Use Permit for a Planned Community on Northcrest Drive. The property is within the unincorporated Crescent City urban boundary and served by public sewer and water. The zoning is currently commercial and residential, and the land use is commercial. The proposed zoning would be Planned Community with an underlying land use of Multi-Family Residential. Surrounding sites are generally commercial in nature with residential properties behind the project area. The 1.25-acre property currently contains two houses and eight single-family studio bungalow units with undeveloped space. The applicant has completed basic repair and maintenance activities on the existing units, and connected to community water supply. The Planned Community would consist of the development of an additional 15 one-bedroom cottages to total 24 units on the property along with a common laundry room. Adequate parking would be developed on-site. The bungalows and cottages are proposed to be rented as low-income units. Buildout is proposed to occur in three phases.
9. **Surrounding Land Uses and Settings:** Commercial and residential
10. **Required Approvals:** Board of Supervisors
11. **Other Approval (Public Agencies):** N/A
12. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21.080.3.1? If so, has consultation begun?**

Native American tribes, traditionally and culturally affiliated with the project area have been notified of the project application completion and the beginning of the AB 52 consultation period pursuant to PRC §21.080.3.1.

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 and Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology / Water Quality	<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.


 Taylor Carsley, Planner

2/22/2019
 Date

Table of Contents

Project Information Summary.....	2
Environmental Factors Potentially Affected	3
Determination	3
1. Aesthetics	5
2. Agriculture and Forest Resources	5
3. Air Quality.....	6
4. Biological Resources.....	7
5. Cultural Resources.....	8
6. Geology and Soils	8
7. Greenhouse Gas Emissions	9
8. Hazards and Hazardous Materials.....	10
9. Hydrology and Water Quality.....	11
10. Land Use and Planning	12
11. Mineral Resources.....	13
12. Noise.....	13
13. Population and Housing	14
14. Public Services	15
15. Recreation	15
16. Transportation/Traffic.....	16
17. Tribal Cultural Resources.....	16
18. Utilities and Service Systems.....	17
19. Mandatory Findings of Significance	18

1. Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) In non-urbanized areas, substantially degrade the existing visual character or public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- No scenic vistas exist in the project area.
- No scenic resources exist in the project area.
- The project would not degrade the existing visual character or public views of the site and its surroundings. The project would involve the addition of dwelling units on a parcel surrounded by development within the Crescent City urban boundary of the County. The character of the surrounding area is commercial with residential areas located nearby.
- The property currently contains one single family residence with eight studio residential units which produce some amount of nighttime lighting as do other residential areas. The increase to a maximum of 24 residential units with a laundry building would indeed contribute to some nighttime lighting, but is expected to be less than significant through project design. The County requires that lighting be arranged so that no annoying glare is directed or reflected towards residences or residential districts. There is a residential use and residential zoning that exists around the property.

Mitigation Measure (1d): A condition shall be added to the Use Permit stating that lighting associated with the development of the parcel be designed to minimize light pollution including specific requirements that lighting be fully shielded and pointed downward

Timing/Implementation: Prior to final inspections of building permits

Enforcement: County Community Development Department

Monitoring: N/A

2. Agriculture and Forest Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
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) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- a-d. No agriculture or forest resources exist on-site or nearby. The project is located within an urban area and will have no impacts on agriculture or forest resources.

3. Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors or dust) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- The project would have no impact on the implementation of the air quality plan administered by the North Coast Unified Air Quality Management District (NCUAQMD). The district has published a Particulate Matter Attainment Plan in 1995 in response to regional nonattainment status of the inhalable particulate matter (PM10). It should be noted that monitoring has not documented any local exceedance of the state PM10 standard in Crescent City as it has elsewhere in the NCUAQMD. This project would not be expected to have any impact on the implementation of bringing the district into attainment status of criteria pollutants which have not been exceeded in Del Norte County.
- The project would not result in a cumulative considerable net increase of any criteria pollutant. Del Norte County is an attainment area for particulate matter and all other criteria pollutants designated by state and federal standards (California Air Resources Board, 2016). The development of 15 additional multi-family residential units with a

laundry facility would contribute to some level of pollutant increase due to construction activities and energy usage of the units. However, this would be considered insignificant in terms of impacts due to the attainment status of the local area.

- c. The project involving a slight increase in short-term emissions as a result of a small-scale construction project would not be expected to expose sensitive receptors to substantial pollutant concentrations.
- d. The project involves the construction of 15 additional small residential studios, a laundry room, flat work including driveways and parking areas, and drainage improvements. While the development activities would be expected to generate some amount of dust and exhaust from work equipment, the resulting emissions would be less than significant in their impact to a substantial number of people. There are five residential properties bordering the project area while the surrounding area is commercial in nature. The residential permitted use after construction activities would not be expected to result in emissions affecting any amount of people.

4. Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	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 state or federally protected wetlands (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"/>

Discussion of Impacts

- a-f. The project is located on an urban lot currently developed with nine residential units, mowed, and heavily impacted by past development and usage. The parcel is sparsely vegetated, contains no sensitive habitat, or wetlands. Non-native and ornamental plant species are prevalent on-site. The project location is surrounded by urban uses so it cannot be considered a migratory corridor. The site has been reviewed by the Environmental Review Committee and Del Norte County – Flores Rezone, General Plan Amendment, & Use Permit – R1901/GPA1901 & UP1906

a determination has been made that no biological resources exist on-site. Accordingly, no impacts to biological resources will occur as a result of this project.

5. Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a-c. No cultural resources are known to exist on-site. The project site is located in an urban area that has been impacted by ground disturbances and other urban activities for some time. A query of the County's cultural resources database was searched and no historical, archeological, or other resources are known to exist on-site or nearby.

6. Energy

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- The project will provide for a Planned Community of new or rehabilitated housing subject to 2016 California Building Code, which requires more stringent energy conservation than the original construction standards or the existing units. Additionally, the units are subject to Title 24 energy efficiency standards which ensure compliance with state-adopted thresholds for residential insulation.
- This project does not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency. All units will be developed in conformance with state and local building code.

7. Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects,				

including the risk of loss, injury, or death involving:				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- a. The project would not directly or indirectly cause substantial adverse effects involving earthquakes, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. The Planned Community is located on a flat urban parcel on the Crescent City coastal plain, which is not in proximity to a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, nor is it in an area noted as subject to liquefaction or landslides.
- b. The Planned Community would not result in substantial soil erosion or the loss of topsoil. The property is not located on any hillslope and is not subject to the substantial erosive effects of development that can occur on steeper slopes.
- c. The project is not located on a geologic unit or soil that is unstable. According to the Natural Resources Conservation Service, the property contains Halfbluff-Tepona-Urban Land, 0 to 2 percent slopes within the project area.
- d. The project area is not located on expansive soil as defined in the 1994 Uniform Building Code.
- e. The property is served by the community sewer system and soils would have no impact on the disposal of wastewater.
- f. The project area is not known to contain a unique paleontological resource or geologic feature. The Planned Community would have no impact on these resources.

8. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion of Impacts

- a. The project would not create significant impacts to the environment from GHG emissions. Some level of GHG would be emitted from construction activities associated with the development of 15 additional residential units, plus the use of those residences and associated daily activities. The North Coast Unified Air Quality Management District (NCUAQMD) has not yet adopted a plan, policy, or regulation for reducing GHG emissions, however, the state has adopted several regulations related to GHG emissions reduction. These include efforts to reduce tailpipe emissions and diesel exhaust produced by fuel-combustion engines. The development proposed would not generate GHG emissions in an amount that would have a significant impact on the environment.
- b. The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose or reducing GHG emissions.

9. Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	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 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- a. The project would not cause a hazard to the public through the routine transport, use, or disposal of hazardous materials. This is a residential Planned Community project that would not involve hazardous materials.

- b. The project would not cause a hazard to the public or environment through reasonably foreseeable accident conditions involving the release of hazardous materials into the environment. This residential Planned Community is unlikely to involve the use of hazardous materials.
- c. The project would not create hazardous emissions or require the handling of hazardous waste. No impacts would occur to schools within one-quarter mile for this residential Planned Community.
- d. This project is not located on a site which is included on any list of hazardous materials sites.
- e. This project is located within two miles with Del Norte County Airport (Jack McNamara Field), which has adopted an Airport Land Use Compatibility Plan (ALUCP). Additionally, the project is within the Airport Influence Area but outside of future noise contours that have yet to be established by the ALUCP. The project would create a residential Planned Community made up of single-story residential units over one mile from the airport property. Given the fact that the ALUCP estimates future areas for noise contours well outside of the project area, and that the project is relatively minor in only establishing 24 residential units, no impacts would occur with airport land use compatibility.
- f. This project establishes 24 multi-family residential units in proximity to commercial and residential zones within the Crescent City urban boundary. The project also fronts and directly accesses Northcrest Drive, an urban arterial route with close access to US Highway 101. No impacts are expected to occur in regard to interference with any emergency response plan.

10. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional source of polluted runoff; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- a. The project would not violate any water quality standards or waste discharge requirements. The Planned Community would consist of multi-family residential units with no commercial uses that would contribute to degradation of ground water quality.
- b. The project would not decrease groundwater supplies or interfere with groundwater recharge rates. The Planned Community would utilize community water service that sources water from the Smith River.
- c.i. The project would not result in substantial erosion or siltation on-site.
- c.ii. The project involves not only the construction of 15 additional residential units, but access driveways, parking areas, and other flat work which would contribute to an increase in area of impermeable surfacing on-site. This could increase surface runoff to some degree due to a reduced ability of the infiltration of precipitation into the ground. A reduced area available for water infiltration could lead to on-site and off-site flooding if not mitigated. No stormwater systems exist nearby to capture runoff exiting the property. The applicant would be required to address this by implementing engineered stormwater retention features on-site. The application includes preliminary plans for installing retention devices on-site to make up for the increase of impermeable surfacing. These initial submittals have not yet been approved by the County Engineering Division, and may need adjusting in order to be acceptable as mitigation to the Division. Mitigation in the form of Use Permit conditioning to ensure that a drainage plan is submitted for the review and approval by the Division would ensure that impacts related to surface runoff and flooding would be considered less than significant.

Mitigation Measure (10c.ii): The Use Permit shall include conditioning that requires the applicant to submit final engineered plans for the review and approval by the County Engineering Division for the on-site retention of stormwater and runoff prior to issuance of the permit.

Timing/Implementation: Prior to issuance of the Use Permit

Enforcement: County Engineering Division, and Planning Division

Monitoring: N/A

- c.iii. As discussed in c.ii., the project would add an increased amount of impermeable surfacing which could increase stormwater runoff on- and off-site without appropriate mitigation incorporated into the project. Northcrest Drive and adjacent county roads south and west of the property do not contain improved stormwater drainage systems, so drainage systems would have to be located on-site to ensure off-site impacts do not occur. As mentioned above, the applicant has submitted preliminary on-site stormwater retention plans to reduce the amount of runoff water available to create impacts on-or off-site. These plans are preliminary and have not yet been accepted by the County Engineering Division as mitigating all impacts related to runoff water exceeding the capacity of the non-existent local stormwater drainage systems. As such, incorporated mitigation would include conditioning the Use Permit to require the applicant to submit engineered plans for the review and approval of the County Engineering Division prior to issuance. Mitigation 10c.iii matches that of 10c.ii since it will serve to reduce both potential impacts to a less than significant status.

Mitigation Measure (10c.iii): The Use Permit shall include conditioning that requires the applicant to submit final engineered plans for the review and approval by the County Engineering Division for the on-site retention of stormwater and runoff prior to issuance of the permit.

Timing/Implementation: Prior to issuance of the Use Permit

Enforcement: County Engineering Division, and Planning Division

Monitoring: N/A

11. Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------	--------------------------------	---	------------------------------	-----------

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation of an agency adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- a. The proposed project would not physically divide an established community. The areas surrounding the project site are mixed use, with commercial and residential uses. Further, this project would not effectively change the current use of the property. The project does not affect access into another neighborhood, community, or adjacent properties. No impacts to division of communities would occur as a result of this project.
- b. This project would not cause any impacts related to a conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. The property is currently used residentially, with approximately eight existing residences on-site. The rezone, land use designation amendment, and use permit would allow for the expansion of the existing community on-site, and ensure consistency between land use and zoning, which is currently not the case.

12. Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	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"/>

Discussion of Impacts

a-b. No mineral resources are known to exist on site, which is an urbanized parcel located on a coastal plain generally known not to contain mineral resources.

13. Noise

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

airport, would the project expose people residing or working in the project area to excessive noise levels?				
---	--	--	--	--

Discussion of Impacts

- a. While the project would not be expected to generate substantial temporary or permanent increases in noise levels in the vicinity, the project itself involves the construction of multi-family residential development that is considered “noise sensitive” in the Del Norte County General Plan. New sensitive land uses such as multi-family residential development is required to be protected from exposure to excessive noise. This project site is located adjacent to Northcrest Drive, an urban arterial road that is a busy north-south thoroughfare and a stationary noise producer.

The General Plan establishes that residential uses should be buffered from noise levels in excess of 62 Ldn (Day Night Average Sound Level). Table 2-1 in Chapter 2 of the General Plan establishes that a 293-foot buffer is necessary from the centerline of Northcrest Drive (actually noted as Lake Earl Drive between Washington Boulevard and Blackwell Lane in Table 2-1) to reach the 65 Ldn contour. The subject property is approximately 325 feet wide on the south property line, where the majority of the new units are expected to be constructed. As such, a 293-foot buffer of residential construction from the centerline of Northcrest Drive is impractical and unsuitable for the full buildout, much less any addition of residential units on the subject property. It is worth noting that the majority of the property inside of areas that experience more than 65 Ldn is currently zoned Multi-Family Residential. To maintain consistency with the General Plan, and to meet the intent of its policies that call for a reduction of residential exposure to stationary noise levels, the Planned Community Use Permit could address this through mitigation. Ways to mitigate for the exposure to noise levels in excess of General Plan standards could include the design of residential units to incorporate recognized construction materials that reduce indoor noise levels.

Mitigation Measure (13a): A condition shall be added to the Use Permit for the Planned Community advising the siting of a noise sensitive use within an area of outdoor noise levels in excess of that recognized as compatible in the General Plan. A condition shall be added to the Use Permit that requires the developer to incorporate design features and/or construction materials in the new residential units that are designed for and recognized to reduce exposure to noise levels within 293 feet of the centerline of Northcrest Drive.

Timing/Implementation: During plan check of the building permits, consistency with the Use Permit and the mitigating condition would be contained in the plans prior to issuance.

Enforcement: Building Inspection Division, Planning Division

Monitoring: N/A

- b. The project would not generate any excessive groundborne vibration or noise levels. The development of up to 15 additional residential units, plus a laundry facility and related construction activities would generate some amount of temporary noise increases above existing ambient levels, but they would be less than significant in their duration and effect on surrounding commercial or urbanized residential uses.
- c. While the project is located within two miles of an airport and is within the scope of the Del Norte County Airport Land Use Compatibility Plan, no noise contours have yet been established that exist on or over the project site. Further, the project site is located completely outside of estimated airport noise contours generated from the County General Plan in 2003. No noise impacts would occur from nearby airport activities on this project.

14. Population and Housing

Would the project:	Potentially Significant	Less Than Significant Impact	Less Than Significant	No Impact
--------------------	-------------------------	------------------------------	-----------------------	-----------

	Impact	with Mitigation Incorporated	Impact	
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- The project would not induce substantial unplanned population growth to an area, directly or indirectly. The addition of affordable housing in the county is an activity that is highly encouraged through recent state legislation and in the most recent 2015 update of the Housing Element of the General Plan. The addition of up to 14 affordable housing units located in an urban infill area would not impact the community through substantial growth that necessitates increased public services or extension of public infrastructure.
- The project would not displace people or housing. This project proposes the development of affordable residences that provides the community with increased housing.

15. Public Services

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

- The project would not result in substantial adverse impacts associated with the need for new or altered governmental facilities and/or public services. The site is located in an urban area surrounded by commercial and residential uses. The project is in close proximity to police and fire protection services that already serve the property and surrounding uses. The addition of 14 additional residential units to the property would not substantially burden public parks or schools. The Del Norte Unified School District imposes school mitigation fees based on the square footage of new construction of residential units. This fee is paid to the District prior to issuance of the corresponding building permits. No impacts are expected to occur to public services in the community based on the scope and setting of the project site.

16. Recreation

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	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 checked="" type="checkbox"/>	<input 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"/>

Discussion of Impacts

- a. The project would increase the amount of residential units existing in the area by 15 to a total of 24. As such, a slight increase in the use of existing public parks could be expected to increase incrementally if housing is utilized by residents new to the area as opposed to those from within the area that are simply relocating nearby. As such, the project would be expected to have no impacts or very insignificant impacts to the ample open space and outdoor recreation facilities and areas that the County contains.
- b. The project does not propose recreational facilities at all. No impacts would occur as a result of new recreational facilities.

