Initial Study and Draft Mitigated Negative Declaration

Sam Schauerman

Environmental Review of a Mini-Storage Facility

August 2022

Prepared By

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

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Project Information Summary

1.	**Project Title:**	Sam Schauerman Environmental Review of a Mini-Storage Facility – B36964C
2.	**Lead Agency Name and Address:**	Del Norte County Planning Commission 981 H Street, Suite 110 Crescent City, CA 95531
3.	**Contact Person and Phone Number:**	Jacob Sedgley (707) 464-7254 Jacob.Sedgley@co.del-norte.ca.us
4.	**Project Location and APN:**	Near 1565 South Railroad Avenue, Crescent City, CA 95531 APN 117-020-052
5.	**Project Sponsor's Name and Address:**	Sam Schauerman P.O. Box 1103 Crescent City, CA 95531
6.	**County Land Use:**	General Commercial
7.	**County Zoning:**	Central Business (C-2)

8. Description of Project:

Sam Schauerman has submitted an application to develop a portion of his 26.3-acre parcel with a mini-storage facility located at the end of Railroad Avenue, Crescent City. The parcel is currently undeveloped. The General Plan Land Use designation for the property is General Commercial and the Zoning designation is Light Commercial (C-2). The proposal includes plans eight new storage buildings that include a total of 283 storage units, ranging in size from approximately 50 square feet (5' wide by 10' long) to 270 square feet (9' wide by 30' long). The following is a breakdown of all unit sizes and the total number of units included in the proposal:

All Buildings
- Total Building Area: 39,000 square feet
- Total Units: 283 units and one office

Buildings A, D, E, H
- Building dimensions: 40 feet by 150 feet (6,000 square feet)
- Units:
    - 9 feet wide by 30 feet long – 7 units per building
    - 9 feet wide by 20 feet long – 14 units per building
    - 9 feet wide by 10 feet long – 7 units per building
    - 5 feet wide by 10 feet long – 8 units per building

Buildings B, C, F, G
- Building dimensions: 25 feet by 150 feet (3,750 square feet)

- Units:
    - 10 feet wide by 15 feet long – 13 units per building
    - 9 feet wide by 10 feet long – 13 units per building
    - 5 feet wide by 10 feet long – 10 units per building
- Note: Building B will replace five of the 5 feet wide by 10 feet long units with an office area.

Height of the metal storage buildings will vary between 8.5 feet and 10 feet. The proposal will also include a single-story office building, including a bathroom facility, which will measure approximately 25 feet long by 10 feet wide and 8.5 feet in height. Primary access to the storage buildings will be located on Railroad Avenue. The plan of operation includes gated access to the facility 12 hours per day, seven days a week. Access will be restricted using coded entry gates. The facility will be staffed Monday through Friday from 10:00am to 5:00pm, by the equivalent of one full-time employee.

A biological assessment and wetland delineation were prepared for the parcel, which found no wetlands within 100 feet of the building site. The project site is primarily bare dirt with a minimal amount of vegetation. Vegetation growing at the site consists of invasive Himalayan berry (Rubus discolor), Scoth broom (cytisus scoparius), cotoneaster (Cotoneaster horizontalis), English ivy (Hedera helix), and other invasive plants. No sensitive status plants were found to exist in the project area and no impacts to threatened or endangered species would occur as a result of the project.

9. Surrounding Land Uses and Settings:

The building site is currently surrounded by a mix of other commercial uses. Development immediately to the north includes another storage facility and a medical office. Areas to the east are currently vacant land. Land to the south of the development area is currently undeveloped; however, a proposal for 10 duplexes has been submitted by the same applicant. Parcels directly to the west contain a mix of commercial uses including a retirement home and the California Department of Motor Vehicles office.

10. Required Approvals: Adoption of a Negative Declaration (Del Norte County Planning Commission)

11. Other Approvals (Public Agencies): North Coast Regional Water Quality Control Board

12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? 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 §21080.3.1. Notification of the beginning of the AB 52 consultation period was provided July 15, 2022. No requests for consultation pursuant to PRC §21080.3.1 were received.

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" without mitigation as indicated by the checklist on the following pages. All mitigation measures are provided in the Mitigation Monitoring and Reporting Program.

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

Determination

On the basis of this initial evaluation:

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

Jacob Sedgley

Planner

8/19/22

Date

Environmental Checklist

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?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Discussion of Impacts

a. The project would have no impact on a scenic vista.

b. The project would not damage scenic resources, as there are no scenic resources on-site.

c. The project would not substantially degrade the existing visual character of the site.

d. The project will include lighting, but all lighting will be directed downward and away from neighboring properties. The project will have a light condition placed on it.

Mitigation Measure AES-1

Light pollution associated with the facility shall be minimized to avoid illumination outside of the project site to avoid adverse effects on wildlife. This shall be done by using LEDs with color temperatures less than 3,000 Kelvins, having lights fully shielded (i.e. no eposes bulb), and by facing lighting downwards. Alternative lighting proposals may be considered but must be approved by the County and California Department of Fish and Wildlife staff.

Timing/Implementation: Prior to Certificate of Completion for the project.
Enforcement: County Community Development Department, California Department of Fish and Wildlife
Monitoring: Ongoing during life of project.

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 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?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a. No prime farmland exists on-site.

b. No agricultural zoning exists on-site.

c. No Timber Production zones exist on-site or adjacent to the property.

d. The project would not result in the loss of forestland.

e. The project does not involve any other changes in the existing environment that could adversely affect farmland or timberlands.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors or dust) adversely affecting a substantial number of people?	☐	☐	☐	☒

Discussion of Impacts

a. The project would have no foreseeable impacts on the implementation of an air quality plan.

b. The project would have no foreseeable impacts on increasing criteria pollutants in the region.

c. The project would not expose sensitive receptors to substantial pollutant concentrations.

d. The project would have no foreseeable impacts in increasing any emissions.

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?	☐	☐	☐	☒
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a. Based on results from the biological assessment entitled *Biological Assessment, Schauerman Storage Unit Project, Del Norte County* prepared in June of 2022, the project will not have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. The project site is primarily bare dirt with a minimal amount of vegetation. Vegetation growing at the site consists of invasive Himalayan berry (Rubus discolor), Scoth broom (cytisus scoparius), cotoneaster (Cotoneaster horizontalis), English ivy (Hedera helix), and other invasive plants. No sensitive status plants were found to exist in the project area.

The biological assessment did identify the potential for terrestrial threatened or endangered species in or near the project area including the American Porcupine, Northern Spotted Owl, Northern red-legged frog, Obscure bumble bee, and the Western bumble bee. The attached biological assessment discusses potential impacts to these species and generally finds that no impact will occur as a result of this project.

b. The project site is located within the Elk Creek watershed but there are no creeks, streams, or tributaries located within 100 feet of the building site per the *Biological Assessment, Schauerman Storage Unit Project, Del Norte County* prepared in June, 2022, and based on a field review of the parcel conducted by staff in July, 2022. A previous environmental document for the storage units north of the project area recommended that any invasive plant species on the property be removed and that a landscape plan be prepared which includes the use of native plants. The purpose of the recommendation was to prevent the spread of invasive plant species and to promote the use of native plantings when possible. As such, Mitigation Measure BIO-1 has been added to match the previous development.

c. Wetlands were delineated primarily within the southern half of the parcel. Wetlands were primarily wet forest habitats, with the primary wetland indicators being slough sedge, willows, and hydric soils. However, no wetland habitats were delineated within 100 feet of the building site. Maps showing the development area relative to the delineated wetlands are attached to this initial study.

d. The above reference biological assessment does not identify the project site as being a migratory fish or wildlife corridor.

e. The project does not conflict with any local policies or ordinances for protection of biological resources. No Environmentally Sensitive Habitat Areas (ESHA) or wetlands were identified on the project site or within 100 feet of the project site.

f. The project does not conflict with any local, regional, or state habitat conservation plans.

Mitigation Measure BIO-1
Invasive plants shall be removed from the property and disposed of in a manner that does not result in the dispersal of seeds to other areas. Any landscaping that involves the use of plants shall require a landscaping plan demonstrating the use of native plants (i.e. list of plants proposed to be used). Prior to the Certification of Completion for the project, the applicant shall provide the Planning Division with a determination of whether plantings will be part of any landscaping and if so, shall provide the landscaping plan for staff review and approval.