17. Transportation

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a-d. This project would have no transportation-related impacts. A traffic impact study (TIS) was completed by DPR Enterprises that assesses potential impacts caused by the project to the nearby circulation system, including Northcrest Drive and Washington Boulevard. The TIS assessed turning movement counts and AM/PM peak traffic flows at certain study intersections. The TIS indicated that there are no operational deficiencies at the study intersections and that traffic would operate at acceptable levels of service as a result of the project. The project would not impact a program, plan, ordinance or policy addressing circulation systems. The project would not substantially increase design hazards or result in inadequate emergency access.

18. Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

No impacts to tribal cultural resources are anticipated as a result of this project. The project site is located in an urban area that has been impacted by ground disturbances and other urban activities for some time. A query of the County's cultural resources database was searched and no historical, archeological, or other resources are known to exist on-site or nearby. Additionally, a member of a local Native American tribe is represented on the Environmental Review Committee and no issues related to impacts as a result of this project were brought to the attention of the lead agency. No consultation requests were received from local Native American tribes that are traditionally or culturally affiliated with the project area.

19. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion of Impacts

a-e. The project would not have any impact on utilities and service systems. The project will connect additional residential units to the community sewer system and has already been connected to the city water system. No public stormwater facilities would be required as a result of this project. The project shows no indication of generating solid waste in excess of state or local standards and would comply with federal, state, and local management reduction statutes related to solid waste.

20. Wildfire

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Impacts

a-d. The project site is located in a Local Responsibility Area for fire management. The project site and surrounding areas are heavily urbanized and have very low wildfire risk. No part of the proposed project would exacerbate the risk of wildfire or affect any adopted emergency response plan.

21. Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially reduce the number or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

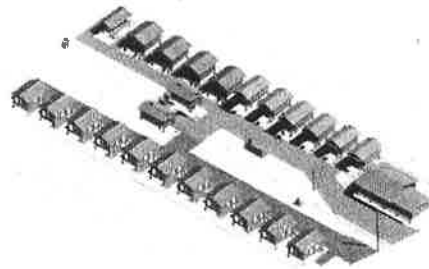
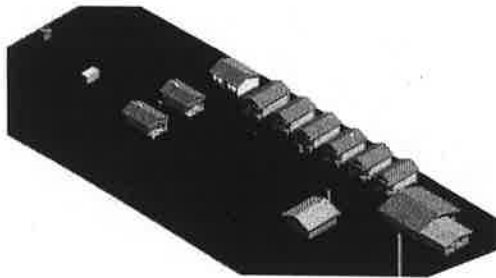
restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental 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 type="checkbox"/>	<input checked="" 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"/>

Crescent City Bungalow Village

Zone Change Application Package

Creative Studio, LLC

Date: September 4, 2018



Contents

Completed Application Form	1-2
Environmental Questionnaire	3-4
On-site Water Information/Sewer Info	5-6
Grant Deed	7-21
Project Info Supplement and Assessor's Parcel Map	22-24
Floor Plans and Building Elevations	25-29
General Construction Notes	30-31
Electrical Floor and Ceiling Plans	32
Parking Plan	33
Plan of Operation	34-35
Preliminary Hydraulic and Drainage Plan	36
Rezone Petition	37-38
Grading Plan	39
Traffic Impact Analysis	40-60

03/2011

County of Del Norte
Community Development Department
 981 H Street, Suite 110
 Crescent City, CA 95531
 (707) 464-7254

ENVIRONMENTAL QUESTIONNAIRE

To be completed by applicant (please print or type)

APPLICANT Jose Natividad Flores-Cortes

PHONE 323 481-1645

ADDRESS 3847 Westside Ave. Los Angeles, CA 90008

PROJECT LOCATION 1600 Northcrest Dr. Crescent City CA 95531

ASSESSOR PARCEL NUMBER(S) 116-160-23

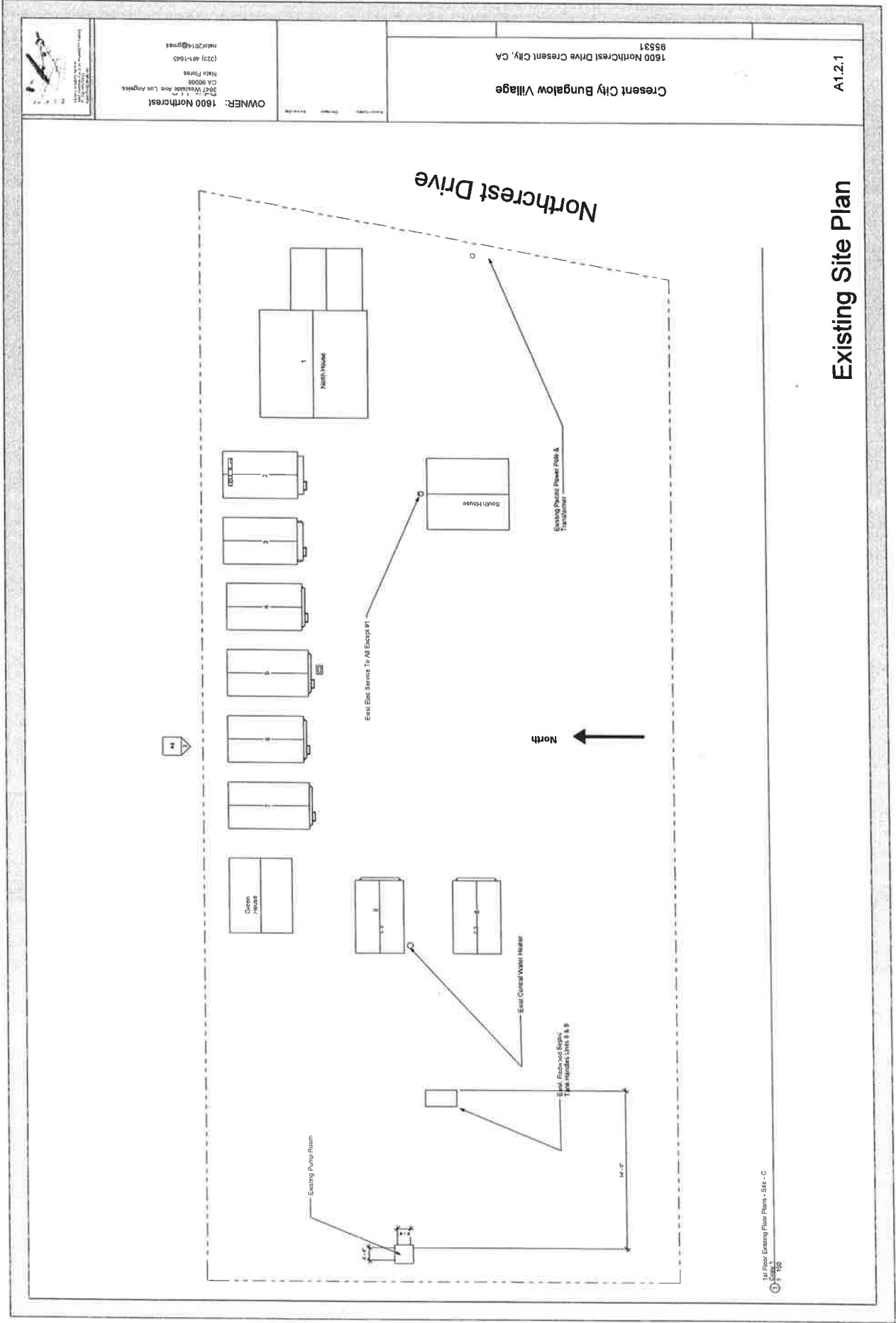
PROJECT DESCRIPTION _____

Change the existing site sewer line and connect the two units not on municipal sewer to it. Connect the property to municipal water. Upgrade the electrical power. Refurbish 3 existing units and refurbish all of the porches. Design and construct a minimum of 15, one bedroom cottages and one common laundry room. Change the zoning to planned community.

Please indicate how the following issues apply to the proposed project. Attach a discussion of all the items checked "yes, or for items checked "no" based upon mitigations designed into the project or resulting from a professional evaluation. Include copies of any professional evaluations which have been done addressing any of the below questions.

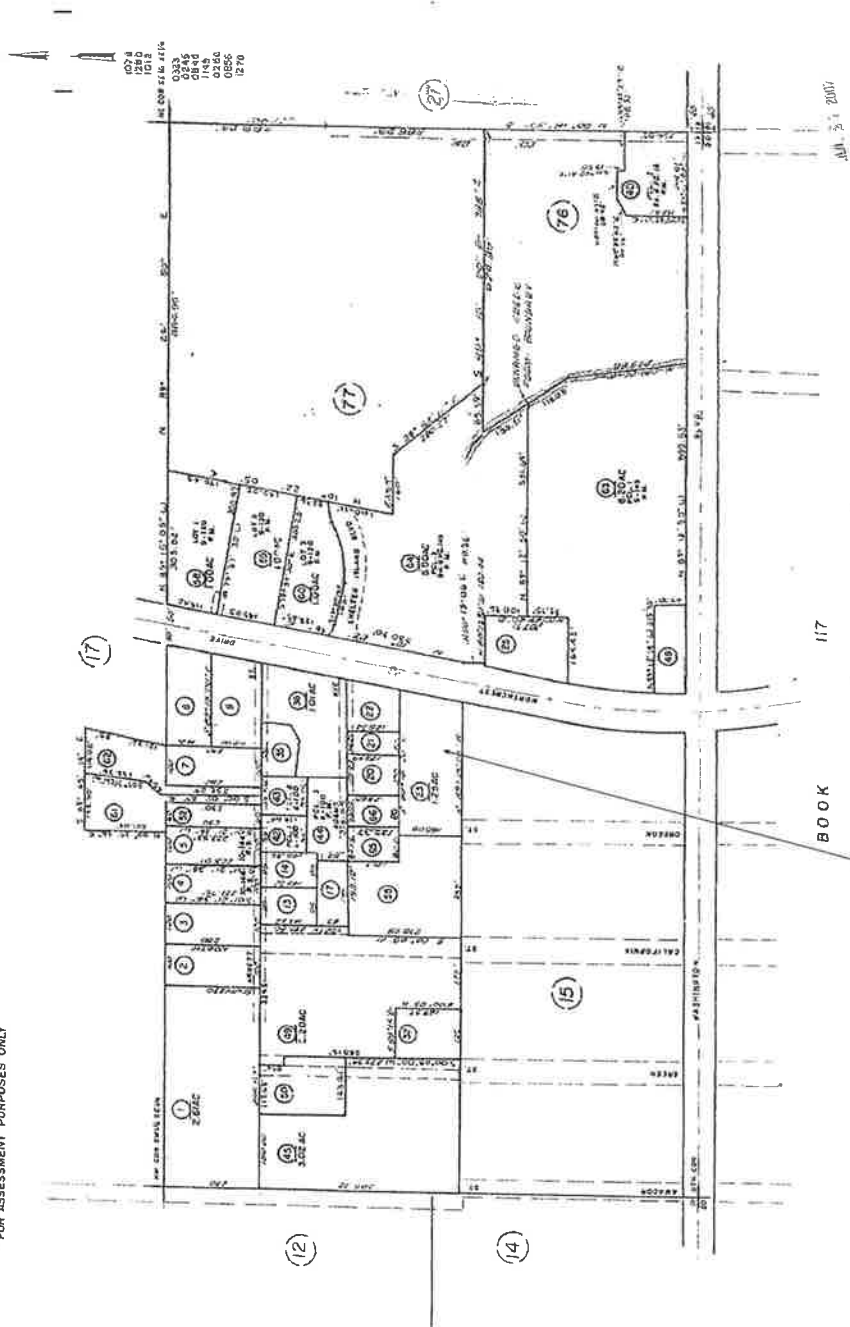
Will there be: (circle YES or NO)

- 1) Grading of soil, construction upon new or old fill, or exposure of people or property to geologic hazards (landslides, earthquakes, ground failure, etc.)? YES / ☒ NO
- 2) ☒ NO Air emissions such as dust or smoke, the creation of odors or fumes, or greenhouse gas emissions? YES /
- 3) Use of a source of potable water for this project which may eliminate or severely limit use by existing or future development in the adjacent area? YES / ☒ NO
- 4) Any significant change in drainage patterns, flood flows or absorption rate, or any development within a flood hazard area? YES / ☒ NO
- 5) Any discharge into surface or ground waters, or alterations of water quality due to sewage discharge, soil disturbance or the introduction of chemical uses? YES / ☒ NO
- 6) Any change in or impact upon any known rare or endangered plant or animal species, or sensitive habitat area including wetlands, estuary or riparian corridor? YES / ☒ NO
- 7) Any exposure of people to existing or future severe noise levels? YES / ☒ NO
- 8) Any lighting or construction material which could glare into the surrounding area? YES / ☒ NO



POR. S¹/₂ SE¹/₄ SEC. 17, T. 16 N., R. 1 W., H. B. & M.

**THIS IS NOT AN OFFICIAL MAP
FOR ASSESSMENT PURPOSES ONLY**



PROJECT LOCATION

BOOK 117

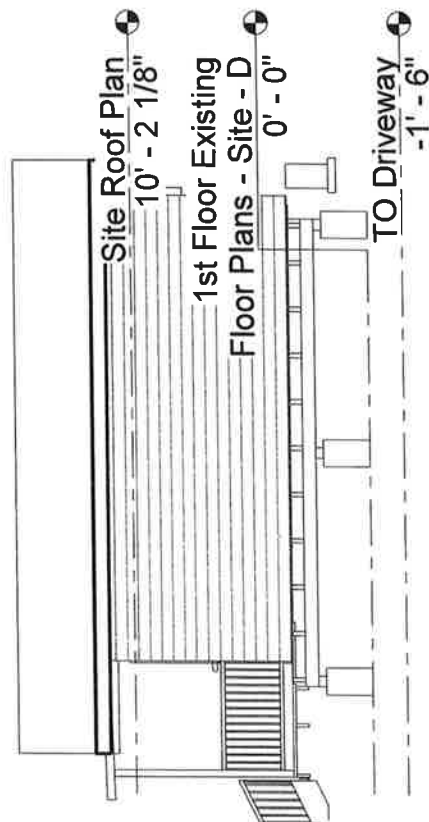
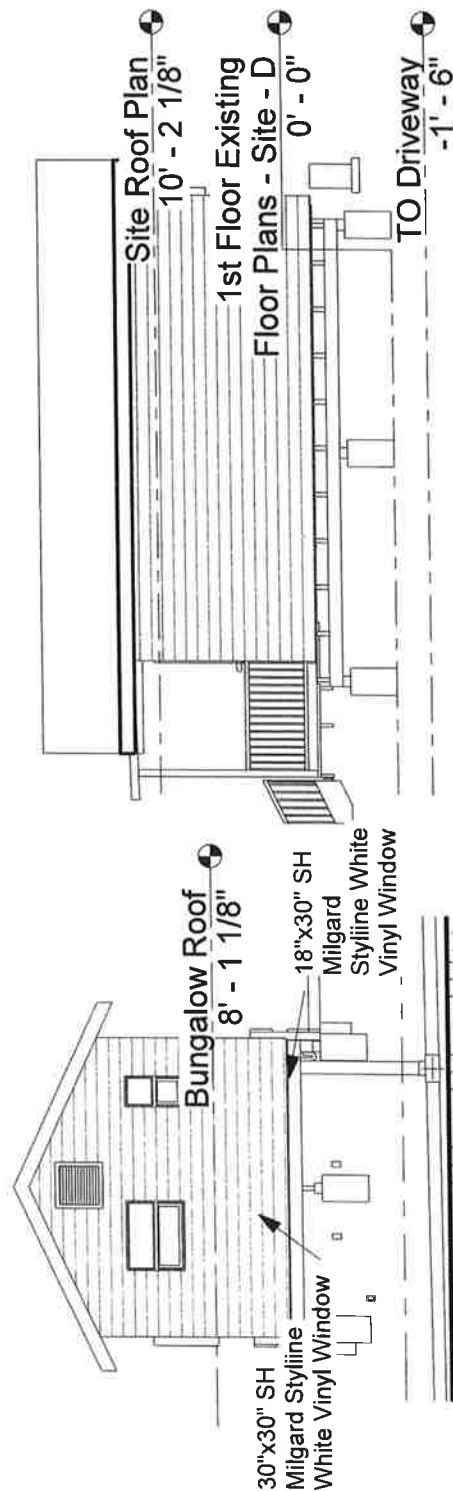
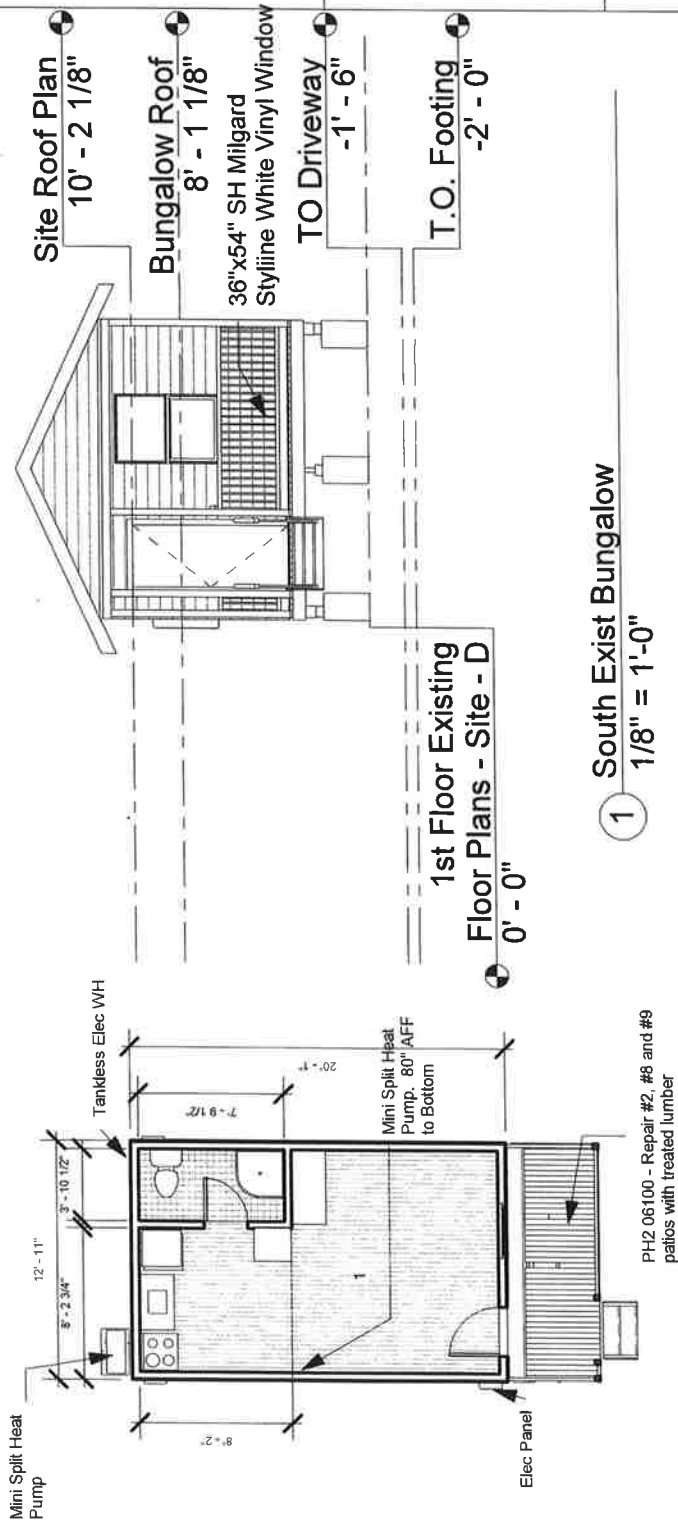
Current Assessor's Parcel Map

A1.2.2


Crescent City Bungalow Village
1600 Northcrest Drive Crescent City, CA 95531

OWNER: 1600 Northcrest
3647 Westside Ave. Los Angeles
CA 90008
Natalio Flores
(323) 461-1645
natalio2014@gmail





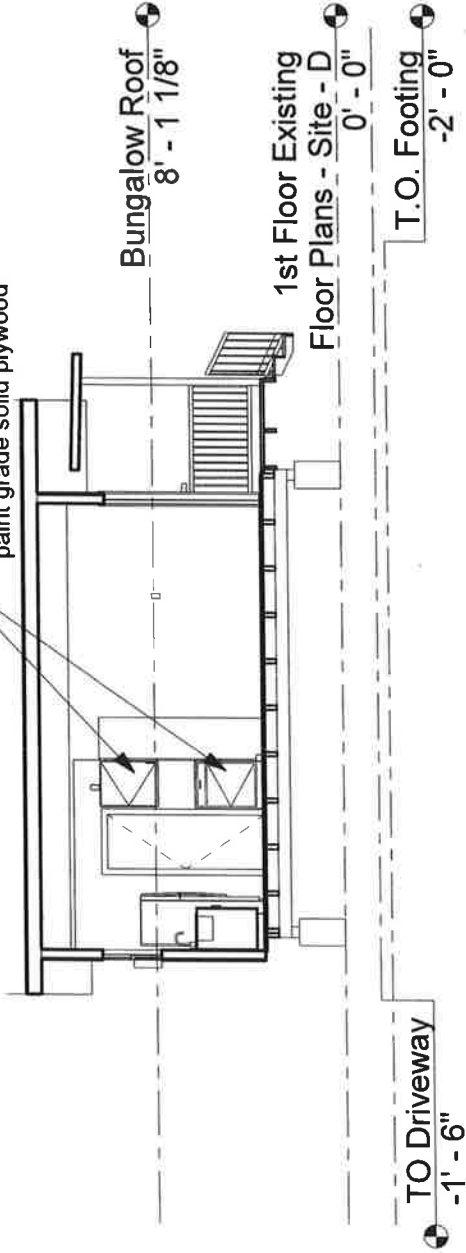
Sheet Name: Bungalow Floor Plans and Elevations		Date: 07/19/18	Rev No.	Rev Date:	Submittal Set
Sheet Name: Bungalow Floor Plans and Elevations	1600 Northcrest Drive, Crescent City CA, 95531	Architect: Creative Studio, LLC 52 E. Colorado Blvd. Victorio Montell designer@kstudio.com (818) 415-5490	Structural Engineer: (323) 481-1645 natof2014@gmail.com	Other Consultant: (323) 481-1645 Nato Flores 3847 Westside Ave. Los Angeles, CA 90008 natof2014@gmail.com	Owner: 1600 Northcrest Drive, LLC 3847 Westside Ave. Los Angeles, CA 90008 Nato Flores (323) 481-1645 natof2014@gmail.com



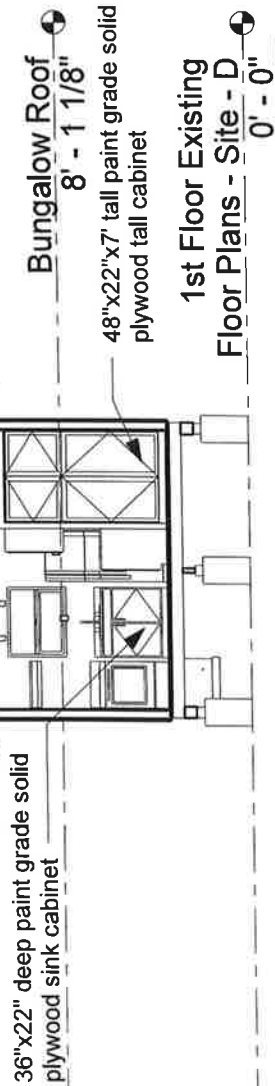
Flores Consulting Services
3847 Westside Ave. | Los Angeles | CA 90008 |
P: 323 481-1645 |
natof2014@gmail.com

Page 25

22"x22" deep base and 24"x12" deep wall cabinet. Both are paint grade solid plywood



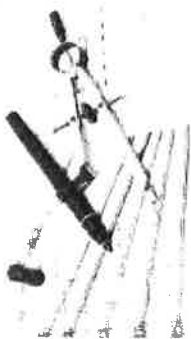
1 Section 3 - W - Exist Bungalow - C
1/8" = 1'-0"



2 Section 4 - N - Exist Bungalow - C
1/8" = 1'-0"

Sheet Name: Bungalow Interior Sections		Date: 07/19/18		Rev No.	Rev Date:	Submittal Set			
A9	Bungalow Village Crescent City	1600 Northcrest Drive, Crescent City CA, 95531	Architect:	Creative Studio, LLC	52 E. Colorado Blvd.	Victorio Montell	designer@krstudio.com (818) 415-5490	Structural Engineer:	
			Mechanical Engineer:	Flores Consulting Services, LLC	3847 Westside Ave. Los Angeles, CA 90008	Nato Flores	nato2014@gmail.com (323) 481-1645	Other Consultant:	
Owner:		1600 Northcrest Drive, LLC	3847 Westside Ave. Los Angeles, CA 90008	Nato Flores	nato2014@gmail.com (323) 481-1645	Nato Flores	(323) 481-1645	nato2014@gmail.com	

Flores Consulting Services
3847 Westside Ave. | Los Angeles | CA 90008 |
P: 323 481-1645 |
nato2014@gmail.com



Page 26

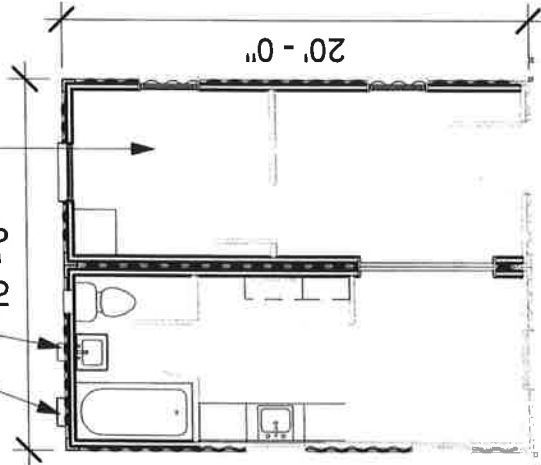


The structural elements of the cottages are composed of 2 8X20 high cube shipping containers (typ.)

Bungalow Roof
8' - 1 1/8"

Elec Panel
Elec Water Heater

16' - 0"



1 New Cottage Floor Plan PH 2 - C
1/8" = 1'-0"

Phase 2 06220-1
2-24"x22" deep base
2-24"x12" deep wall cabinets.
1-30"x22" deep sink cabinet.
All are paint grade solid plywood

1st Floor Existing
Floor Plans - Site - D

0' - 0"

TO Driveway

-1' - 6"

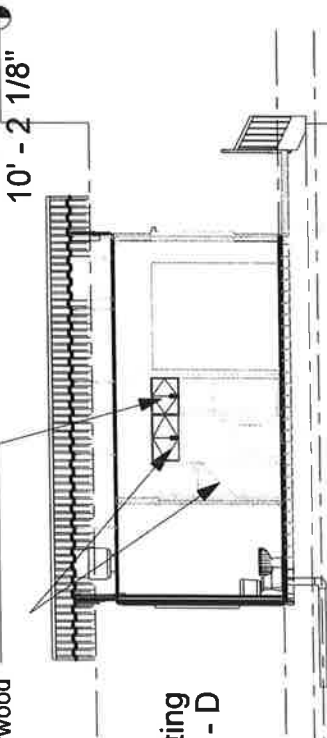
T.O. Footing

-2' - 0"

2 Section - Int East New Cottage - C
1" = 10'-0"

Phase 2 06220-1
1-24"x12" wall cabinet
1-30"x12" wall cabinet
1-24"x22"x7' tall cabinet
All are paint grade solid plywood

Site Roof Plan
10' - 2 1/8"



1st Floor Existing
Floor Plans - Site - D

0' - 0"

T.O. Footing

-2' - 0"

3 Section - West Int New Cottage - C
1" = 10'-0"

TO Driveway

-1' - 6"

Flores Consulting Services
3847 Westside Ave. | Los Angeles | CA 90008 |
P: 323 481-1645 |
natof2014@gmail.com

Owner:
1600 Northcrest Drive, LLC
3847 Westside Ave, Los Angeles, CA 90008
Nato Flores
(323) 481-1645
natof2014@gmail

Mechanical Engineer:
Flores Consulting Services, LLC
3847 Westside Ave, Los Angeles, CA 90008
Nato Flores
natof2014@gmail.com
(323) 481-1645
Other Consultant:

Architect:
Creative Studio, LLC
52 E. Colorado Blvd, Victorio Montell
designer@kstudio.com
(818) 415-5490
Structural Engineer:

Crescent City
Bungalow Village
1600 Northcrest Drive, Crescent City, CA, 95531

Sheet Name: Cottage Floor Plan and Sections

A16



A17

Sheet Name: Cottage Ext. Elevations

Crescent City
Bungalow Village

1500 Northcrest
Drive, Crescent City
CA, 95531

Date: 07/19/18

Architect:
Creative Studio, LLC
552 E. Colorado Blvd.
Victorio Montelli
designer@kstudio.com
(818) 415-5490
Structural Engineer:

Rev No.	Rev Date:
---------	-----------

Mechanical Engineer:

3847 Westside Ave. Los Angeles, CA 90008
Nato Flores
nato2014@gmail.com
(323) 481-1645

Other Consultant:

Rev Date:

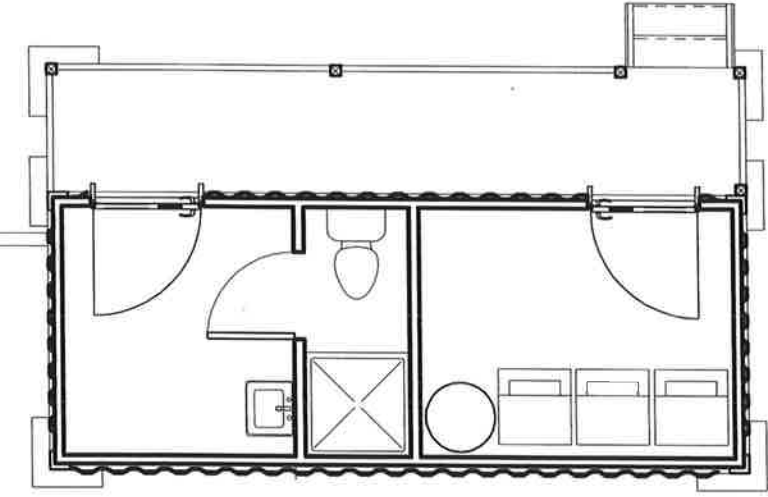
Owner:

1600 Northcrest Drive, LLC
3847 Westside Ave. Los Angeles, CA 90008

Nato Flores
(323) 481-1645
nato2014@gmail

Submission Set

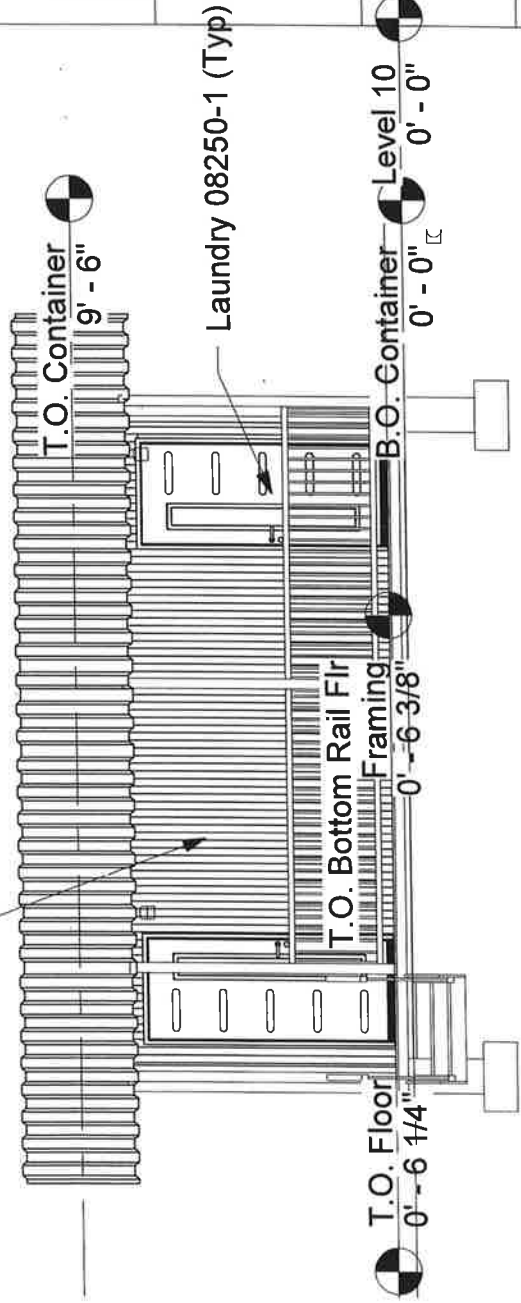
Flores Consulting Services
3847 Westside Ave. | Los Angeles | CA 90008 |
P: 323 481-1645 |
natof2014@gmail.com



The structural elements of the laundry room are composed of 2 8X20 high cube shipping containers (typ.)