Timing/Implementation: Prior to Certificate of Completion for the project.
Enforcement: County Community Development Department, Planning Division
Monitoring: Ongoing during life of 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?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐

c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Discussion of Impacts

a-c. No cultural resources are known to exist on-site. The County records were searched for known cultural sites in the general project vicinity, and none were identified. Notice was provided to all tribes traditionally culturally affiliated with the project area and no comment was given with regard to cultural resources. Additionally, cultural staff from the Tolowa-Dee-ni' Nation is a voting member of the County Environmental Review Committee which reviews projects and makes CEQA recommendations. While resources are not known to exist on-site, the possibility of an inadvertent discovery is always possible during construction or other implementation activities associated with the project. In this case, mitigation measures included as CULT-1 assigned to the project will ensure that any resources located on-site will be properly treated as to not cause a significant impact.

Mitigation Measure CULT-1

An inadvertent discovery condition shall be added to the permit stating that in the event of archeological or cultural resources are encountered during construction, work shall be temporarily halted and a qualified archaeologist, local tribes, and the County shall be immediately contacted. Workers shall avoid altering the materials and their context until a qualified professional archaeologist, in collaboration with the local tribes has evaluated the situation and provided appropriate recommendations. Project personnel shall not collect any resources.

Timing/Implementation: Ongoing during the earthwork phase of development subject to the Building Permit
Enforcement: County Community Development Department
Monitoring: N/A

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?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion of Impacts

a. The project would have no foreseeable impacts on increasing wasteful, inefficient, or unnecessary energy use due to the relatively small size of the project and the limited use of the buildings as personal storage for people who reside off-site. The project will use minimal amounts of fuel and energy.

b. This project does not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

7. Geology and Soils

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

		with Mitigation Incorporated		
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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion of Impacts

a-d. The project is not anticipated to cause significant impacts including the risk of loss, injury, or death related to soils impacts. The site is flat and has no potential for landslides, mass wasting, or other slope-related impacts. Seismic ground shaking and liquefaction could occur in any region of coastal California; however, the potential impacts would be considered less than significant as structural development will be engineered and constructed to current building code.

e. No impacts related to geology and/or soils, as a result of this project, are expected to occur. The site is not located on expansive soil as defined in Table 18-1-B.

f. No know paleontological resources or unique geologic features are known to exist on site.

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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted	☐	☐	☐	☒

for the purpose of reducing the emissions of greenhouse gases?				

Discussion of Impacts

a. In 2002, the California State Legislature declared that global climate change was a matter of increasing concern for the state's public health and environment, and enacted a law requiring the California Air Resource Board (CARB) to control greenhouse gas (GHG) emissions from motor vehicle (Health and Safety Code §32018.5 et seq.). CEQA Guidelines define GHG to include carbon dioxide (CO2), nitrous oxide (N2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The California Global Warming Solutions Act of 2006 (AB 32) definitively established the state's climate change policy and set GHG reduction targets (Health and Safety Code §38500 et seq.). The state has set its target at reducing greenhouse gases to 1990 levels by the year 2020.

Approval of the project, and subsequent construction of the new mini-storage facility, may generate GHG emissions as a result of combustion of fossil fuels consumed by construction equipment. Use of construction materials would indirectly contribute to GHG emissions because of emissions related to their manufacturing and production. The construction-related GHG emissions would be minor and short-term, and would not constitute a significant impact based on established thresholds.

A traffic impact analysis for the project was prepared by Stover Engineering in August, 2022. The total size of the project once completed will be approximately 39,000 square feet. Based on the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, 1.51 vehicle trips are estimated for each 1,000 square feet of floor area. Based on this calculation 58.9 vehicle trips (gate entries) are expected each day. Vehicular emissions associated with 59 vehicles entering the facility each day should not have a significant impact on the environment.

Cumulative impacts were considered for this project since the development has a nexus with recent developments in the immediate area. In September 2021, another initial study was posted to the State Clearinghouse website for the development of Phase 1 and Phase 2 of another mini-storage facility located directly north of the development addressed in this document (see SCH# 2021090476). Per that Mitigated Negative Declaration and the traffic impact analysis prepared for this project, the cumulative average daily trips (ADT) from both storage facility projects will be approximately 93 ADT. This estimate is below the 110 ADT that would trigger the need for mitigation pursuant to the *Del Norte Region SB 743 Implementation Plan* prepared June 2020, and does not constitute a significant impact.

b. The project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Discussion of Impacts

a-c. The project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. The applicants propose to construct three new buildings which would house 283 mini-storage units to be rented to individuals for personal storage. It is expected that any hazardous materials stored on-site will be below thresholds warranting oversight by the Del Norte Certified Unified Program Agency (DN CUPA). If a future end user does store hazardous materials over designated thresholds, the County will regulate the business and local first responders will be made aware through the California Environmental Reporting System (CERS) of the quantity and location of any hazardous materials on the property.

d. The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.e.

e. According the 2017 Airport Land Use Compatibility Plan, the project area is outside of any sensitive noise contour.

f. This project would not impair or physically interfere with an adopted emergency response or evacuation plan.

g. The project is located within the State Responsibility Area in an area designated as Moderate for wildfire risk. The project location is at a relative low risk for wildfire based on its location within the County's Urban Boundary among developed properties to the north and east. The development will be required to obtain an exception to the standards for defensible space. Del Norte County Code §19.20 stipulates 30 foot setbacks from all property lines for parcels in excess of one acre within the State Responsibility area. The existing plot plan has the structures setback 20 feet from the north and south property lines. Exceptions to this same standard have been approved for both phase 1 and 2 of the mini-storage located directly north of the subject development. The project proposes a metal sided and metal roofed storage facility with 20 foot setbacks. The building construction, combined with paved surfaces, will present a low vegetation fire risk and the all metal construction will likely meet the same practical effect of the defensible space setbacks.

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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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?	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
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	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable ground water management plan?	☐	☐	☐	☒

Discussion of Impacts

a. Temporary site preparation, grading, building construction, and paving activities during construction would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to affect water quality. Prior to the issuance of a building permit, the applicant would be required to submit an erosion and runoff control plan to the Engineering and Surveying Division for review and acceptance if project activities result in less than one acre of ground disturbing activities. The erosion and runoff control plan shall demonstrate that during and post construction, erosion and runoff on the site will be controlled to avoid adverse impacts to adjacent properties and water resources. Best Management Practices (BMPs), such as silt fencing and waddles, will be require to be followed during the construction period. If project activities result in one acre or more of ground disturbing activities, it is anticipated that the North Coast Regional Water Quality Control Board will require a National Pollutant Discharge Elimination System (NPDES) permit. It is the applicant's responsibility to obtain all applicable permits.

b. The project site will be served by public water from the City of Crescent City; no impacts to groundwater will occur.

c. A condition of the project approval will be the submission of engineered grading and drainage plan to address on-site and off-site drainage impacts caused by the increase in impervious surfaces at the site.

d. The project is not in any flood hazard area and would not affect flood waters. Additionally, it is identified as being outside the Tsunami Hazard Map for Crescent City.

e. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a-b. This project does not divide an established community, nor does it cause a conflict with any land use plan in the County. The proposed project does conform to the General Plan, as well as other applicable ordinances and codes.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a-b. No mineral resources are known to exist on site.

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?	☐	☐	☒	☐

b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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 airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion of Impacts

a-b. The project does not have the potential to generate a significant temporary or permanent increase in ambient noise levels in the vicinity of the project above that which currently exists on the property. Temporary noise and vibration will be generated as a result of construction activities; however, this is not considered significant and will not exceed any applicable thresholds. The hours of operation will be limited to 7am to 7pm, 7 days per week.

c. The project is located within the Jack McNamara Field Area of Influence; however, the project does not fall within any noise contours that would indicate the exposure of employees to excessive noise level.

14. Population and Housing

Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact with Mitigation Incorporated**	**Less Than Significant Impact**	**No 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Impacts

a. The project will not induce substantial population growth in the area. It is expected that renters of the units will already reside within Del Norte County.

b. The project would not displace any number of existing people or housing. The project is located in a commercial area designated for commercial activities.

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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Discussion of Impacts

a. The project would not result in substantial adverse impacts associated with the need for new or altered governmental facilities and/or public services. Given the existing public services in the area and lack of growth inducing impacts, any impact to service ratios, response times, or other performance objectives of these public services are expected to be less than significant.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a-b. The project does not involve significant growth inducing impacts that would put significant additional pressures on area parks or recreation facilities. No impact would occur.