2 Laundry Room Floor Plan - PH 3

3/16" = 1'-0"



1 Laundry Room West Elevation


3/16" = 1'-0"

Sheet Name: Laundry Room Plan		Date: 07/19/18		Rev No.	Rev Date:	Submittal Set
Crescent City Bungalow Village 1600 Northcrest Drive, Crescent City CA, 95531		Architect: Creative Studio, LLC 52 E. Colorado Blvd. Victorio Montell designer@kstudio.com (818) 415-5490		Mechanical Engineer: Flores Consulting Services, LLC 3847 Westside Ave. Los Angeles, CA 90008 Nato Flores natof2014@gmail.com (323) 481-1645		Owner: 1600 Northcrest Drive, LLC 3847 Westside Ave. Los Angeles, CA 90008 Nato Flores natof2014@gmail.com (323) 481-1645
Flores Consulting Services 3847 Westside Ave. Los Angeles CA 90008 P: 323 481-1645 natof2014@gmail.com		Other Consultant:				





Flores Consulting Services
3847 Westside Ave. | Los Angeles | CA 90008 |
P: 323 481-1645 |
natof2014@gmail.com

Sheet Name: Scope of Work Notes Driveway & Existing		Date: 07/19/18		Rev No.	Rev Date:	Submittal Set
A25		Crescent City Bungalow Village 1600 Northcrest Drive, Crescent City CA, 95531	Architect: Creative Studio, LLC 52 E. Colorado Blvd. Victorio Montell designer@krsstudio.com (818) 415-5490 Structural Engineer:	Other Consultant:		
				Mechanical Engineer: Flores Consulting Services, 3847 Westside Ave, Los Angeles, CA 90008 Nato Flores natof2014@gmail.com (323) 481-1645 Owner: 1600 Northcrest Drive, LLC 3847 Westside Ave, Los Angeles, CA 90008 Nato Flores (323) 481-1645 natof2014@gmail.com		

- 15400 Plumbing
1. New floor glass shower pan, DrainLine SHBW-1440742-01 QWALL-4 Shower Enclosure 30"x30"
 2. Install American Standard 0611.004.020 corner lavatory
 3. Install American Standard Colony 2 piece 1.28 GPF Single Flush Round White Toilet Model #221DA104.020
 4. Install a new sixteen single compartment 18 gauge stainless steel sink with single lever faucet of solid construction. Cabinet must be at least 24" deep. American Standard Colony Pk.
 5. Call out to bid #205S E322283C.075
 6. Install a new Bager garbage disposal, 1-1/2 HP, Model # BADGER 1
 7. Rheem Water Heater to be installed with Weststone 4443WPR 3/4" IPS Isolator EXP E2 Tankless Water Heater
 8. Service Valve Kit
 9. 6" sewer line
- All of the existing Bungalows and Cottages will have the following fixtures of all units are as follows:

- 15600 HVAC
1. Install 24" wide wall mounted stainless steel exhaust hood above range and duct through the attic to above the roof. Power vent roof jack flashing.
 2. Bosch 9000 BTU 0.75 Ton Ductless Mini Split Air Handler with Heat Pump - 230volt, 15 amp, 60Hz & 15(Inroof Unit Only)
 3. Install one ceiling mounted shower exhaust fan with light
 - 16000 Electrical (see the drawings for plug, light and switch placement)
 1. Install 1" Electric Range 240V, 40amp
 2. Install an outlet for a Bosch 9000 BTU 0.75 Ton Ductless Mini Split Air Handler with Heat Pump - 230volt, 15 amp.
 3. Duplex outlets outlets in the living room
 4. 1 duplex GFI outlets above the kitchen counter on each side of the kitchen sink
 5. 1 duplex GFI outlet in bathroom for the toilet and vanity
 6. 1 duplex GFI outlet in bathroom for the exhaust hood
 7. 1 under cabinet 110V outlet connected to a switch above the kitchen counter for the garage disposal
 8. 1,240V, 13amp outlet for a Rheem Tankless water heater per division 15400-6.
 9. 3 ceiling mounted light outlets along with switches for each one
 10. 1 wall mounted exterior light along with a switch

Phase 1 Site Work
Electrical & Plumbing Phase 1 Work
Code Compliance for all divisions of work is to be per the 2016 California Building Code. The CBC takes precedence if there is a conflict.

- 15400 Plumbing
1. Dig a trench alongside the existing 4" ABS pipe running along the North side of the North House and Bungalows 2-9. Install a new 4" ABS main sewer line with the existing 4" line. This line will serve all of the existing units to the new bathroom cottages and one new laundry room. The line is to be installed at a 1% slope with 4" of sand or gravel base underneath. The line is being replaced as it has sags in various locations causing the sewer to back up regularly.
 2. All existing units (1-9) are to be connected to the new 4" line with 4"x6"x3" wye combination and 8th bend fittings.
 - 15490 Water Services & Storage Tank - Work Performed in the Field
 1. Connect the main water supply to the main city water supply via a 4" water meter to serve all units up to Phase 4. Use Schedule 40 PV pipe and maintain a minimum of 24" of top soil cover on all plastic pipe. Transition of copper pipe above grade.
 2. Install two new 500 gallon 45 degree cone bottom plastic storage tanks on elevated structural steel stands to supplement city supply.
 3. The tanks are to include a float controlled filler valve
 4. The tanks are to include a platform to elevate it to a height of 10' to its base
 5. The tanks is to include an overflow pipe
 - 16000 Electrical - Work Performed in the Field
 1. Replace existing old electrical main service with a new modern distribution equipment mounted on a 6" concrete service pad
 2. The concrete 6" service pad will be placed over 4" of base. The slab is to have a 12"x12" thickened edge.
 3. Run two 4" schedule conduits from the existing power pole to the new electrical service location at 3' deep in a 2' wide trench.

Note:
Donald Krivanak at 707 4657402 or donald.krivanak@pacificorp.com.
See the Electric Service Requirements at www.pacificpower.net/conizer.html Contact County of Del Norte at 707 4647229 for permit requirements and fees.

Phase 1 Detailed Scope of Work Notes:
Driveway:
Code Compliance for all divisions of work is to be per the 2016 California Building Code. The CBC takes precedence if there is a conflict.

- 02840 On Site Concrete Driveway (all concrete and CMU grout is to be 3,000 PSI strength concrete):
1. New driveway is to be constructed of cast in place 6" cast in place concrete. Concrete is to be 3,000 PSI over 4" of crushed gravel or sand base.
 2. Saw cut a 1/2" deep groove each way down the middle of the driveway and every 6' O.C. within 24 hours the concrete is to be finished.
 3. The driveway footprint is to be excavated to compensate for the concrete and sand base thickness.
 4. Construct new concrete steps leading up to the bungalow cottages.

Phase 1 Detailed Scope of Work Notes:
Work for Bungalows 2, 8 and 9
Code Compliance for all divisions of work is to be per the 2016 California Building Code. The CBC takes precedence if there is a conflict.

- 02110 Demolition
1. The existing redwood septic tank that serves units 8 & 9 will be pumped empty and filled with sand.
 2. Demolish the existing South House
 3. Demolish the existing Green House
 4. Remove the existing siding as required for repair

04200 Masonry

 1. Construct a trash enclosure with 6' high 8", 24"x12" Flng & 6" slab over 4" base

06500 Metals

 1. Demolish and install a double metal gate at the trash enclosure
 2. Install 4" diameter 42" high grouted bollards at each corner of the new electrical distribution equipment

06100 Framing & Siding

 1. Repair the floor framing as needed.
 2. Repair damaged wall, roof and floor framing as required by installing T1-11 vertical siding over two layers of 15# tar paper.
 3. Install 1/2" sheetrock over the vapor barrier to allow for an air gap to serve as a rain screen
 4. Install 1/2" furring strips over the vapor barrier. Roof posts are 4x4, roof beam is 4x6, ledger is 2x6, posts are 2x4 and diagonal is 5/8" plywood.
 5. Repair railing at porch. Top and bottom rails are 2x4, posts are 4x4, pickets are 2x2.

Cabinets (see drawing for sizes)

 1. Install new 12" solid paint grade plywood cabinets as shown in elevations.
 2. Install 1/2" continuous 6" wide backing behind the plaster at the top of wall and base cabinets

Insulation

 1. Install R-30 insulation in the exterior vertical walls if needed.
 2. Install R-30 insulation in the attic space if needed
 3. Install R-30 insulation below the floor if needed

Vapor Barrier Wrap

 1. Install 15# air barrier or equivalent below wrap underneath the siding per manufacturer's instructions.
 2. Install two layers of 15# air barrier or equivalent below wrap underneath the siding per manufacturer's instructions.
 3. Install metal 2" drip edge flashing at the top of the door and window, and wherever there is a horizontal seam

- 07500 Roofing
1. Repair asphalt tile composition roof per applicable codes

07530 Sheet Metal and Roofing Specialties South House

 1. Fabricate the 20 gallon electric water heater galvanized mounting bracket (18" diameter x 12" high w/3/4" NPT drain line)
 2. Install roof sheet metal and flashings per applicable codes
 3. Install 7" flashing as described in division 06100 for the window, door and siding applications.

Doors

 1. Repair Entry doors as needed
 2. Repair interior doors as needed
 3. Exterior hardware is to be Schlage antique bronze locks and deadbolts keyed alike
 4. Interior hardware is to be Schlage antique bronze passage set on all doors except bathroom which is privacy

- 08400 Exterior Vinyl Windows
1. Replace any damaged existing windows with new dual glazed vinyl type
 2. The new windows are to be single hung, double glazed in white.

Lath and Plaster

 1. Repair interior lath and plaster using expanded metal lath with cementitious plaster finished with gypsum compound
 2. Pre-drill all screw holes that secure the metal lath to the existing wood lath

- 09310 Ceramic Tile
1. Ceramic tile bathroom are to be covered with octagon mosaic tile with black diamonds over a Schluter Kerdi membrane.
 2. The tile is Grecian White Octagon 12 in. x 12 in. x 10 mm Honed Marble Mesh-Mounted Mosaic Tile. It is available at The Home Depot.
 3. The shower wall is to be covered with 4"x4" white Home Depot tile over a Schluter Kerdi membrane and shower kit
 4. The shower pan is to be a corner type floorglass one piece unit or ceramic tile over a Schluter Kerdi membrane

- 09400 Granite
1. Install new granite counter tops over 5/8" plywood underlayment with 4" back splash on sink and dining room cabinets

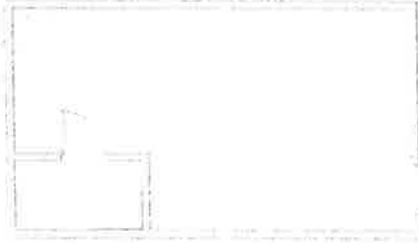
- 09900 Painting
1. Paint all plaster and gypsum surfaces with Behr Marquee Navorio white semi-gloss paint
 2. Paint all cabinets with Behr Marquee semi-gloss paint (color to be determined later)
 3. Paint all cabinets with white semi-gloss Behr Marquee paint
 4. Paint the exterior wood with two different colors of exterior Behr exterior paint. Surfaces are to be one color and trim is to be another

[illegible]

Sheet Name: Electrical Floor and Ceiling Plans		Date: 07/19/18	Rev No.	Rev Date:	Submittal Set
Architect: Creative Studio, LLC 52 E. Colorado Blvd. Victorio Montell designer@kstudio.com (818) 415-5490	Structural Engineer: Nato Flores 3847 Westside Ave. Los Angeles, CA 90008 nato2014@gmail.com (323) 481-1645	Mechanical Engineer: Flores Consulting Services, LLC 3847 Westside Ave. Los Angeles, CA 90008 nato2014@gmail.com (323) 481-1645	Owner: 1600 Northcrest Drive, LLC 1600 Northcrest Drive, Los Angeles, CA 90008 Nato Flores (323) 481-1645 nato2014@gmail.com	Owner: Flores Consulting Services 3847 Westside Ave. Los Angeles CA 90008 P: 323 481-1645 nato2014@gmail.com	

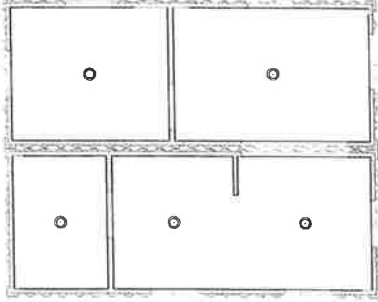
R

1 Electrical Plan - Bungalow
1" = 10'-0"



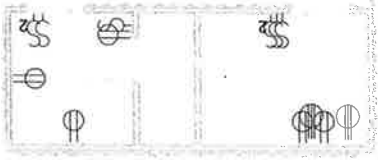
4 Ceiling Plan - Bungalow
1" = 10'-0"

2 Electrical Plan - Cottage
1" = 10'-0"

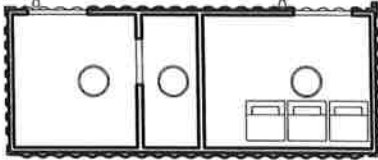


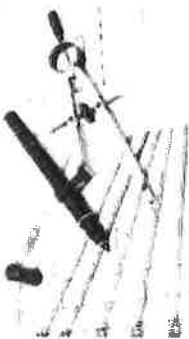
5 Ceiling Plan - Cottage
1" = 10'-0"

3 Electrical Plan - Laundry
1" = 10'-0"



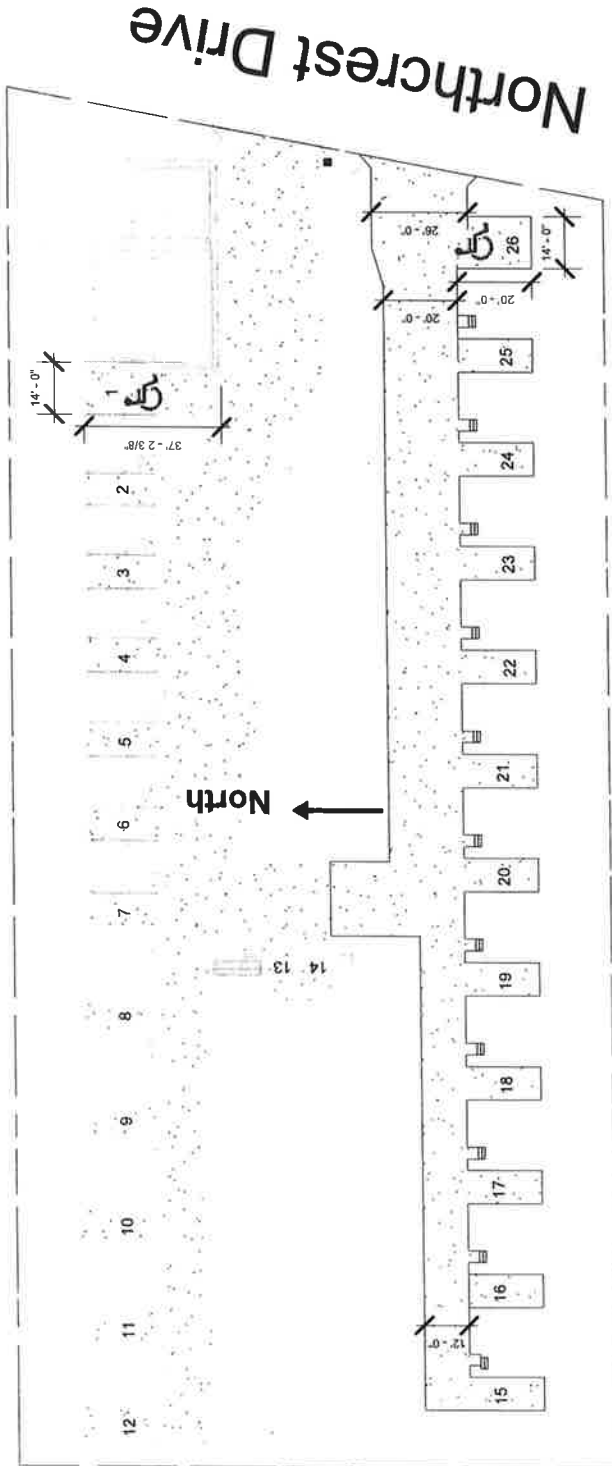
6 Ceiling Plan - Laundry
1" = 10'-0"





Flores Consulting Services
3847 Westside Ave. | Los Angeles | CA 90008 |
P: 323 481-1645 |
natof2014@gmail.com

- Notes:
1. Spaces 1 and 26 are sized and located for ADA accessibility
 2. Total Parking Spaces: 26



1 Parking Plan
1" = 50'-0"

Sheet Name: Parking Plan		Date: 07/19/18	Rev No.	Rev Date:	Submittal Set
P1	Crescent City Bungalow Village	Architect: Creative Studio, LLC 52 E. Colorado Blvd. Victorio Montell designer@krsstudio.com (818) 415-5490	Structural Engineer:	Other Consultant: Nato Flores 3847 Westside Ave. Los Angeles, CA 90008 natof2014@gmail.com (323) 481-1645	
	1600 Northcrest Drive, Crescent City CA, 95531	Owner: 1600 Northcrest Drive, LLC 3847 Westside Ave. Los Angeles, CA 90008 Nato Flores (323) 481-1645 natof2014@gmail.com	Mechanical Engineer: Flores Consulting Services, LLC 3847 Westside Ave. Los Angeles, CA 90008 Nato Flores natof2014@gmail.com (323) 481-1645		



Flores Consulting Services

3847 Westside Ave. | Los Angeles | CA 90008 | P: 323 481-1645 | natof2014@gmail.com

July 27, 2018

Taylor Carsley

Planner

County of Del Norte

981 H Street, Suite 110

Crescent City, CA 95531

Re: Operational Plan for Property – 1600 Northcrest Drive Crescent City CA 95531

Taylor:

Below is the development and operational plan for the property.