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?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision(b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Discussion of Impacts

a. The project is not anticipated to conflict with a program, plan, ordinance, or policy addressing any circulation system. The property is located at the edge of a commercial area with public improvements including a paved road, curb and sidewalk developed to urban public road standards. Commercial use of the property for mini-storage units would not significantly impact the circulation system.

b. The project is expected to be consistent with CEQA Guidelines § 15064.3, subdivision (b). According to the 2020 Del Norte Region SB 743 Implementation Plan, the Traffic Analysis Zone (TAZ 101) containing the project area describes the average Vehicle Miles Travelled (VMT) to be approximately 7.0 daily per capita and 20.92 daily per employee. The project was analyzed subject to screening criteria outlined in the 2020 Del Norte Region SB 743 Implementation Plan.

c. The project does not increase hazards due to a design feature. The project would allow primary access to the project from South Railroad Avenue off of Washington Boulevard. There are no dangerous features in the project area and this would not require improvements that would introduce circulation or traffic safety hazards.

d. The project would have no impact on emergency access in the surrounding area. Emergency access to the project would remain the same and no other emergency access in the surrounding area would be affected by the development of this project.

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	☐	☒	☐	☐
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.	☐	☒	☐	☐

Discussion of Impacts

a. No cultural resources are known to exist on-site. The County records were searched for known cultural sites in the general project vicinity, and none were identified. Notice was provided to the two tribes traditionally culturally affiliated with the project area and no comment was given with regard to cultural resources. Additionally, cultural staff from the Tolowa-Dee-ni' Nation is a voting member of the County Environmental Review Committee which reviews projects and makes CEQA recommendations. While resources are not known to exist on-site, the possibility of an inadvertent discovery is always possible during construction or other implementation activities associated with the project. In this case, mitigation measures included as CULT-1

assigned to the project will ensure that any resources located on-site will be properly treated as to not cause a significant impact.

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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion of Impacts

a-e. The project would not have any impact on utilities and service systems. Water is available to the parcel provided by the City of Crescent City. No shortage or lack of water pressure is anticipated. The project may result in a higher solid waste generation rate; however, the project will not produce or induce waste generation rates in excess of established thresholds.

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?	☐	☐	☐	☒

Discussion of Impacts

a. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

b. The project site is located in a State Responsibility Area for fire management and in a Moderate Fire Hazard Area. The topography of the site is flat with a lack of wildland vegetation which would require mitigation for issues associated with rapid wildfire movement or an excess of fuels. No other significant wildfire risk exists as a result of this project.

c. The project does not require the installation or maintenance of any infrastructure that may exacerbate fire risk, or result in temporary or ongoing impacts to the environment.

d. The project does not expose people or structures to significant risks associated with flooding, landslides, post-fire instability, or drainage changes.

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 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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

a-c. The project does not 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 species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Additionally, the project does not have environmental effects which will cause substantial adverse effects on human beings directly nor indirectly.

Cumulative impacts were considered for this project since the development has a nexus with recent developments in the immediate area. In September 2021, another initial study was posted to the State Clearinghouse website for the development of Phase 1 and Phase 2 of another mini-storage facility located directly north of the development addressed in this document (see SCH# 2021090476). Per that Mitigated Negative Declaration and the traffic impact analysis prepared for this project, the cumulative average daily trips (ADT) from both storage facility projects will be approximately 93 ADT. This estimate is below the 110 ADT that would trigger the need for mitigation pursuant to the *Del Norte Region SB 743 Implementation Plan* prepared June 2020, and does not constitute a significant impact. A 20-unit housing development is planned south of the parcel; impacts associated with that development will be considered in a separate environmental document.

Mitigation Monitoring Plan

Mitigation Measure AES-1

Light pollution associated with the facility shall be minimized to avoid illumination outside of the project site to avoid adverse effects on wildlife. This shall be done by using LEDs with color temperatures less than 3,000 Kelvins, having lights fully shielded (i.e. no eposes bulb), and by facing lighting downwards. Alternative lighting proposals may be considered but must be approved by the County and California Department of Fish and Wildlife staff.

Timing/Implementation: Prior to Certificate of Completion for the project.
Enforcement: County Community Development Department, California Department of Fish and Wildlife
Monitoring: Ongoing during life of project.

Mitigation Measure BIO-1

Invasive plants shall be removed from the property and disposed of in a manner that does not result in the dispersal of seeds to other areas. Any landscaping that involves the use of plants shall require a landscaping plan demonstrating the use of native plants (i.e. list of plants proposed to be used). Prior to the Certification of Completion for the project, the applicant shall provide the Planning Division with a determination of whether plantings will be part of any landscaping and if so, shall provide the landscaping plan for staff review and approval.

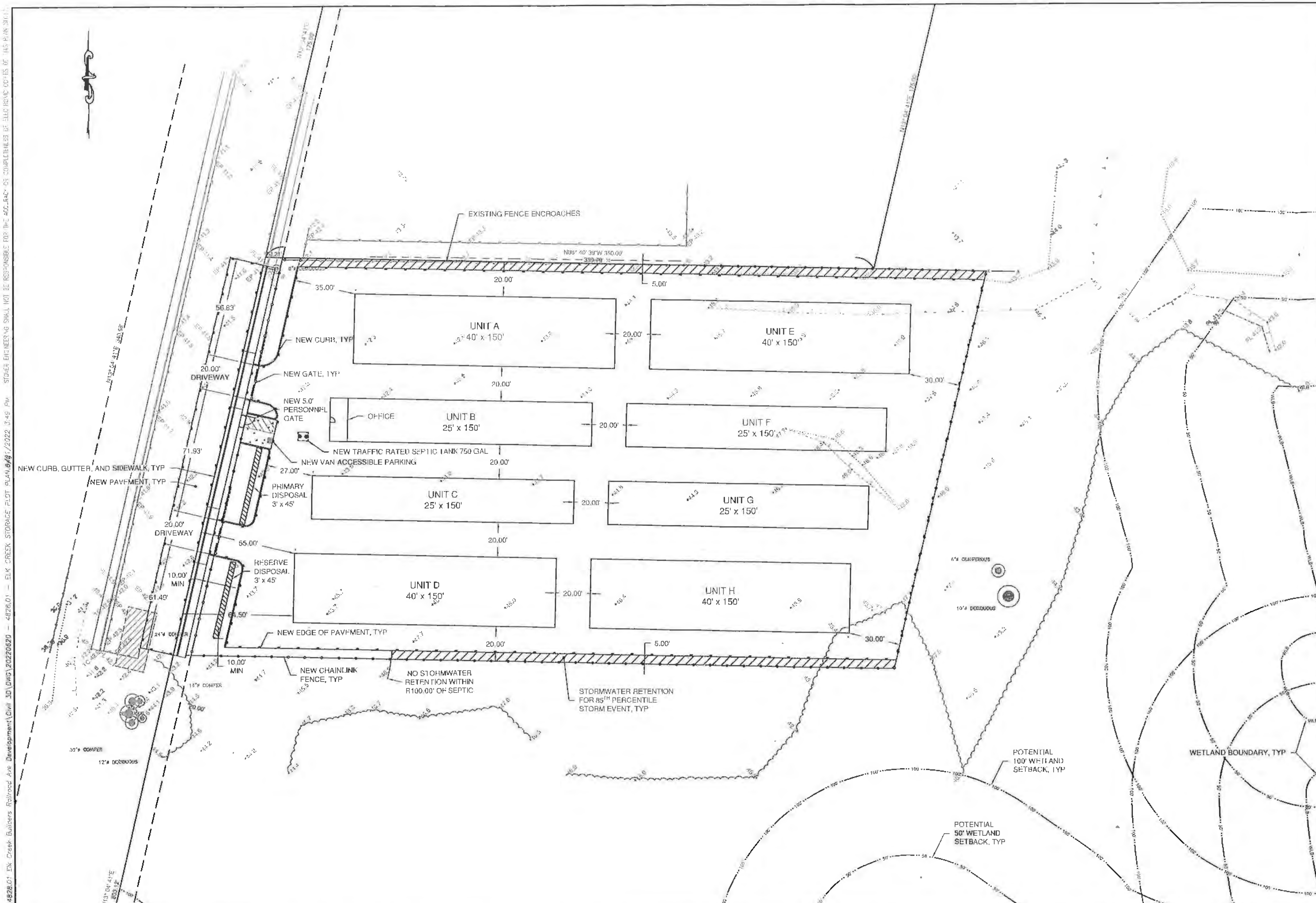
Timing/Implementation: Prior to Certificate of Completion for the project.
Enforcement: County Community Development Department, Planning Division
Monitoring: Ongoing during life of project.

Mitigation Measure CULT-1

An inadvertent discovery condition shall be added to the permit stating that in the event of archeological or cultural resources are encountered during construction, work shall be temporarily halted and a qualified archaeologist, local tribes, and the County shall be immediately contacted. Workers shall avoid altering the materials and their context until a qualified professional archaeologist, in collaboration with the local tribes has evaluated the situation and provided appropriate recommendations. Project personnel shall not collect any resources.