Description of Property as Acquired:

The property in Crescent City is a 1.25-acre lot consisted of; 2 houses, 8 studio bungalows and a small storage area. The bungalows were in state of disrepair and it was getting difficult for the management company (Ming Tree Realty) to rent them.

General Description of Development and Operations:

The overall plan upgraded the infrastructure and repaired the existing bungalows so they can be rented more easily. The long term plan is to construct an additional 15 one bedroom cottages and a common laundry room. The infrastructure was upgraded to handle the additional one-bedroom units.

The bungalow and cottages will be rented as low-income rental units. Potential renters that have housing assistance will be welcome to apply to rent the units. When all 24 units are in place four of them will be allocated for short-term rentals. It is our feeling that the short term rentals will help subsidize the low-income nature of the other 20 units.

There is a professional off-site property management firm (Ming Tree Realty) that manages the property. There will also be an onsite manager/handyman to handle on site issues and repairs.

The owners will visit the property once a quarter or more to access its operation and condition.

Physical Description of Planned Development

Phase 1 (Complete):

1. One house was demolished as was the storage area as they were not in a condition to be salvaged.
2. Sewer line was replaced and upgraded

3. The property has been connected to the city water supply
4. The electrical service was upgraded
5. A driveway was constructed as there was none existing
6. Three of the bungalow units were completely rehabilitated to like new condition
7. The remaining 5 bungalow units were partially remodeled.
8. The infrastructure was upgraded with a capacity to handle a projected additional 15 low income one bedroom cottages and a common laundry room

Phase 2

1. Construct one or two one-bedroom cottages. The number constructed in this phase will depend on the budget available.

Phase 3

1. Construct 2 or 3 one bedroom cottages depending on how many are constructed in phase 1.
2. Construct one common laundry room

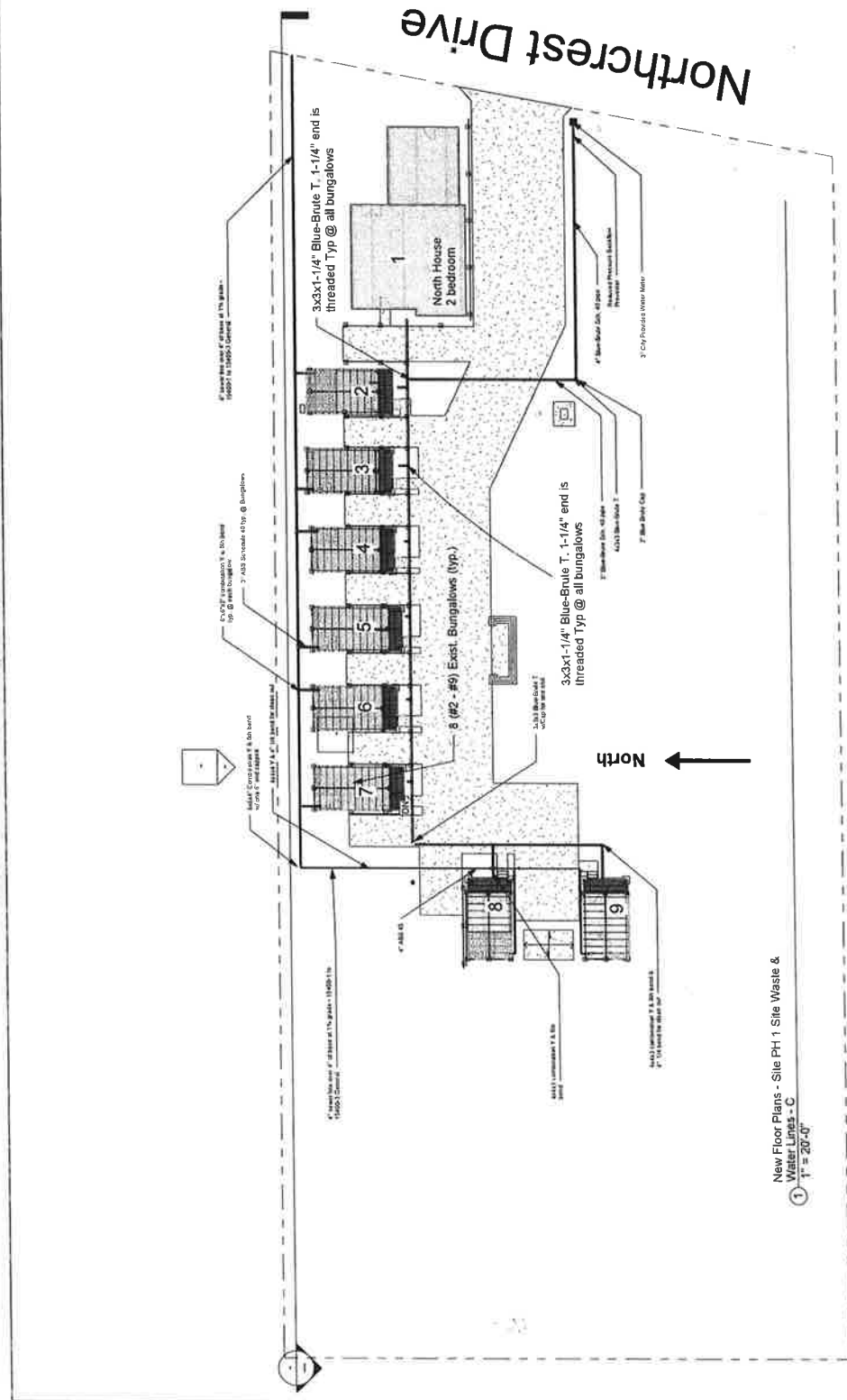
Phase 4

1. Construct an additional 11 one-bedroom cottages along the South property line.

Thank You

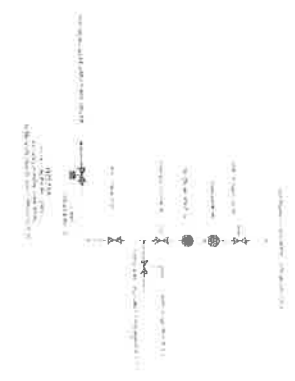
Jose Natividad Flores-Cortes

Jose Natividad Flores-Cortes



New Floor Plans - Site PH 1 Site Waste & Resources - G
1" = 20'-0"

Item	Quantity	Unit	Notes
1. 3x3x1-1/4" Blue-Brute T. 1-1/4" end is threaded Typ @ all bungalows	8 (#2 - #9) Exst. Bungalows (typ.)		
2. 3x3x1-1/4" Blue-Brute T. 4-1/4" end is threaded Typ @ all bungalows			
3. 3x3x1-1/4" Blue-Brute T. 1-1/4" end is threaded Typ @ all bungalows			
4. 3x3x1-1/4" Blue-Brute T. 4-1/4" end is threaded Typ @ all bungalows			
5. 3x3x1-1/4" Blue-Brute T. 1-1/4" end is threaded Typ @ all bungalows			
6. 3x3x1-1/4" Blue-Brute T. 4-1/4" end is threaded Typ @ all bungalows			
7. 3x3x1-1/4" Blue-Brute T. 1-1/4" end is threaded Typ @ all bungalows			
8. 3x3x1-1/4" Blue-Brute T. 4-1/4" end is threaded Typ @ all bungalows			
9. 3x3x1-1/4" Blue-Brute T. 1-1/4" end is threaded Typ @ all bungalows			



OWNER: 1600 Northcrest Drive, LLC 3847 Westside Ave, Los Angeles, CA 90008 Natio Flores (323) 481-1645 natio2014@gmail	Mechanical Engineer Flores Consulting Services, LLC 3847 Westside Ave, Los Angeles, CA 90008 natio2014@gmail.com (323) 481-1645 Other Consultant	Architect Creative Studio, LLC 52 E. Colorado Blvd. Victorio Montell (615) 415-6490 design@vstudio.com Structural Engineer	1600 Northcrest Drive Village Crescent City Bungalow Crescent City, CA 95531	A11
--	--	---	--	------------



Rezone Petition for 1600 Northcrest Drive

Please accept this Rezone Petition to allow an approx. 15 additional one-bedroom cottages and one common laundry area. The zoning will be changed to a planned community, as we are trying to maximize the allowed cottages at the site. The new cottages will keep to new code and will be a consistent better design throughout the site for better curb appeal in the neighborhood.

Please call or email if you have any questions.

Kind Regards,

Victorio Monteil

Creative Studio / Design Director

626.765.1114

GENERAL PETITION

WE, the undersigned, property owners in the area outlined on the attached map, which is presently designated C2 & R3 respectfully request that the designated area shown on the map be amended to- Planned Community -.

NAME AND ADDRESSASSESSOR'S PARCEL NUMBER(S)

Jose Natividad Flores-Cortes

Jose Natividad Flores Cortes, Manager

116-160-23

Verdel LaCour Flores

Verdel LaCour Flores, Manager

116-160-23

TRAFFIC IMPACT STUDY

CRESCENT CITY BUNGALOW VILLAGE

Del Norte County, Crescent City, CA

Prepared for:

Jose Natividad
Flores-Cortes

Prepared by:

DRP Enterprises LLC
Daniel Patneaude
Singer and Associates
Joanne Singer, P.E.
66201 Acoma Avenue, Unit 1
Desert Hot Springs, CA 92240
Phone: (206) 734-7765



August 2018

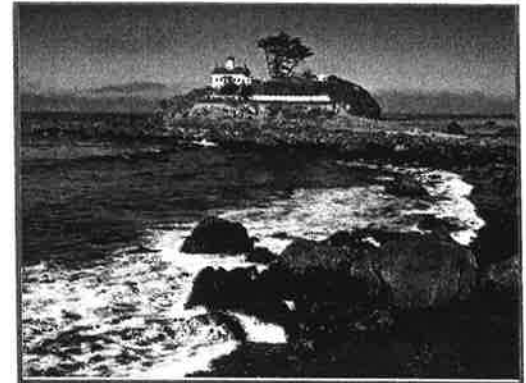


TABLE OF CONTENTS

EXECUTIVE SUMMARY	II
INTRODUCTION	1
I. A. Project Background	1
B. Project Area	1
II. EXISTING CONDITIONS	5
A. Existing Roadway Characteristics	5
B. Land Use / Accessibility	7
III. TRAFFIC VOLUMES	7
A. Existing Traffic Volumes	7
B. Background Traffic Volumes	8
C. Total Traffic Volumes	9
D. Capacity Analyses	11
IV. CONCLUSIONS AND RECOMMENDATIONS	12

LIST OF TABLES

Table 1: Future Traffic conditions @ Northcrest Drive / Project Site.....	12
---	----

LIST OF FIGURES

Figure 1: Study Area	5
Figure 2: Existing Lane Use and Traffic Control	7
Figure 3: 2018 TMC AM and PM Peak Hour Volumes	8
Figure 4: 2018 Ingress and Egress movements off Northcrest Drive (entrance).....	10
Figure 5: Trip Generated Distribution.....	10

APPENDICES

Appendix A: 2018 TMC AM / PM Peak Data Counts

Appendix B: 2018 Data Ingress/Egress Project Entrance

REFERENCES

Caltrans Traffic Manual and Transportation Guidelines
Del Norte County Transportation Commission
Del Norte County General Plan Transportation Element
Del Norte County General Plan Land Use Element Del
Norte County 2011 Regional Transportation Plan

Executive Summary

DRP Enterprises LLC has completed a Traffic Impact Study (TIS) for the proposed Crescent City Bungalow Village for Mr. Jose Flores-Cortes (Developer). The traffic study was prepared in accordance with the County of Del Norte and Caltrans requirements and guidelines presented in the Institute of Transportation Engineers' (ITE) *Traffic Access and Impact Studies for Site Development*. The TIS includes TMC, AM and PM Peak count data taken in accordance with the Caltrans Guide to Preparation of Traffic Studies.

The proposed project proposes to add 16 new bungalows (rental units) to a site with 8 existing bungalow units. The owner is submitting an application for Zone Reclassification from C2 and R3 to PC (Planned Community) for Multi Use Residential. The proposed new units have new structural and architectural details. Site work will also include water and sewer utilities and other improvements. The project scope includes 4 phases of construction improvements over a 2month period.

The proposed site is the location along west side Northcrest Drive just north of Washington Blvd and south of East Adams Avenue. The project is surrounded by a mix of light commercial and industrial uses. The site entrance will be directly off Northcrest Drive (existing) across from a vacant lot. The traffic impact study included the following study intersections based on the Caltrans Preparation of Traffic Studies and the request and requirements of the Del Norte County Environmental Review and Lot Split Committee Recommendation Item #4 dated 8/10/2018.

- Northcrest Drive and Washington Blvd.
Turning Movements - Ingress/Egress to
project site @ Entrance E/W

Turning movements and AM and PM counts were conducted at the study intersection and the data was used to evaluate the Existing, 2018 Background and 2018 Total Traffic conditions. The study intersection(s) are generally expected to operate with a LOS C or better under Existing, 2018 Background and 2018 Total Traffic conditions. Northcrest Drive has current acceptable LOS C conditions and is built to the arterial configuration as noted in the County of Del Norte's General Plan, Transportation and Circulation Element within the Plan.

The traffic signal warrant analysis concludes that that existing traffic signals in place are sufficient for continued LOS and based on the 2018 study conditions.

I. Introduction

A. Project Background

The Developer, Mr. Jose Flores Cortes, has proposed to construct the multi-use bungalow project in 4 phases over a 2 month period after project commencement. The proposed site access is to stay in the current access location with upgrades and improvements per County of Del Norte Engineering Division design standards. The proposed project is expected to be built in 4 phases which will include water and sewer utilities and other infrastructure improvements.

The final study intersections and turning movements for this project site were developed from Del Norte County Planning Staff and the Environmental Review / Lot Split Committee. The proposed project have included these requirements within this TIS to determine the full impacts of the completed project.