Timing/Implementation: Ongoing during the earthwork phase of the warehouse building subject to the Building Permit
Enforcement: County Community Development Department
Monitoring: N/A

S:\4828.01 Elk Creek Builders Railroad Ave Development\Civil 3D\DWG\20220620 - 4828.01 - ELK CREEK STORAGE PLOT PLAN 6/21/2022 3:49 PM STOVER ENGINEERING SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET



No.	Date	Revision	Appvd.

DESIGNED BY: DRAWN BY: CHECKED BY:

BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST SCALES IF DISTANCE VARIES ACCORDINGLY

REGISTERED PROFESSIONAL ENGINEER LEONARD STOVER No. 44207 STATE OF CALIFORNIA

NOT FOR CONSTRUCTION

STOVER ENGINEERING
Civil Engineers and Consultants

PO BOX 783 - 711 H STREET
CRESCENT CITY, CA 95531 707-465-6742

ELK CREEK BUILDERS
ELK CREEK STORAGE
CRESCENT CITY, CA

PLOT PLAN

JOB NO. 4828.01
SCALE: 1"=50'
DATE: 06/21/22
SHEET 1 OF 1

336964

24

OPERATIONS PLAN

Owner: Samuel Schauerman
APN# 117-020-052
South Railroad
Crescent City, Ca. 95531

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APN # 117-020-052

Operations Plan

1. Description of Business Activities

The following operations plan is provided regarding specific conditions and operation plans at the site of the proposed development at APN# 117-020-052 Located off South Railroad in Crescent City, Ca.

The proposed business activity is the lease of self storage units in varying sizes. These units will be climate controlled. They will be leased to individuals as well as businesses. They can be leased by calling or visiting our office during normal business hours or by visiting our website to make a reservation.

The storing of motor vehicles, perishables, or hazardous materials will not be allowed on the property. Tenants will be provided rules and terms of their lease and be required to sign said documents.

2. Hours of Operation

Leasees will have coded gate access from **7AM-7PM,** 7 days a week. We will have an on-site office manager **10AM-5PM,** 5 days a week. These will be considered our office business hours.

3.Security Plan

The property will be fully fenced with coded gate entry. Lessees will only be allowed access during gate hours. There will be an ADA accessible gate that will be open during office business hours, for office access. The office will have a security camera screen separate from the computer screen to view all areas of the property and buildings.

Security plan Cont.

Each building will have multiple security cameras. This camera footage can be stored up to 30 days and is accessible on the computer software in the office as well as the security company cloud.

Each building will also have lighting. This lighting will be put on timers and will be installed and ran as to the conditions that have been set for this project.

4.Employee/Client Safety

Warning/caution/safety signs will be strategically placed throughout the property to ensure the safety of employees and clients.Signs will consist of select verbiage regarding but not limited to; Driving slow and safe, watching for others, caution of operating moving gates and labels for fire hydrants.

Fire hydrants will be set and labeled within the facility to meet all codes and requirements.

Office will be equipped with all necessary items to clean up any spills, broken glass or anything that could cause a danger to others. Any and all cleaners used will be stored within the office with all the required documentation for safety. It will also contain a first aid kit.

5.Office Features

The office entry door will have a door lock handle as well as a deadbolt lock. It will be on a security system. The office manager will need a security code for entry. Manager will also be responsible to turn on the security system and lock up at the end of each shift.

Office features cont.

The office will consist of enough space for all office/cleaning supplies, filing cabinets, work space, storage room/security equipment space and area for clients to fill out documents.

Office will have one restroom with a toilet and sink area. This will be for employees only.

6. Facility Maintenance

Onsite staff will be responsible for the general upkeep of the property. They will have a daily schedule of when to check security cameras functionality and system operations as well as when to do walk-throughs of the property to ensure exterior of buildings & property remain in like new condition.

Outside contractors may be contacted for more upscale maintenance needed such as annual powerwash, cleaning out gutters, etc.

This facility will be fully fenced and paved. So there will be little to no landscaping maintenance.

Grant Goddard

From: Andrea Borges <andreaborgesrealtor@gmail.com>
Sent: Wednesday, July 13, 2022 8:45 AM
To: Grant Goddard
Cc: Ward Stover
Subject: RE: South Railroad Storage Units - Coastal Development Permit

Hi Grant,

1. The storage facility will have one employee.

2. There will not be any pods or moving trucks for rent.

Please let me know ow if anything else is needed.

Thank you,

Andrea Borges, Realtor

NextHome Premier Properties
539 H St.
Crescent City, Ca. 95531
Cell: (707)218-1981
DRE# 02072098

-------- Original message --------
From: Grant Goddard <ggoddard@stovereng.com>
Date: 7/12/22 5:48 PM (GMT-08:00)
To: andreaborgesrealtor@gmail.com
Cc: Ward Stover <wstover@stovereng.com>
Subject: South Railroad Storage Units - Coastal Development Permit

Hi Andrea,

I received your Operations Plan, thanks for getting that ready. I called Jacob over at the County today, there are two more items on the checklist that I need to get information about. Those items are:
1. How many employees will be working at the facility during normal operation?
2. Will the storage facility host any portable storage units for rent ("pods" to be used off-site), or moving trucks for rent?

If you could please respond to these two questions via email, a printed copy of the email should be sufficient for the County.

Thanks,

Grant B. Goddard, EIT – Assistant Engineer

GALEA BIOLOGICAL CONSULTING

200 Raccoon Court . Crescent City . California 95531
E-mail: frankgalea@charter.net

BIOLOGICAL ASSESSMENT, SCHAUERMAN STORAGE UNIT PROJECT, DEL NORTE COUNTY

Submitted to: Stover Engineering
711 H Street
Crescent City, CA 95531

Prepared by: Frank Galea, Certified Wildlife Biologist
E-mail: frankgalea@charter.net

Galea Biological Consulting
200 Raccoon Court
Crescent City, CA 95531

Submitted: June, 2022

By:

TABLE OF CONTENTS

1.0 SUMMARY 1

A biological assessment was prepared for the proposed storage unit project by Sam Schauerman (Applicant) on property located on South Railroad Avenue in Del Norte County (Figure 1). Galea Biological Consulting (GBC) was contracted to provide a general biological assessment to determine the potential impacts of the project on sensitive wildlife species, including federally or state listed species, and species of special concern. Additionally, GWC conducted a review of habitats within and adjacent to the project area to determine the scope of wetlands and riparian habitats present.

Wetlands were located toward the southern half of the property, but none were located within 100 feet of this project. As proposed, the project will not impact on sensitive habitats associated. Overall, this project should have no significant impacts upon any sensitive or rare wildlife species.

2.0 INTRODUCTION

2.1 Project Description

The Applicant proposes to construct a new mini-storage facility immediately adjacent to an existing mini-storage facility on the same property. The project is located on South Railroad Avenue. The project dimensions are approximately 250 feet west to east and 150 feet south to north (Figure 2).

The project site is located on the west side of a 36.8-acre property, immediately adjacent to South Railroad Avenue. Immediately north is an existing storage unit, and a sandy, cleared area is to the immediate east.

2.2 Environmental Setting

The project is located in an area with dense commercial and residential properties to the north and west of the property, and rural residential housing to the east and south. The wetland complex of the Elk Creek drainage is .5 miles to the south, and wetland habitats found on the property drain into the Elk Creek complex.

Elk Creek is a small (8.3 miles^2) coastal watershed that drains most of the greater Crescent City and Elk Valley coastal plain. Elk Creek is an important drainage for fisheries, containing anadromous fish including federally-listed coho (*Oncorhynchus kisutch*) salmon, cutthroat trout (*Oncorhynchus clarki clarki*), steelhead trout (*Oncorhynchus mykiss irrideus*) and Chinook salmon (*Oncorhynchus tshawytscha*).

The property was logged last in 2003, primarily in the north half away from wetland habitats, leaving the project site and immediate surroundings bereft of vegetation. Poor, sandy soils prevented the return of dense vegetation, therefore the property is relatively open at the north end, while thick with native vegetation toward the south end.