The major tasks completed for this study include:

TMC, AM/PM Peak at the following study intersections:

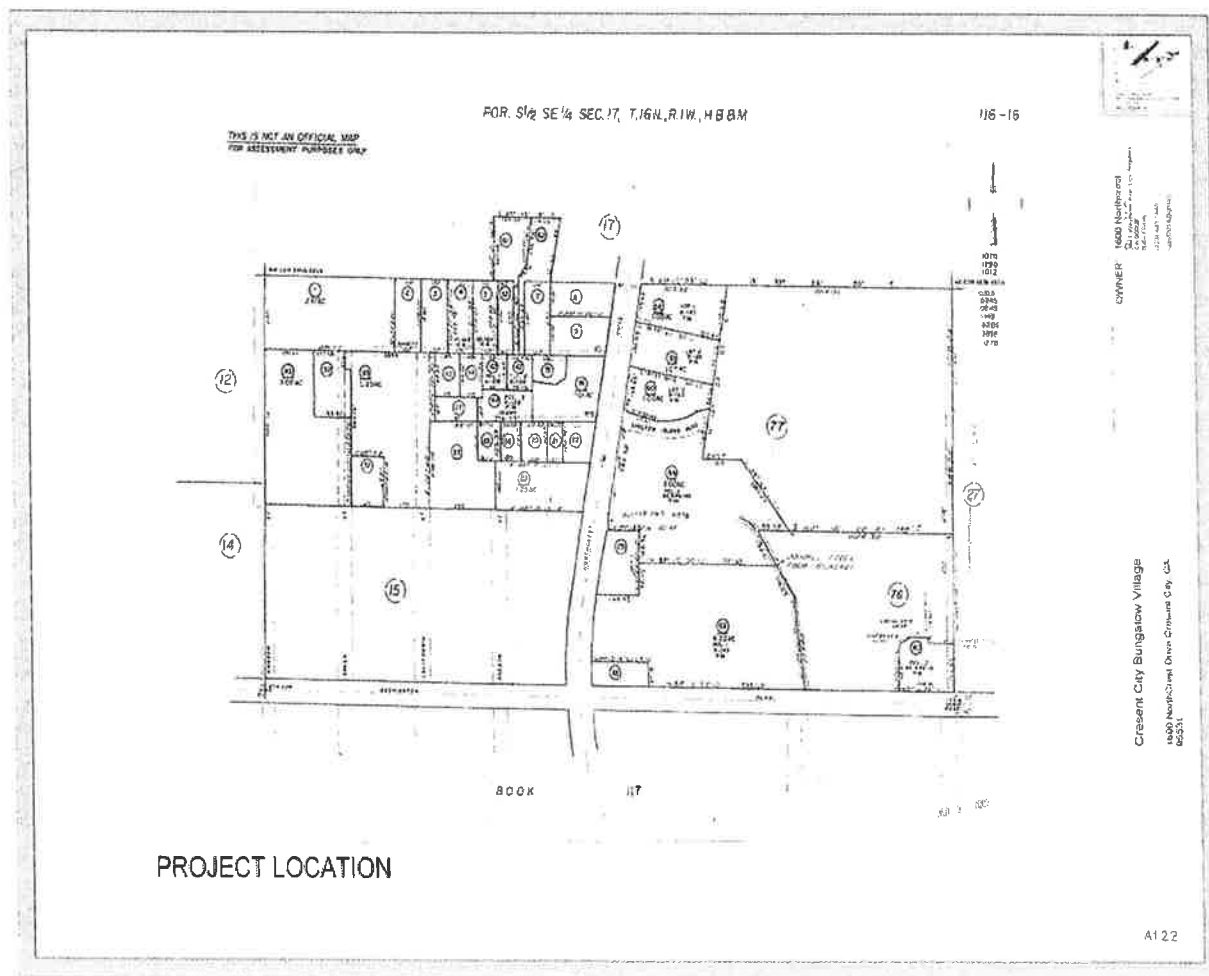
- Northcrest Drive at entrance Ingress/Egress
- Northcrest Drive and Washington Blvd,
- Existing conditions assessment of key features including;
 - Pavement condition,
 - Posted speed limits,
 - Number, use, and width of lanes

B. Project Area

The proposed site access for the project is just north of Washington Blvd, at the current driveway and approach. See **Figure 1** for a location map showing the proposed site location and the study intersections. The existing land uses in the area consist of light industrial uses, and commercial uses. Among those uses are self storage facilities, small gas station (76) to the south, A wellness center, mobile park uses, vacant lots, and mixed residential uses. There is a restaurant at the intersection of Washington Blvd and Northcrest Drive. The nearest traffic signal is located at Washington Blvd. and Northcrest Drive.

Traffic Impact Study
Crescent City Bungalow Village

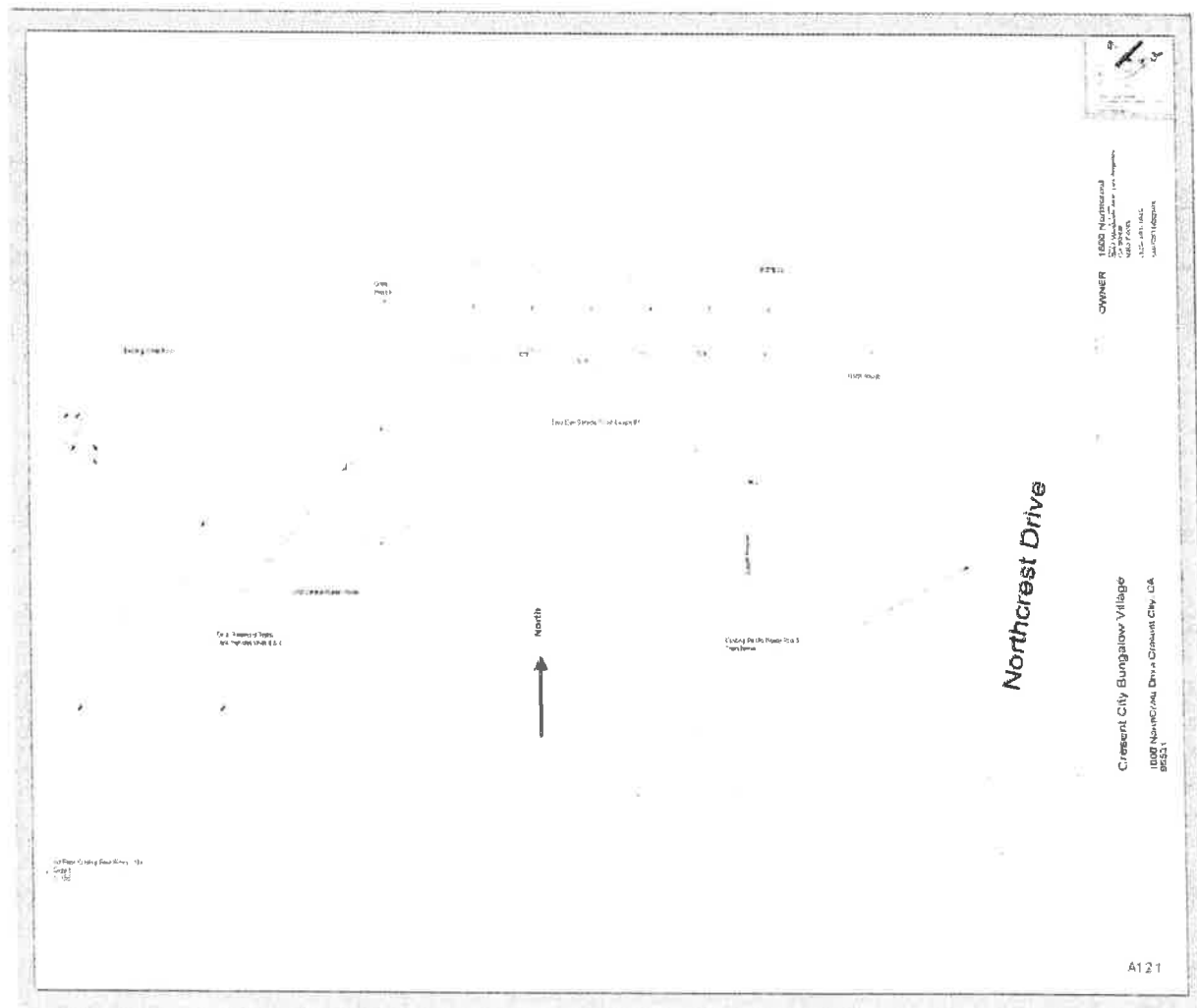
Jose Flores Cortes
 Crescent City, CA
 August 2018



- PROJECT LOCATION - ASSESSOR INFORMATION**

Traffic Impact Study
Crescent City Bungalow Village

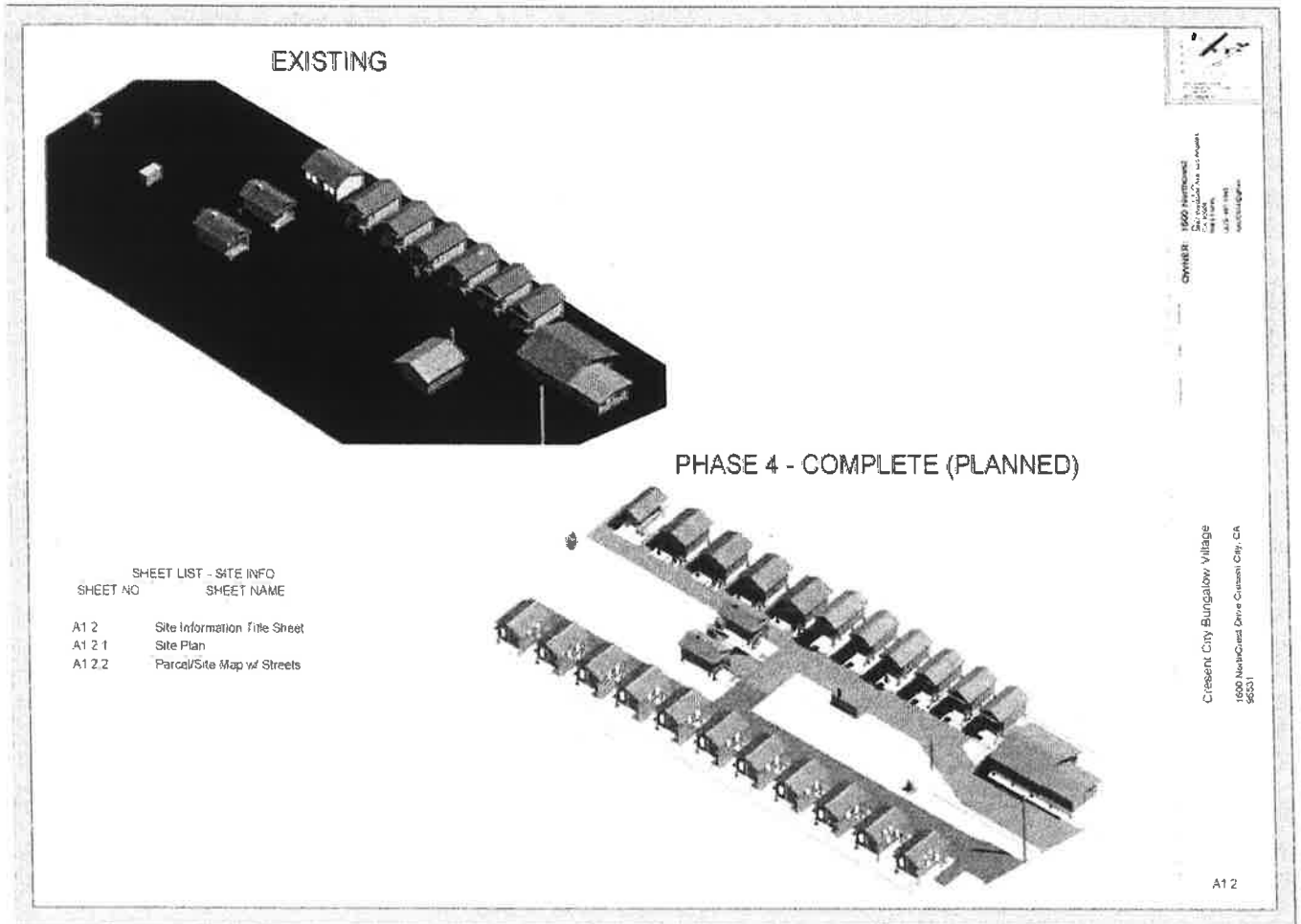
Jose Flores Cortes
 Crescent City, CA
 August 2018



• **EXISTING PROJECT SITE PLAN**

Traffic Impact Study
Crescent City Bungalow Village

Jose Flores Cortes
Crescent City, CA
August 2018



• **FINAL PROJECT SITE PLAN (PHASE 4 COMPLETE)**

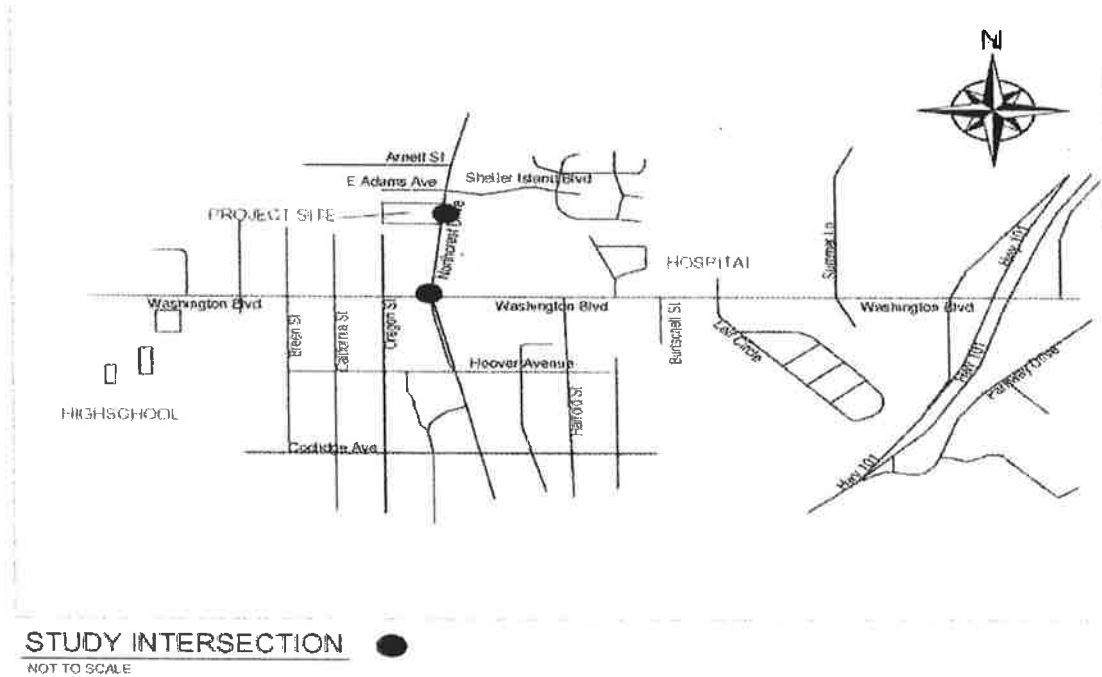


Figure 1: Study Area

II. Existing Conditions

A. Existing Roadway Characteristics

Northcrest Drive is a four-lane, center lane divided arterial roadway with no authorized on street parking. Northcrest Drive is designated as a Urban Arterial 80 to 100 foot right of way. The road is approximately 100 feet wide with 2 - 12 foot travel lanes in each direction. The posted speed on Northcrest Drive north of Washington Blvd is 40 miles per hour (MPH).

Washington Blvd consists of a two-lane (car) and two-lane(bucycle) center lane divided arterial roadway between Hwy 101 and Arlington Drive with 2 - 12 foot lanes and a posted speed limit of 35 MPH.

The entrance to the project is private driveway that will be constructed per the County's requirements for road and off-site improvements.

Figure 2 contains the existing lane use and traffic control for the study intersections.

Vehicle-Miles of Travel:

The amount of Vehicle-Miles of Travel (VMT) throughout the county has not changed significantly in recent years. The most recent estimate prepared for 2008 indicates a total of 158.3 million vehicle-miles were traveled on state highways in Del Norte County (Caltrans). Historical data indicates that since 1998, this figure has increased only 0.2 percent over the past 10 years, when the total vehicle-miles traveled totaled 157.9 million. In general, VMT has fluctuated, showing a pattern of increases and decreases throughout the past ten years. To date, VMT has fluctuated between a high of 164.5 million miles in 2006 and a low of 131 million miles in 2003.

County Roadways:

County maintained roads which are classified as minor arterials or major collectors include: Washington Blvd., Lake Earl Drive, Elk Valley Road, Fred Haight Drive, Ocean View Drive, South Fork Road, Elk Valley Cross Road and Klamath Blvd.

Pavement Conditions:

A Roadway Needs Study for the County of Del Norte was conducted in 2008. Pavement conditions data was collected using methodology developed for the MicroPaver pavement management system and input into the County's pavement management software, CarteGraph. Approximately 192 miles of county roadways were surveyed. The study cited the following findings:

County of Del Norte 2011 Regional Transportation Plan

The average Pavement Condition Index (PCI) for county roadways is 69.19 out of 100;

- 39 percent of roadways received a rating of "Excellent" and require only routine maintenance;
- 13 percent of roadways were rated "Very Good" and require routine maintenance;
- 26 percent of roadways received a rating of "Good" and require routine maintenance and minor chip seals;
- 17 percent of roadways received a "Poor" rating and require chip seals, overlays, and possibly rehabilitation or reconstruction;
- 5 percent of roadways were received a "Very Poor" rating, and require major chip seals, major overlays and possibly rehabilitation and reconstruction.

As 80 percent of county roadways are above the "Poor" rating and require only routine maintenance, it is important to develop a regular maintenance program to avoid costly future roadway rehabilitation, if maintenance is ignored. Long term recommendations cited in the study include: 1) Develop the required pavement management plan; 2) Establish system for prioritizing projects and 3) Establish policies for maintenance, reconstruction and funding.