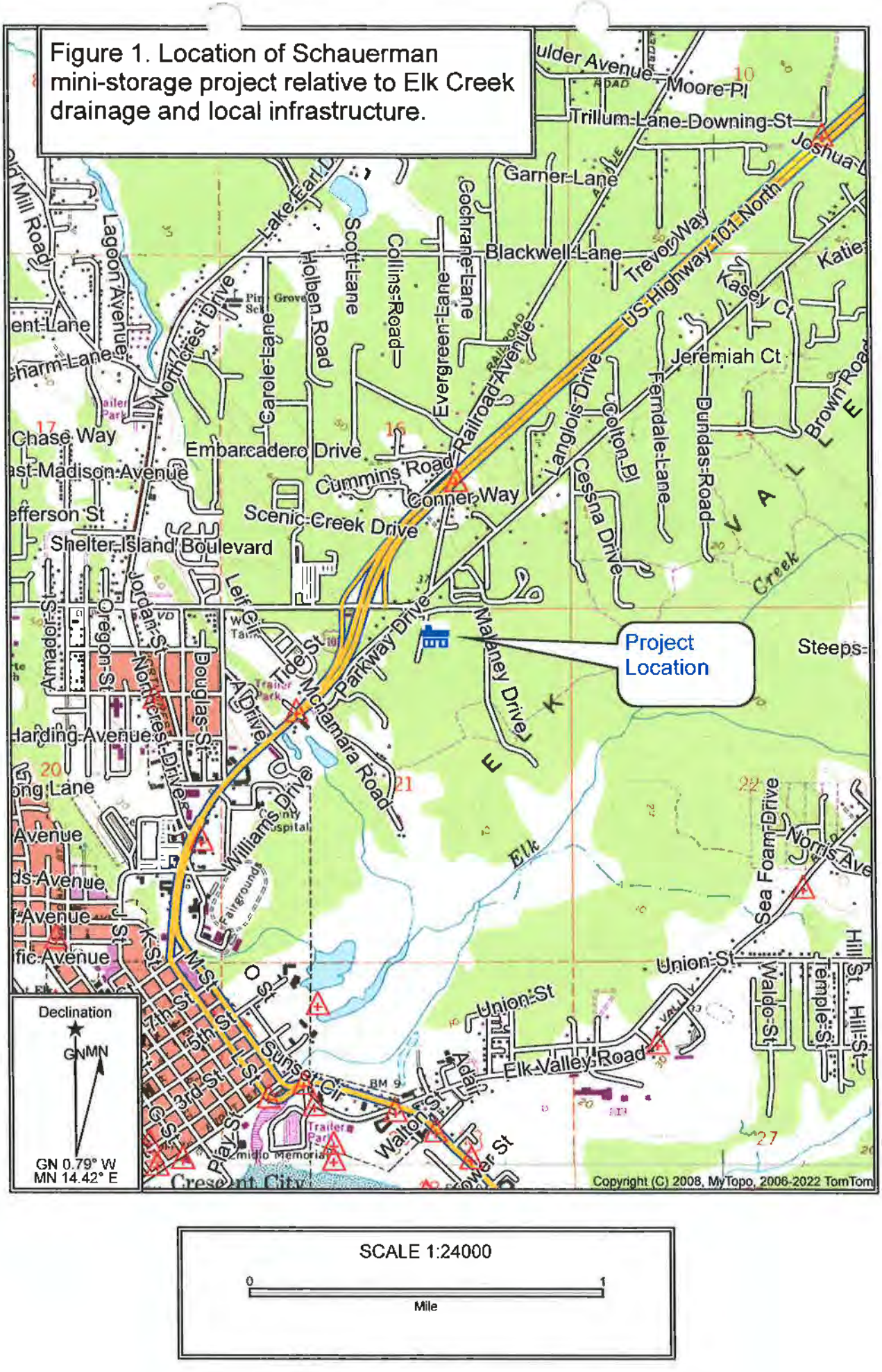
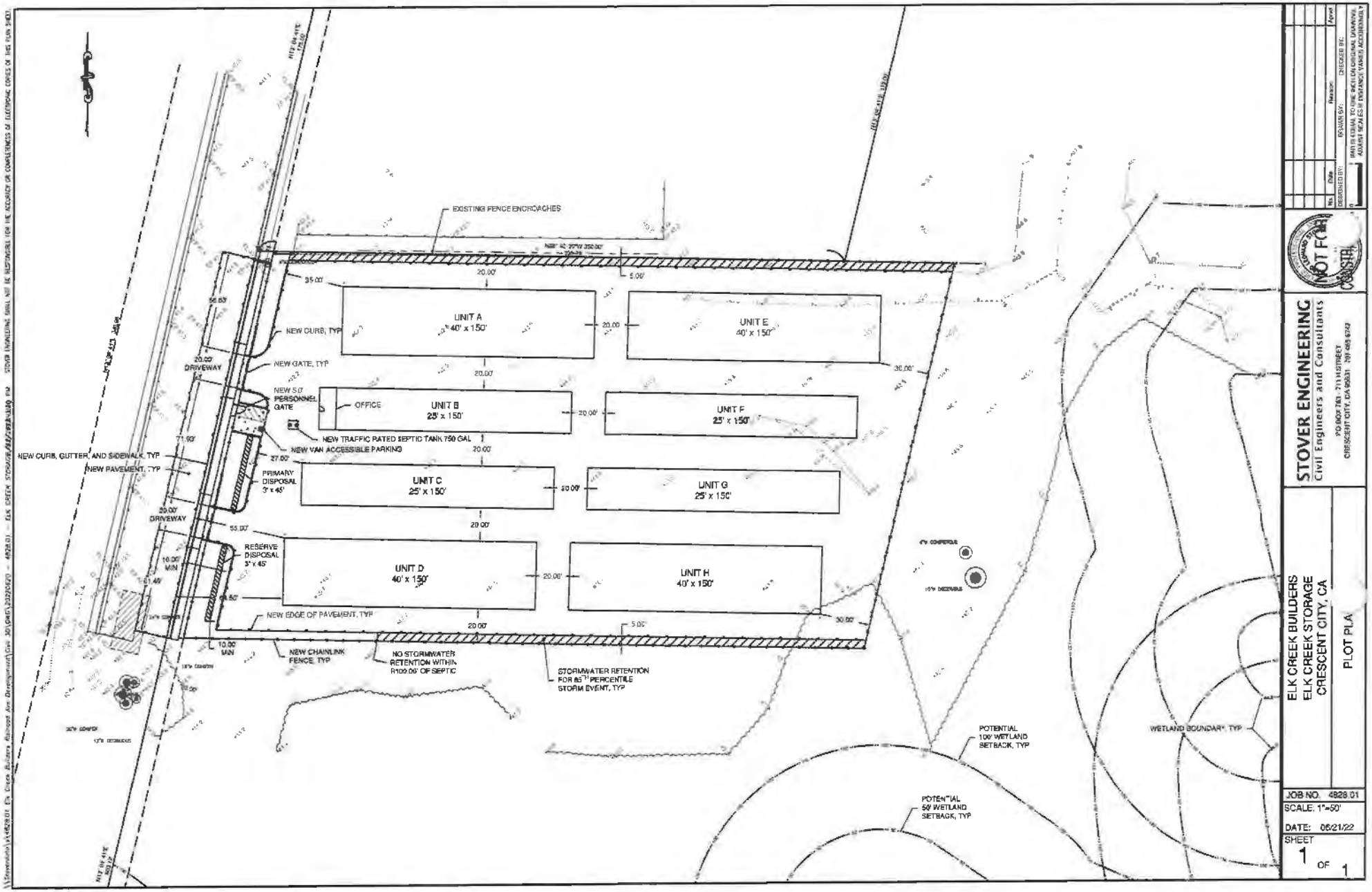


Figure 1. Location of Schauerman mini-storage project relative to Elk Creek drainage and local infrastructure.



STOVER ENGINEERING
Civil Engineers and Consultants
PO BOX 760 - 711 H STREET
CRESCENT CITY, CA 95531 707 465 6742

NOT FOR CONSTR

ELK CREEK BUILDERS
ELK CREEK STORAGE
CRESCENT CITY, CA

PLOT PLA

JOB NO. 4828.01
SCALE: 1"=50'
DATE: 05/21/22
SHEET 1 OF 1

Map of Project Area

California Natural Diversity Database (CNDDB) Commercial [ds85]

- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (80m)
- Terrestrial Comm. (specific)
- Terrestrial Comm. (non-specific)
- Terrestrial Comm. (circular)
- Aquatic Comm. (80m)
- Aquatic Comm. (specific)
- Aquatic Comm. (non-specific)
- Aquatic Comm. (circular)
- Multiple (80m)
- Multiple (specific)
- Multiple (non-specific)
- Multiple (circular)
- Sensitive EO's (Commercial only)

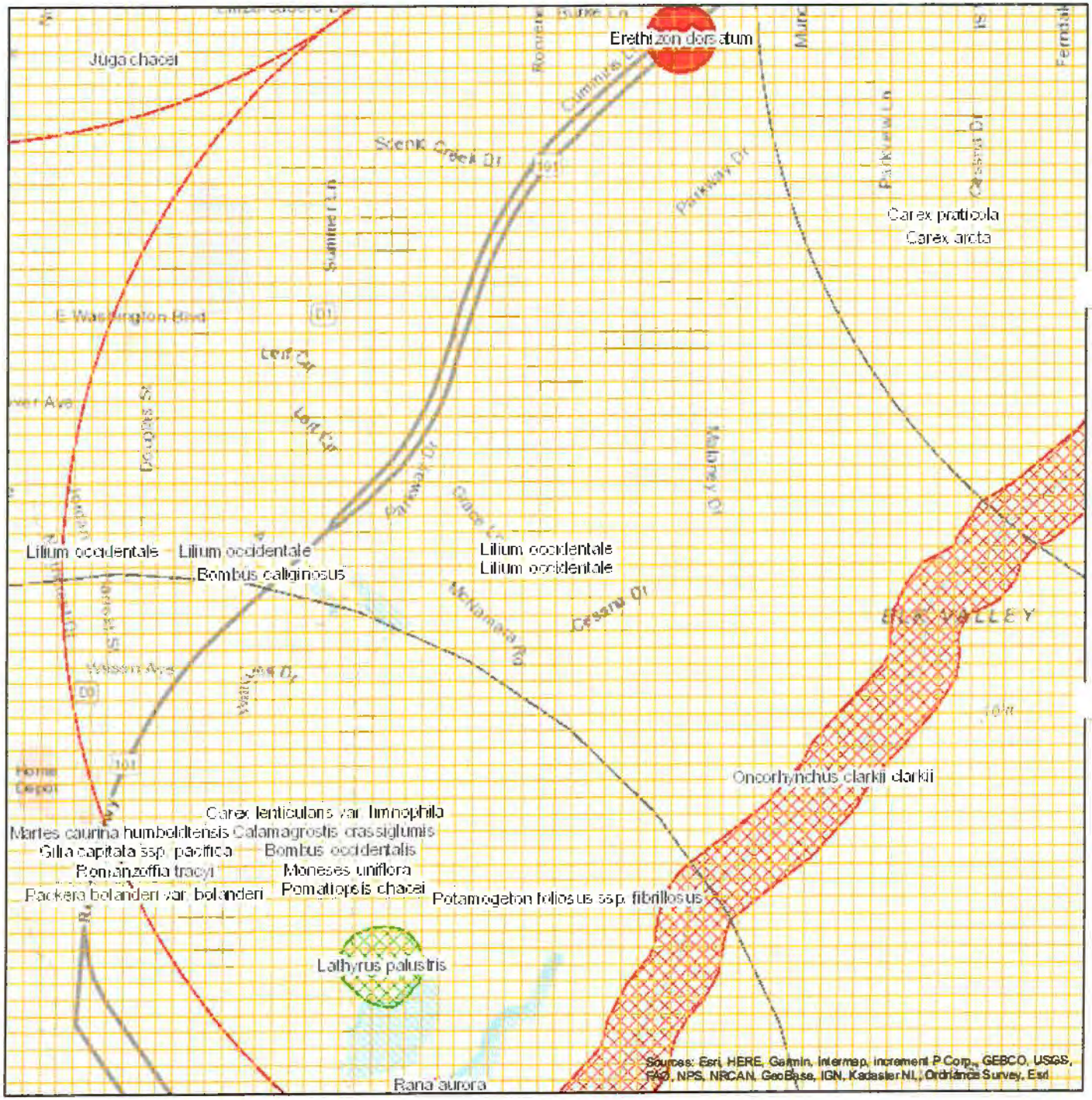
1:18,056

0 0.15 0.3 0.6 mi

0 0.25 0.5 1 km

N

June 22, 2022



Author: frankgalee@charter.net

Table 1. Sensitive Wildlife Species Occurring or with Potential to Occur Within the Assessment Area

(From CNDDB 2022 Quad search, USFWS Del Norte County list, and GWC sources)

Common Name	Scientific Name	Federal Status	State Status	Breeding Habitat in Project Area?	Forage Habitat in Project Area?
MAMMALS					
American Porcupine	*Erethizon dorsatum*	None	CSC	No	No
BIRDS					
Northern spotted owl	*Strix occidentalis caurina*	FT	CSC	No	No
AMPHIBIANS					
Northern red-legged frog	*Rana aurora aurora*	None	CSC	Yes	Yes
INVERTEBRATES					
Obscure bumble bee	*Bombus caliginosus*	NL	CSC	No	No
Western bumble bee	*Bombus occidentalis*	NL	CSC	No	No

Codes:

Federal Status

FE	Federally endangered
FT	Federally threatened
FC	Federal candidate for listing
FSC	Federal species of concern
FPE	Federally proposed for endangered listing
FPT	Federally proposed for threatened listing

State Status

CE	California endangered
CT	California threatened
CCE	California candidate for endangered listing
CSC	California species of concern (CDFG)
CFP	California fully protected

No obvious nest structures were observed in any of the trees on the property. No sensitive plants were discovered during botanical surveys.

4.3 Habitat Analysis and Impact Assessment for Fish and Wildlife

4.3a Terrestrial Threatened or Endangered Species: Table 1 shows the presence of terrestrial threatened or endangered species in or near the project area. The following is a discussion of those sensitive species potentially present, and an assessment of their potential to be impacted by this project.

Northern Spotted Owl (NSO) - The NSO is listed as federally threatened and as a California species of concern. The NSO is not uncommon over most of its range, which in northern California includes most conifer forests and mixed-conifer woodlands of the coastal mountains. It occurs locally in second-growth forests.

NSO prefer large diameter trees within well-shaded stands for nest sites, where they will use old nests built by other species, cavities or shaded, broken-topped trees. They prefer an overhead canopy over nests and roost sites for thermal and predator protection and are intolerant to extreme heat, especially for nest sites. Spotted owls hunt in relatively closed canopy forests with open sub-canopies and moderate stem densities.

There were no NSO activity centers listed in the CNDDB within two miles of the project site, and no NSO habitat was observed during field review.

American Porcupine - The porcupine is a California species of concern. The porcupine is not uncommon over most of its range, which in northern California includes most conifer forests and mixed-conifer woodlands. It occurs locally primarily in second-growth forests. While the porcupine can forage within the timbered stands of this property, the location is not preferred due to the high amount of traffic in the immediate area. This project would have no impact on the porcupine as there is no habitat for this species within the project site.

4.3b Migratory Bird Treaty Act

There should be no potential impacts to migratory birds from this project. Potential nesting habitat for birds covered by the Migratory Bird Treaty Act occurs within the project area in the form of riparian vegetation, and potentially along Sultan Creek. Surveys for nesting migratory birds took place in May and June of 2011, with no bird nest found. Protection of riparian habitats will insure the protection of the preferred nesting habitat for migratory bird species.

4.3c Non-sensitive Wildlife

Black-tailed deer (*Odicoileus hemionus*), Roosevelt elk (*Cervus elaphus roosevelti*), black bear (*Ursus americanus*) and other local species are known in the area. No heron or egret rookeries are known of nearby and none were observed during field surveys. Preferred nest trees for such species were not observed.

4.3d Amphibians

Table 1 lists the northern red-legged frog as occurring in the area. This species is designated as a Species of Special Concern by the California Department of Fish and Wildlife. The northern red legged frog was relatively common in riparian areas and ponds over most of non-desert areas of California. Loss of habitat and predation by non-native frogs has reduced or eliminated populations

in southern and central California, but not the in northwest. In Del Norte County this is a very common species in a wide range of habitats. This species breeds in moist areas, requiring standing water. It feeds on a variety of invertebrates, and can forage in wet fields, backyards, and in woodlots. Although this species is not a protected species in Del Norte County and is locally relatively abundant, population levels are not doing well in the remainder of its range.

No habitat for the red-legged frog was observed in or near the project site. The site is at least 100 feet from delineated wetlands.

4.3e Invertebrates

The CNDDB noted the potential presence of two bumblebees in the area, the western and the obscure bumblebees. The obscure bumblebee primarily uses open meadows and fields where flowers are abundant. Habitat for this species is not present near or on the property.

Prior to 1998, the western bumblebee was both common and widespread throughout the western United States and western Canada. Since 1998, this bumble bee has undergone a drastic decline throughout some areas of its former range. While viable populations still exist in Alaska and east of the Cascades in the Canadian and U.S. Rocky Mountains, the once common populations of central California, Oregon, Washington and southern British Columbia have largely disappeared.