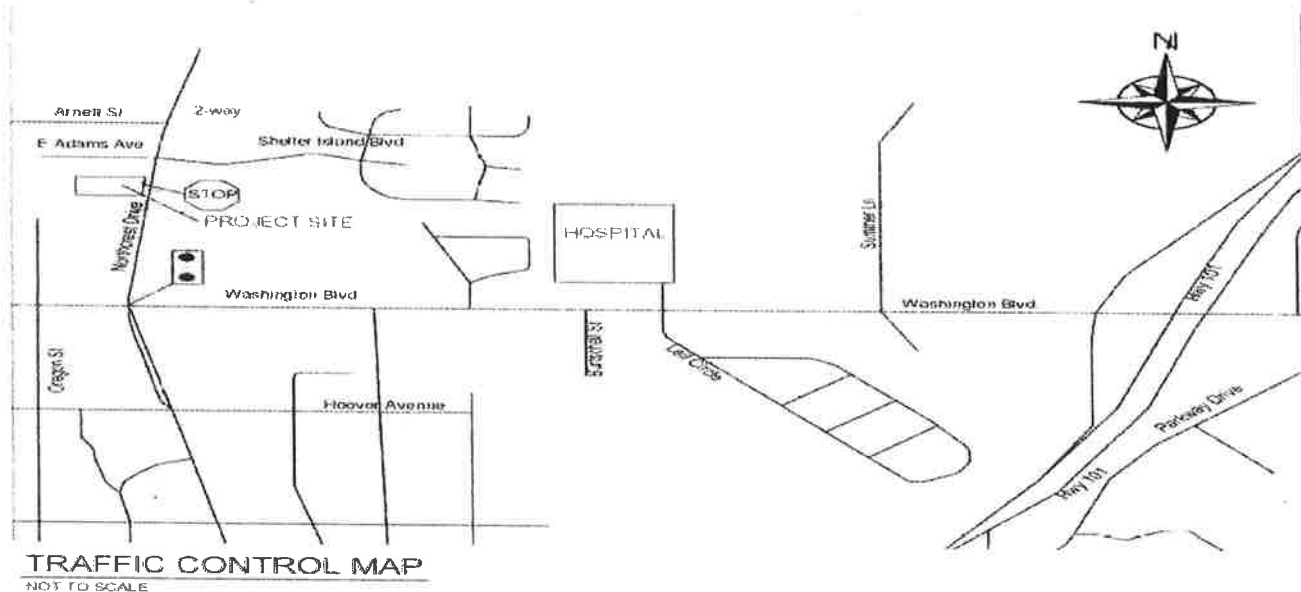


Figure 2: Existing Lane Use and Traffic Control

II. Existing Conditions

B. Land Use / Accessibility

The current project site consists of 9 bungalow units and 2 smaller house units. The project site is currently zoned as C2 for commercial use. The new application is requesting a zone change amendment to PC for planned community mixed use residential. The surrounding land uses range from mixed use residential to light commercial/industrial. The County of Del Norte General Plan designations for land use and zoning was used to interpret traffic data and trip calculations from neighboring site locations.

III. Background Traffic Volumes

A. Existing Traffic Volumes

Turning Movement Counts (TMC) were conducted on August 28, 2018 (Wednesday) from 6:30 AM to 9:30 AM and 4:00 PM to 7:00 PM for the intersections of Northcrest Drive and Washington Blvd. A 24 hour count was conducted at project entrance (ingress/egress) from north and south Northcrest Drive. TMC Data was conducted at all the test intersection locations for a 12 hour duration from 6:30 AM to 7:30 PM. The TMC data was used to determine the morning and evening peak hour for each study intersection to be used for the traffic impact study. The AM peak hour generally occurs between 7:30 and 8:30 AM and the PM peak hour generally occurs between 4:30 PM and 5:30 PM. The TMC data is provided in **Figure 3** which shows the 2018 AM and PM peak hour traffic volumes.

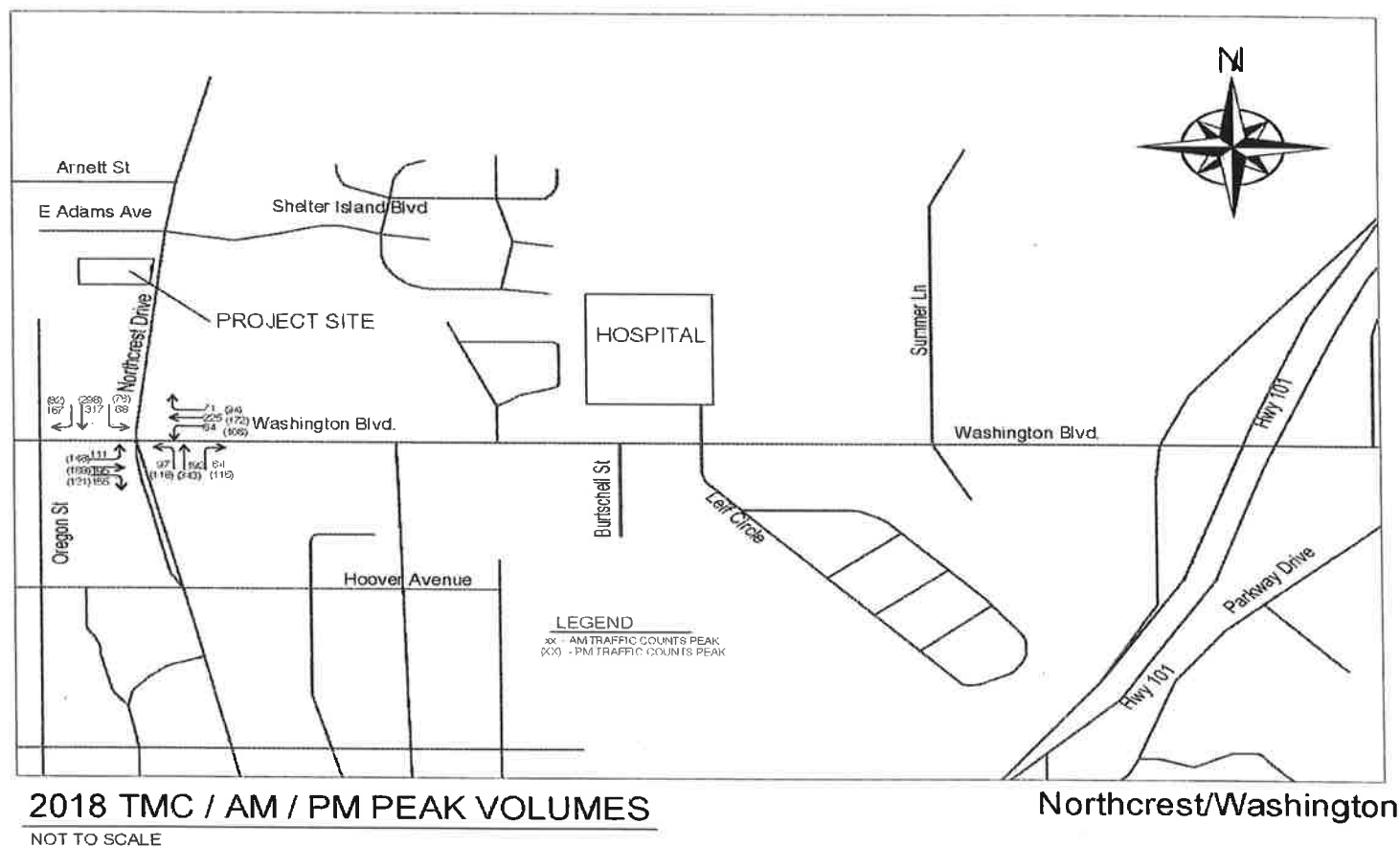


Figure 3: 2018 AM and PM Peak Hour Volumes

B. Background Traffic Volumes

It is anticipated that the proposed project will be completed and in full use within 2 months of the start of the construction schedule. The project assumes a two percent background growth rate in the study area (Reference - Del Norte General Plan). No new additional developments were identified to add to the study at the time of preparation of this TIS. The background growth rate was applied to the Northcrest Drive through volumes and the turning movements to and from Washington Blvd. It was assumed that the vacant lots on Northcrest and adjacent vacant parcels would develop as there intended zoning classifications as listed in the County of Del Norte General Plan. The background 2018 traffic volumes are shown in **Figure 3**.

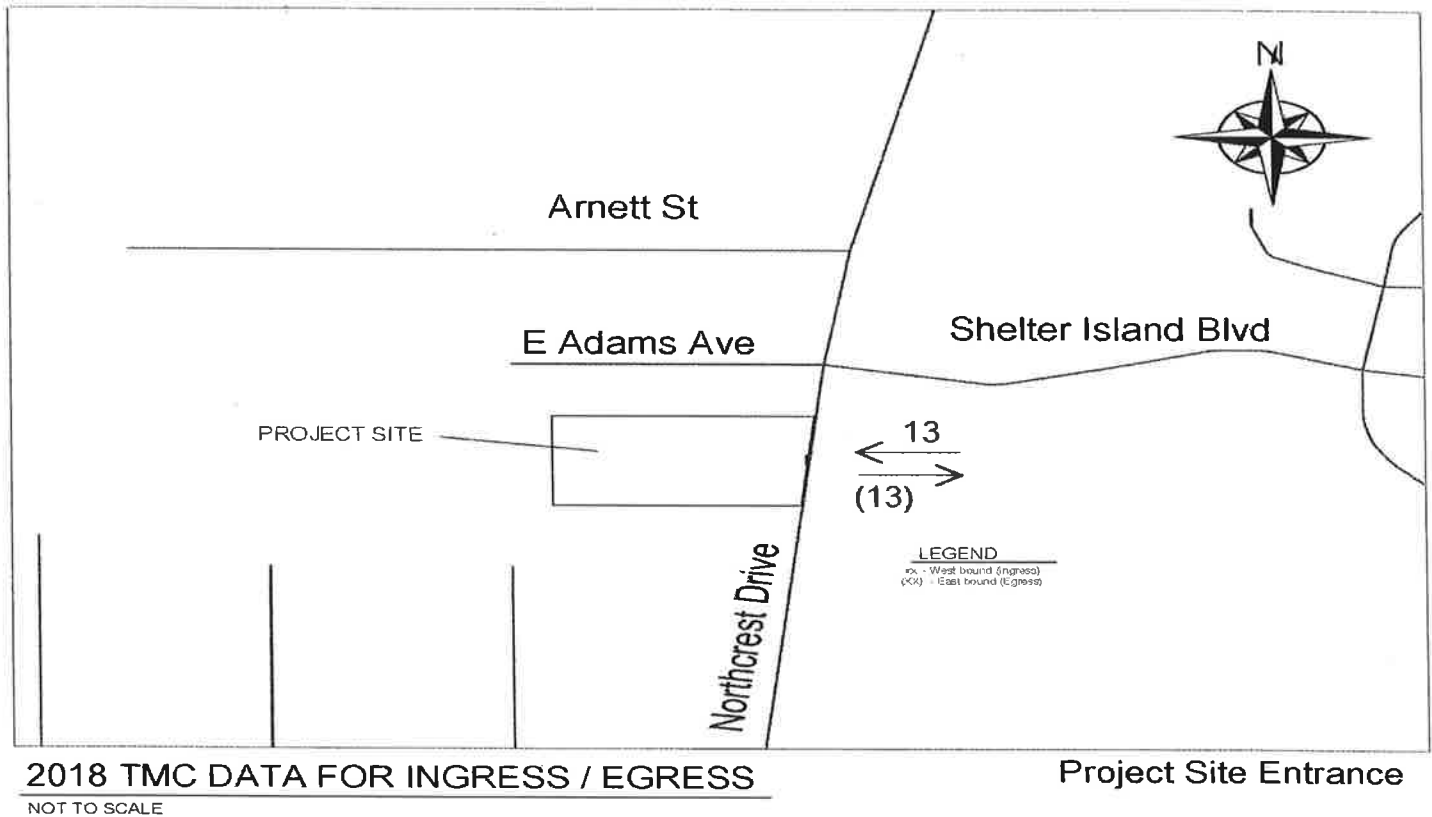


Figure 4: 2018 TMC DATA ingress/egress - Project Entrance

C. Total Traffic Volumes

The proposed project is expected to be a rental based property. This would be similar to other rental properties located in the area. The Institute of Transportation Engineers (ITE) Trip Generation 9th Edition was used to estimate the projected number of trips to be generated by similar mixed use commercial properties (motel/hotel/rental property). The single access point to the project would be at the current location and would be stop controlled before access is allowed to Northcrest Drive. The project will include a newly constructed southbound right turn pocket into the project site to reduce issues along Northcrest Drive or approved substitution from the County Engineering Department.

Traffic Impact Study
Crescent City Bungalow Village

Jose Flores Cortes
Crescent City, CA
August 2018

The project is expected to generate up to 52 AM peak hour trips and 48 PM peak hour trips based on full occupancy and seasonal use. This data is compiled by assumed growth with the specific project type of the actual use of the project added with the 2018 ingress and egress data counts that were obtained for a 24 hour period of time. See Table 1 for 2018 information and Project related traffic generated data.

No local rates for this type of development were supplied by the County's General Plan.

Using information provided from the project development, it was assumed that the trip distribution would result in approximately 55 percent of the trips traveling to and from the project site would be generated from the north/south along Northcrest Drive and 45% from the east/west along Washington Blvd. The assumed distribution of these trips and rates along those corridors is derived from the Hwy 101 corridor and local land uses. The data for the major arterial roads and highways is provided from Caltrans Traffic Data Counts 2016 and from the County Commission Traffic Data Reports from 2011.

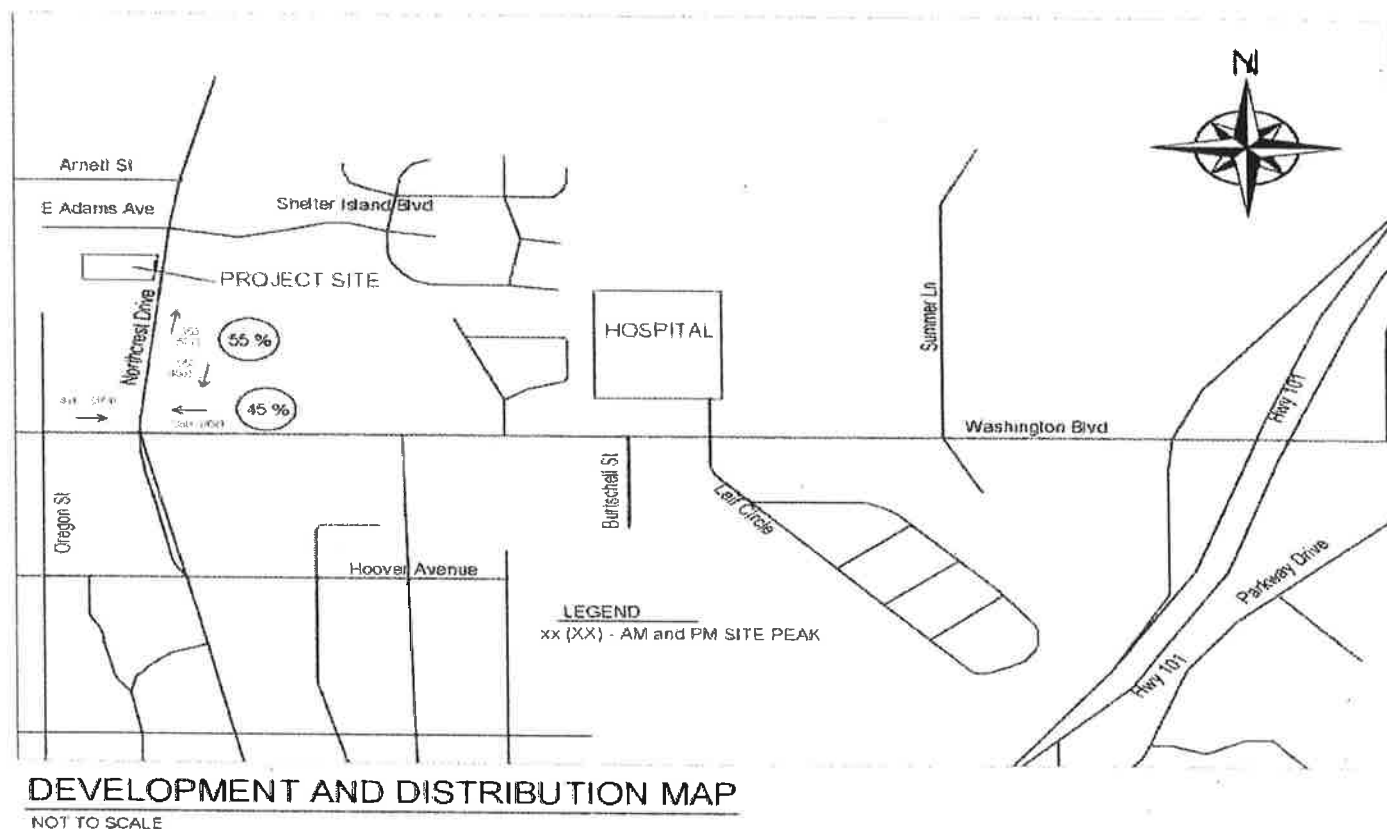


Figure 5: 2018 Trip Generated Development and Distribution

D. Capacity Analyses

Intersection capacity analyses were performed using the existing traffic volumes for the study intersections using the 2010 Highway Capacity Manual Methodology.

A capacity analysis is an objective assessment of the operation of an intersection based on a number of factors including peak hour traffic volumes, number of lanes, use of lanes, presence of parking, presence of trucks and approach grades. The result of the capacity analysis is level of service (LOS) which ranges from A (best) to D (minimum desirable) to F (failing or breakdown). The intersection of Northcrest Road and Washington Blvd is currently are operating with LOS C or better on all approaches under existing conditions.