A generalist in plant preference, the western bumblebee prefers flowering plants. The project site is relatively devoid of flowering plants and habitat is not present near the project site.

4.4 Wetland Delineation

Wetlands were delineated primarily within the southern half of the 38.6-acre property. Wetlands were primarily wet forest habitats, with the primary wetland indicators being slough sedge, willows and hydric soils. No wetland habitats were delineated within 100 feet of the project site.

4.5 Sensitive Plants

Two surveys for sensitive plant species were planned for the spring and summer of 2022. The first survey was conducted in spring and the second is planned for June. An initial survey report is attached as Appendix B.

6.0 STAFF QUALIFICATIONS

Habitat assessment and report writing for this project was conducted by Principal Biologist, Frank Galea. Frank is the primary Biological Consultant and owner of Galea Biological Consulting, established in 1989. Frank is certified as a Wildlife Biologist through the Wildlife Society. Frank's qualifications include a Master of Science Degree in Wildlife Management from Humboldt State University and a Bachelor of Science in Zoology from San Diego State University. Frank has been assessing habitat and conducting field surveys for Threatened and Endangered species for over 30 years. Frank has taken an accredited class on wetland delineation through the Wetland Training Institute, and has successfully completed a Watershed Assessment and Erosion Treatment course through the Salmonid Restoration Federation.

A botanical assessment was conducted by Kyle Wear. Kyle is a consulting botanist with a Master of Science Degree in Botany from Humboldt State University. Kyle has also taken an accredited class on wetland delineation through the Wetland Training Institute.

APPENDIX A

CNDDB SPECIES LIST

Common_Name	Federal_St	State_Stat	Taxonomic_Sort
Del Norte salamander	None	None	Plethodontidae - Plethodon elongatus
northern red-legged frog	None	None	Amphibians - Ranidae - Rana aurora
southern torrent salaman	None	None	Amphibians - Rhyacotritonidae - Rhyacotriton variegatus
northern harrier	None	None	Birds - Accipitridae - Circus hudsonius
white-tailed kite	None	None	Birds - Accipitridae - Elanus leucurus
marbled murrelet	Threatenec	Endangere	Birds - Alcidae - Brachyramphus marmoratus
cackling (=Aleutian Canad	Delisted	None	Birds - Anatidae - Branta hutchinsii leucopareia
great egret	None	None	Birds - Ardeidae - Ardea alba
great blue heron	None	None	Birds - Ardeidae - Ardea herodias
American bittern	None	None	Birds - Ardeidae - Botaurus lentiginosus
black-crowned night hero	None	None	Birds - Ardeidae - Nycticorax nycticorax
western snowy plover	Threatenec	None	Birds - Charadriidae - Charadrius nivosus nivosus
American peregrine falco	Delisted	Delisted	Birds - Falconidae - Falco peregrinus anatum
bank swallow	None	Threatenec	Birds - Hirundinidae - Riparia riparia
fork-tailed storm-petrel	None	None	Birds - Hydrobatidae - Hydrobates furcatus
osprey	None	None	Birds - Pandionidae - Pandion haliaetus
black-capped chickadee	None	None	Birds - Paridae - Poecile atricapillus
California brown pelican	Delisted	Delisted	Birds - Pelecanidae - Pelecanus occidentalis californicus
Northern Spotted Owl	Threatenec	Threatenec	Birds - Strigidae - Strix occidentalis caurina
rufous hummingbird	None	None	Birds - Trochilidae - Selasphorus rufus
obscure bumble bee	None	None	Insects - Apidae - Bombus caliginosus
western bumble bee	None	None	Insects - Apidae - Bombus occidentalis
Fort Dick limnephilus cad	None	None	Insects - Limnephilidae - Limnephilus atercus
Yontocket satyr	None	None	Insects - Nymphalidae - Coenonympha tullia yontockett
Oregon silverspot butterf	Threatenec	None	Insects - Speryeria zerene hippolyta
North American porcupin	None	None	Mammals - Erethizontidae - Erethizon dorsatum
southern sea otter	Threatenec	None	Mammals - Mustelidae - Enhydra lutris nereis
Humboldt marten	Threatenec	Endangere	Mammals - Mustelidae - Martes caurina humboldtensis
Townsend's big-eared bat	None	None	Mammals - Vespertilionidae - Corynorhinus townsendii
rocky coast Pacific sideba	None	None	Mollusks - Bradybaenidae - Monadenia fidelis pronotis
Chace juga	None	None	Mollusks - Pleuroceridae - Juga chacei
marsh walker	None	None	Mollusks - Pomatiopsidae - Pomatiopsis chacei
western pond turtle	None	None	Reptiles - Emydidae - Emys marmorata
Coastal and Valley Freshw	None	None	Coastal and Valley Freshwater Marsh
Coastal Brackish Marsh	None	None	Coastal Brackish Marsh
Northern Coastal Salt Mai	None	None	Northern Coastal Salt Marsh
twisted horsehair lichen	None	None	Lichens - Alectoriaceae - Sulcaria spiralifera
spiral-spored gilded-head	None	None	Lichens - Caliciaceae - Calicium adspersum
Sanford's arrowhead	None	None	Vascular - Alismataceae - Sagittaria sanfordii
American glehnia	None	None	Vascular - Apiaceae - Glehnia littoralis ssp. leiocarpa
evergreen everlasting	None	None	Vascular - Asteraceae - Antennaria suffrutescens
short-leaved evax	None	None	Vascular - Asteraceae - Hesperevax sparsiflora var. brevif
seacoast ragwort	None	None	Vascular - Asteraceae - Packera bolanderi var. bolanderi
Del Norte pyrrocoma	None	None	Vascular - Asteraceae - Pyrrocoma racemosa var. congest
yellow-tubered toothwor	None	None	Vascular - Brassicaceae - Cardamine nuttallii var. gemmat
Greenland cochlearia	None	None	Vascular - Brassicaceae - Cochlearia groenlandica

bluff wallflower	None	None	Vascular - Brassicaceae - Erysimum concinnum
northern clustered sedge	None	None	Vascular - Cyperaceae - Carex arcta
lagoon sedge	None	None	Vascular - Cyperaceae - Carex lenticularis var. limnophila
Lyngbye's sedge	None	None	Vascular - Cyperaceae - Carex lyngbyei
northern meadow sedge	None	None	Vascular - Cyperaceae - Carex praticola
Sheldon's sedge	None	None	Vascular - Cyperaceae - Carex sheldonii
green yellow sedge	None	None	Vascular - Cyperaceae - Carex viridula ssp. viridula
black crowberry	None	None	Vascular - Empetraceae - Empetrum nigrum
harlequin lotus	None	None	Vascular - Fabaceae - Hosackia gracilis
Del Norte pea	None	None	Vascular - Fabaceae - Lathyrus delnorticus
seaside pea	None	None	Vascular - Fabaceae - Lathyrus japonicus
marsh pea	None	None	Vascular - Fabaceae - Lathyrus palustris
trailing black currant	None	None	Vascular - Grossulariaceae - Ribes laxiflorum
sand dune phacelia	None	None	Vascular - Hydrophyllaceae - Phacelia argentea
Tracy's romanzoffia	None	None	Vascular - Hydrophyllaceae - Romanzoffia tracyi
horned butterwort	None	None	Vascular - Lentibulariaceae - Pinguicula macroceras
Bolander's lily	None	None	Vascular - Liliaceae - Lilium bolanderi
western lily	Endangere	Endangere	Vascular - Liliaceae - Lilium occidentale
running-pine	None	None	Vascular - Lycopodiaceae - Lycopodium clavatum
maple-leaved checkerblo	None	None	Vascular - Malvaceae - Sidalcea malachroides
Siskiyou checkerbloom	None	None	Vascular - Malvaceae - Sidalcea malviflora ssp. patula
coast checkerbloom	None	None	Vascular - Malvaceae - Sidalcea oregana ssp. eximia
ghost-pipe	None	None	Vascular - Monotropaceae - Monotropa uniflora
arctic starflower	None	None	Vascular - Myrsinaceae - Lysimachia europaea
pink sand-verbena	None	None	Vascular - Nyctaginaceae - Abronia umbellata var. breviflo
Wolf's evening-primrose	None	None	Vascular - Onagraceae - Oenothera wolfii
mountain lady's-slipper	None	None	Vascular - Orchidaceae - Cypripedium montanum
heart-leaved twayblade	None	None	Vascular - Orchidaceae - Listera cordata
johnny-nip	None	None	Vascular - Orobanchaceae - Castilleja ambigua var. ambig
Oregon coast paintbrush	None	None	Vascular - Orobanchaceae - Castilleja litoralis
vanilla-grass	None	None	Vascular - Poaceae - Anthoxanthum nitens ssp. nitens
Thurber's reed grass	None	None	Vascular - Poaceae - Calamagrostis crassiglumis
Pacific gilia	None	None	Vascular - Polemoniaceae - Gilia capitata ssp. pacifica
dark-eyed gilia	None	None	Vascular - Polemoniaceae - Gilia millefoliata
Del Norte buckwheat	None	None	Vascular - Polygonaceae - Eriogonum nudum var. paralint
fibrous pondweed	None	None	Vascular - Potamogetonaceae - Potamogeton foliosus ssp
beautiful shootingstar	None	None	Vascular - Primulaceae - Primula pauciflora
woodnymph	None	None	Vascular - Pyrolaceae - Moneses uniflora
silky horkelia	None	None	Vascular - Rosaceae - Horkelia sericata
great burnet	None	None	Vascular - Rosaceae - Sanguisorba officinalis
Pacific golden saxifrage	None	None	Vascular - Saxifragaceae - Chrysosplenium glechomifolium
Langsdorf's violet	None	None	Vascular - Violaceae - Viola langsdorffii
alpine marsh violet	None	None	Vascular - Violaceae - Viola palustris
rhinoceros auklet	None	None	Birds - Alcidae - Cerorhinca monocerata
tufted puffin	None	None	Birds - Alcidae - Fratercula cirrhata
Cassin's auklet	None	None	Birds - Alcidae - Ptychoramphus aleuticus
green sturgeon - northern	None	None	Fish - Acipenseridae - Acipenser medirostris pop. 2