To provide a clear picture on the future traffic flow conditions along Northcrest Drive at the project site, the forecasting methodology and traffic flows were summarized in Table 1.

Traffic Forecasts for Crescent City Bungalow Village adopted in this TIS

Year / Scenario	Weekday AM Flows	Weekday PM Flows	Sunday AM Flows	Sunday PM Flows	Remarks
2018 Existing (without Crescent City Bungalow Village)	811	1129	283	395	Obtained from traffic survey
Crescent City Bungalow Traffic Generation	52	48	36	31	From adopted trip rates
2018 Design (with Development)	863	1177	319	326	2018 Reference + Development
2030 Design	992	1353	366	374	15% growth assumed with new development from 2020 to 2030 (Del Norte GP Forecast)

Note: The unit of all flow numbers in the table is trips or pcu/hr.

Table 1: Future Traffic Conditions @ Northcrest Blvd / Project Site

IV. Conclusions and Recommendations

The results of the traffic impact study for the proposed Crescent City Bungalow Village Project indicate that traffic is generally expected to operate at acceptable levels of service with the construction of the project. There are no current operational deficiencies at the study intersections related to or unrelated to this project. The background traffic and total traffic conditions result in acceptable levels of service at all the study intersections with the implementation of the project.

The majority of site-generated traffic would use Northcrest Drive North and South to Washington Blvd and to Hwy 101. At this time there is no proposed mitigation to add to the subject area intersections with implementation of the project, with the exception of an added southbound turn pocket on Northcrest Drive at the project entrance and leading up to the entrance. The current center lane (turning lane northsouth) configuration allows for northbound traffic to enter the project site safely without any interruption of LOS service on northbound Northcrest Drive.

Traffic Data Service

San Jose, CA

(408) 622-4787

tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 8/28/2018

Page No : 1

Groups Printed- Vehicles

	NORTHCREST DR Southbound					E WASHINGTON BLVD Westbound					NORTHCREST DR Northbound					E WASHINGTON BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	39	6	3	63	8	27	7	0	42	6	14	11	0	31	7	30	12	0	49	185
07:15 AM	20	47	10	4	81	10	37	10	1	58	11	37	9	1	58	19	31	18	3	71	268
07:30 AM	58	76	14	2	150	21	69	16	3	109	12	49	29	2	92	44	50	27	1	122	473
07:45 AM	64	105	19	4	192	25	87	14	0	126	22	69	40	1	132	43	70	44	1	158	608
Total	157	267	49	13	486	64	220	47	4	335	51	169	89	4	313	113	181	101	5	400	1534
08:00 AM	27	88	18	0	133	13	38	15	0	66	17	44	13	0	74	44	51	28	0	123	396
08:15 AM	18	48	17	2	85	12	31	19	1	63	13	30	15	0	58	24	24	12	1	61	267
08:30 AM	19	47	14	0	80	15	24	18	1	58	31	33	17	0	81	21	29	13	2	65	284
08:45 AM	15	56	23	0	94	15	28	22	0	65	21	34	15	0	70	18	26	8	1	53	282
Total	79	239	72	2	392	55	121	74	2	252	82	141	60	0	283	107	130	61	4	302	1229
Grand Total	236	506	121	15	878	119	341	121	6	587	133	310	149	4	596	220	311	162	9	702	2763
Apprch %	26.9	57.6	13.8	1.7		20.3	58.1	20.6	1		22.3	52	25	0.7		31.3	44.3	23.1	1.3		
Total %	8.5	18.3	4.4	0.5	31.8	4.3	12.3	4.4	0.2	21.2	4.8	11.2	5.4	0.1	21.6	8	11.3	5.9	0.3	25.4	

	NORTHCREST DR Southbound				E WASHINGTON BLVD Westbound				NORTHCREST DR Northbound				E WASHINGTON BLVD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	58	76	14	148	21	69	16	106	12	49	29	90	44	50	27	121	465
07:45 AM	64	105	19	188	25	87	14	126	22	69	40	131	43	70	44	157	602
08:00 AM	27	88	18	133	13	38	15	66	17	44	13	74	44	51	28	123	396
08:15 AM	18	48	17	83	12	31	19	62	13	30	15	58	24	24	12	60	263
Total Volume	167	317	68	552	71	225	64	360	64	192	97	353	155	195	111	461	1726
% App. Total	30.3	57.4	12.3		19.7	62.5	17.8		18.1	54.4	27.5		33.6	42.3	24.1		
PHF	.652	.755	.895	.734	.710	.647	.842	.714	.727	.696	.606	.674	.881	.696	.631	.734	.717

Traffic Data Service

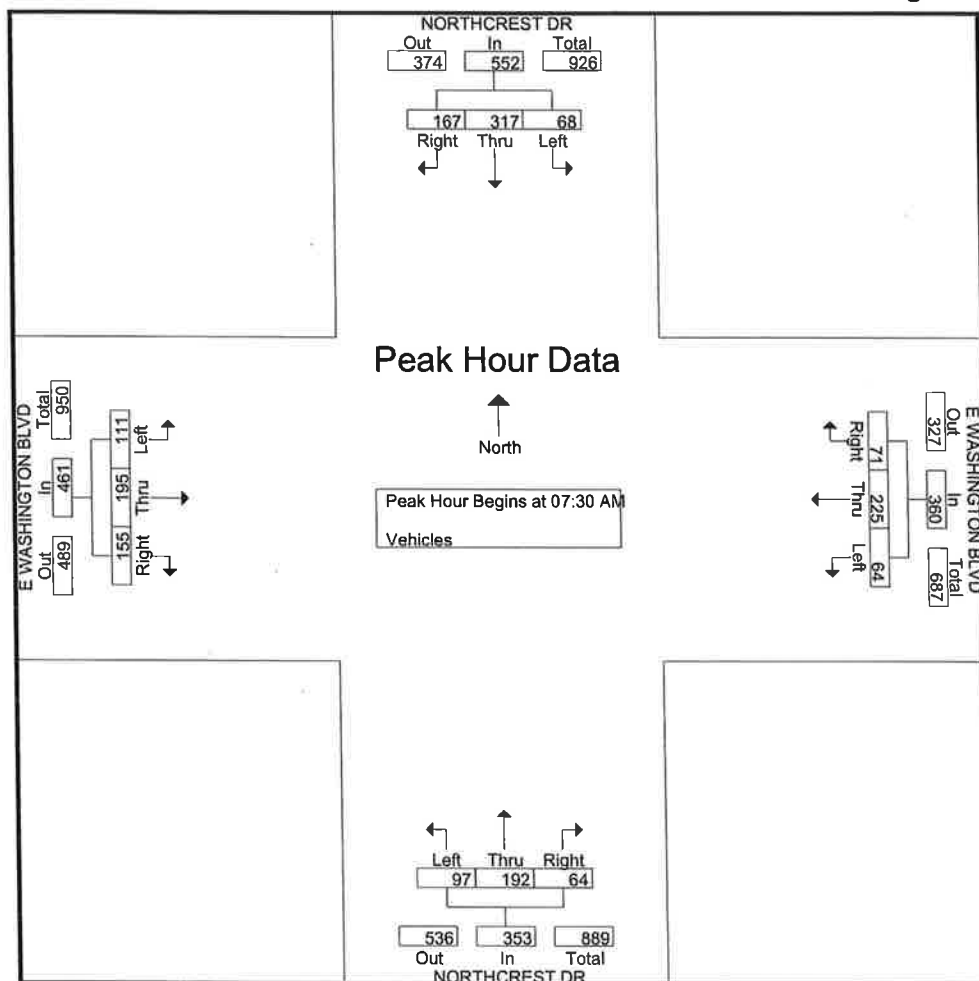
San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 1AM FINAL

Site Code : 00000001

Start Date : 8/28/2018

Page No : 2



Traffic Data Service

San Jose, CA
(408) 622-4787

tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 8/28/2018

Page No : 1

Groups Printed- Vehicles

	NORTHCREST DR Southbound					E WASHINGTON BLVD Westbound					NORTHCREST DR Northbound					E WASHINGTON BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	18	78	18	0	114	33	31	30	0	94	21	68	21	0	110	23	30	27	0	80	398
04:15 PM	13	76	22	3	114	27	33	41	2	103	26	59	24	0	109	27	33	21	0	81	407
04:30 PM	13	60	16	3	92	35	39	41	2	117	31	69	23	1	124	30	32	29	0	91	424
04:45 PM	27	94	14	4	139	26	55	30	5	116	27	75	39	0	141	30	35	20	1	86	482
Total	71	308	70	10	459	121	158	142	9	430	105	271	107	1	484	110	130	97	1	338	1711
05:00 PM	25	81	23	2	131	32	54	51	0	137	36	116	25	0	177	32	52	28	0	112	557
05:15 PM	17	63	25	6	111	28	41	26	1	96	22	83	31	0	136	16	53	17	0	86	429
05:30 PM	15	54	27	1	97	25	34	21	1	81	34	71	14	0	119	16	35	10	0	61	358
05:45 PM	14	66	11	3	94	24	36	21	0	81	20	54	19	0	93	15	20	9	1	45	313
Total	71	264	86	12	433	109	165	119	2	395	112	324	89	0	525	79	160	64	1	304	1657
Grand Total	142	572	156	22	892	230	323	261	11	825	217	595	196	1	1009	189	290	161	2	642	3368
Apprch %	15.9	64.1	17.5	2.5		27.9	39.2	31.6	1.3		21.5	59	19.4	0.1		29.4	45.2	25.1	0.3		
Total %	4.2	17	4.6	0.7	26.5	6.8	9.6	7.7	0.3	24.5	6.4	17.7	5.8	0	30	5.6	8.6	4.8	0.1	19.1	

	NORTHCREST DR Southbound					E WASHINGTON BLVD Westbound					NORTHCREST DR Northbound					E WASHINGTON BLVD Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	60	16	89	35	39	41	115	31	69	23	123	30	32	29	91	418				
04:45 PM	27	94	14	135	26	55	30	111	27	75	39	141	30	35	20	85	472				
05:00 PM	25	81	23	129	32	54	51	137	36	116	25	177	32	52	28	112	555				
05:15 PM	17	63	25	105	28	41	26	95	22	83	31	136	16	53	17	86	422				
Total Volume	82	298	78	458	121	189	148	458	116	343	118	577	108	172	94	374	1867				
% App. Total	17.9	65.1	17		26.4	41.3	32.3		20.1	59.4	20.5		28.9	46	25.1						
PHF	.759	.793	.780	.848	.864	.859	.725	.836	.806	.739	.756	.815	.844	.811	.810	.835	.841				

Traffic Data Service

San Jose, CA

(408) 622-4787

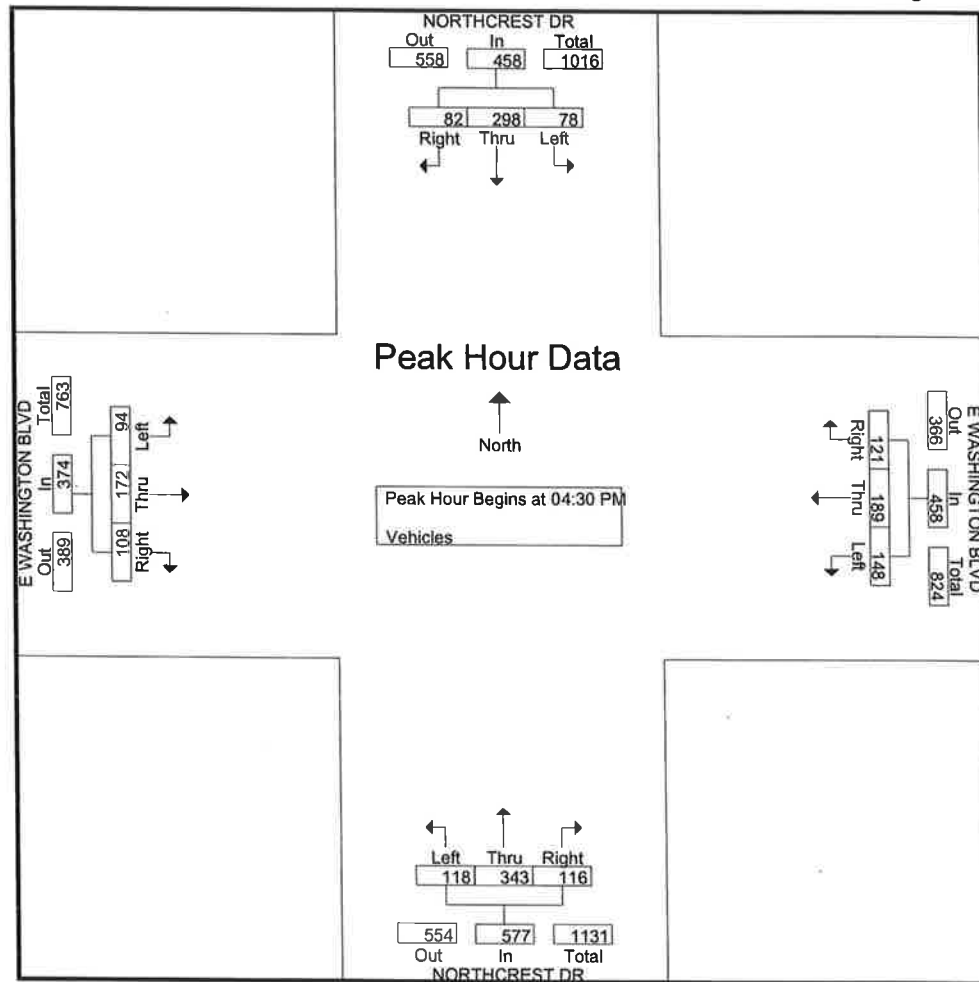
tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 8/28/2018

Page No : 2



APPENDICES B

Traffic Data Service -- San Jose, CA
Vehicle Counts

VehicleCount-1854 -- English (ENU)**Datasets:**

Site: [1] 1600 NORTHCREST DR DRIVEWAY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, August 28, 2018 - Total=13, 15 minute drops**

1000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300																							
0	0	0	0	0	0	0	0	1	0	1	2	1	1	1	3	1	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0
AM Peak 1015 - 1115 (2), AM PHF=0.50 PM Peak 1500 - 1600 (3), PM PHF=0.75																							

AM Peak 1015 - 1115 (2), AM PHF=0.50 PM Peak 1500 - 1600 (3), PM PHF=0.75

Traffic Data Service -- San Jose, CA

Vehicle Counts

VehicleCount-1855 -- English (ENU)

Datasets:

Site: [1] 1600 NORTHCREST DR DW
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Name: TDS
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, August 28, 2018 - Total=13, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
0	0	0	0	0	0	0	1	0	0	1	2	0	1	2	3	1	1	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0

AM Peak 1015 - 1115 (2), AM PHF=0.60 PM Peak 1345 - 1445 (3), PM PHF=0.75



COUNTY OF DEL NORTE
COMMUNITY DEVELOPMENT DEPARTMENT

981 "H" Street, Suite 110
Crescent City, California 95531

Fax (707) 465-0340

Planning
(707) 464-7254

Engineering & Surveying
(707) 464-7229

Roads
(707) 464-7238

Building Inspection
(707) 464-7253

Environmental Health
(707) 465-0426

Tribal CEQA Notification for Consultation

Date: January 15, 2019

Sent to:			
<input checked="" type="checkbox"/>	Tolowa Dee-ni' Nation Attn: Tribal Historic Preservation Officer 140 Rowdy Creek Road Smith River, CA 95567	<input checked="" type="checkbox"/>	Elk Valley Rancheria Attn: Dale A. Miller 2322 Howland Hill Road Crescent City, CA 95531
<input type="checkbox"/>		<input type="checkbox"/>	Yurok Tribe Attn: Planning Dept. 190 Klamath Boulevard Klamath, CA 95548

Re: County Project Number: JOSE NATIVIDAD FLORES-CORTES – Use Permit for a Planned Community for a Multi-Family Residential Project, Rezone from C2 and R3 to PC and General Plan Amendment from General Commercial to Multi-Family Residential – UP1906/R1901/GPA1901 – APN 116-160-23 located at 1600 Northcrest Drive, Crescent City

To Whom It May Concern:

The County is contacting you pursuant to Section 21080.3(d) of the California Public Resources Code (PRC) as you have previously requested to be notified and have designated the above named person (or are the person named identified on the contact list maintained by the California Native American Heritage Commission) for notification. You are receiving this notice as your tribe may be traditionally and culturally affiliated with the area in which the subject project is located.

Attached herein please find a brief description, location, and County staff contact for this project. You are hereby advised that, pursuant to the PRC, you are provided 30-days to respond to the County in writing if you wish to request consultation for this project.

Please direct your written request for consultation to:

Del Norte County Community Development Department (Planning Division)
981 H Street, Suite 110
Crescent City, CA 95531