tidewater goby	Endangere	None	Fish - Gobiidae - Eucyclogobius newberryi
longfin smelt	Candidate	Threatenec	Fish - Osmeridae - Spirinchus thaleichthys
Pacific lamprey	None	None	Fish - Petromyzontidae - Entosphenus tridentatus
coast cutthroat trout	None	None	Fish - Salmonidae - Oncorhynchus clarkii clarkii
coho salmon - southern C	Threatenec	Threatenec	Fish - Salmonidae - Oncorhynchus kisutch pop. 2
steelhead - Klamath Mou	None	None	Fish - Salmonidae - Oncorhynchus mykiss irideus pop. 1
Steller sea lion	Delisted	None	Mammals - Otariidae - Eumetopias jubatus

APPENDIX B

BOTANY REPORT

Kyle S. Wear
Botanical Consultant

(707) 601-1725
kyle_wear@suddenlink.net

May 23, 2022

Galea Biological
200 Racoon Court
Crescent City, CA 95531

RE: Botanical Survey for Schauerman Property (APN: 117-020-052)

Frank,

I completed the first botanical survey on the Schauerman property off Washington Blvd on April 19, 2022. No special status plants were found on the survey. However, and additional summer survey is needed to complete the survey and final report. This will occur in June or July 2022.

Please contact me if you have any questions or need additional information.

Sincerely,

Kyle Wear

Kyle Wear

STOVER ENGINEERING
Civil Engineers and Consultants

PO Box 783 711 H Street
Crescent City CA 95531
Tel: 707.465.6742
Fax: 707.465.5922
info@stovereng.com

SAM SCHAUERMAN
PO BOX 1103
CRESCENT CITY CA 95531

Job Number: 4828.01

21 June 2022

RE: On-site Wastewater Treatment System Evaluation – APN 117-020-052-000 in Crescent City CA.

Dear Mr. Schauerman,

At your request, Stover Engineering has performed an on-site wastewater treatment system (OWTS) evaluation for a new self-storage facility with one daytime worker on the subject parcel, located on South Railroad Avenue in Crescent City. The parcel's total size is 25 acres. City water is available at the site. Based on our investigation, it is our opinion that a conventional leachfield and reserve area can be located on the parcel. This report conforms to the Del Norte County Sewage Disposal Ordinance (design standards).

Our staff performed field observations during wet weather season on 5 April 2022 to determine suitability for onsite disposal on the parcel. Houawa Moua of the Del Norte County Environmental Health Division was present for the observations. The existing ground in the proposed disposal areas slopes down toward the northwest at approximately 2 percent. A total of fourteen test pits were excavated to a depth of 8 feet below ground surface (bgs) with an excavator as indicated on the attached map. The test pits were designated as TP-1 thru TP-14.

Our staff collected soil samples from material found at a depth of 3 feet bgs in each of the test pits. Soils that were nearest to and most similar to the proposed development were found in TP-11 and TP-12. Soils observed in TP-11 were comprised of reddish-brown loamy sand to a depth of 3 feet bgs and tan loamy sand from 3 to 8 feet bgs. Soils observed in TP-12 were comprised of reddish-brown sandy loam to a depth of 3 feet bgs and tan sandy loam from 3 to 8 feet bgs. No groundwater or mottling was observed in either of these test pits. Soils found throughout the parcel had consistent texture results based on proximity to wetlands. It is my opinion that soil profiles observed in the vicinity of the development site are representative of the soils in the proposed disposal area.

LACO Associates performed soil textural analysis for samples collected from each of the test pits. The soil sample from TP-11 was determined to be a loamy sand with 15.2 percent combined silt and clay. The soil sample from TP-12 was determined to be a sandy loam with 21.2 percent combined silt and clay. Both samples fall within Zone 2 of the Soil Percolation Suitability Chart. Soils in Zone 2 of the Chart are considered suitable for wastewater disposal with no further testing required. Loamy sand soil provides a disposal rate of 0.8 gpd/ft^2 per Table 4-2 of the Regional Water Quality Control Board's Basin Plan.

The minimum required separation distance to groundwater from the bottom of conventional leachfields is five feet for combined silt and clay content greater than 15 percent in accordance with the design standards. Based on the percolation test results and our calculations, there is sufficient area to locate a conventional primary and reserve disposal area on the parcel as shown on the attached site sketch. Copies of the site evaluation summary, testing map, soils exploration logs, soil texture lab results, design calculations, and leachfield details are attached to this letter.

Sam Schauerman
21 June 2022

Please be informed that grading activities which disturb the reserve or primary areas indicated on the attached site plan will alter the suitability of the existing soils and subsequently invalidate the findings of our report. In addition, the placement of both on-site and off-site future improvements, including but not limited to wells and water lines, must adhere to the setbacks indicated on the Site Evaluation Summary sheet (page 3).

The recommendations contained in this letter are based on data obtained during the stated site observations only. Soil conditions and groundwater levels may vary throughout the site of the proposed disposal areas. Stover Engineering assumes no liability for conditions that differ from those observed by our staff at the time of the site visit.

We trust that this provides the information you require. Please feel free to contact us if you have any questions.

Very truly yours,

STOVER ENGINEERING

Grant B. Goddard, EIT
Assistant Engineer

Ward L. Stover, PE
Principal

REGISTERED PROFESSIONAL ENGINEER
WARD LEONARD STOVER
No. 44207
Expires 6-30-21
CIVIL
STATE OF CALIFORNIA

Attachments (8 pages)

STOVER ENGINEERING

SITE EVALUATION SUMMARY

Owner: SAM SCHAUERMAN (ELK CREEK BUILDERS) Date: 4/5/22

Address: PO BOX 1103
CRESCENT CITY
CA 95531

Job No.: 4823.01

APN: 117 020 052

Location: SOUTH RAILROAD PARCEL

Lot Size: 25 AC +/- Water System: CITY WATER

Ground Slope: VARIES

Setbacks: (Delnorte County Minimum)	Septic tank	Leach Field
Property Line	✓ (10')	✓ (10')
Well	NA (100')	NA (100')
Water Line	✓ (10')	✓ (10')
Stream	✓ (100')	✓ (100')
Drainage Channel	✓ (50')	✓ (50')
Ocean, Lake, etc. WETLANDS	✓ (50')	SEE NOTE (100')
Bluff or Cutback	✓ (25')	✓ (25')

Primary Area Site(s): TP-11

Replacement Site(s): TP-12

Other excavations TP 1-10 AND TP 13-14

Depth to Hardpan, Bedrock, Etc.: NONE OBSERVED

Depth To Groundwater: NONE OBSERVED

Depth to Mottling: VARIES - SEE SOIL PROFILES

Other Factors: SAND IN MULTIPLE TEST PITS
REFER TO TEXTURE RESULTS & PERC TESTS

Soil analysis zone: 1 & 2 Percolation Rate: 10-15 MPI (TP 11 & 12)

Depth of Soils under leachfield Required: 5 FT + Actual Depth Available: 5 FT +

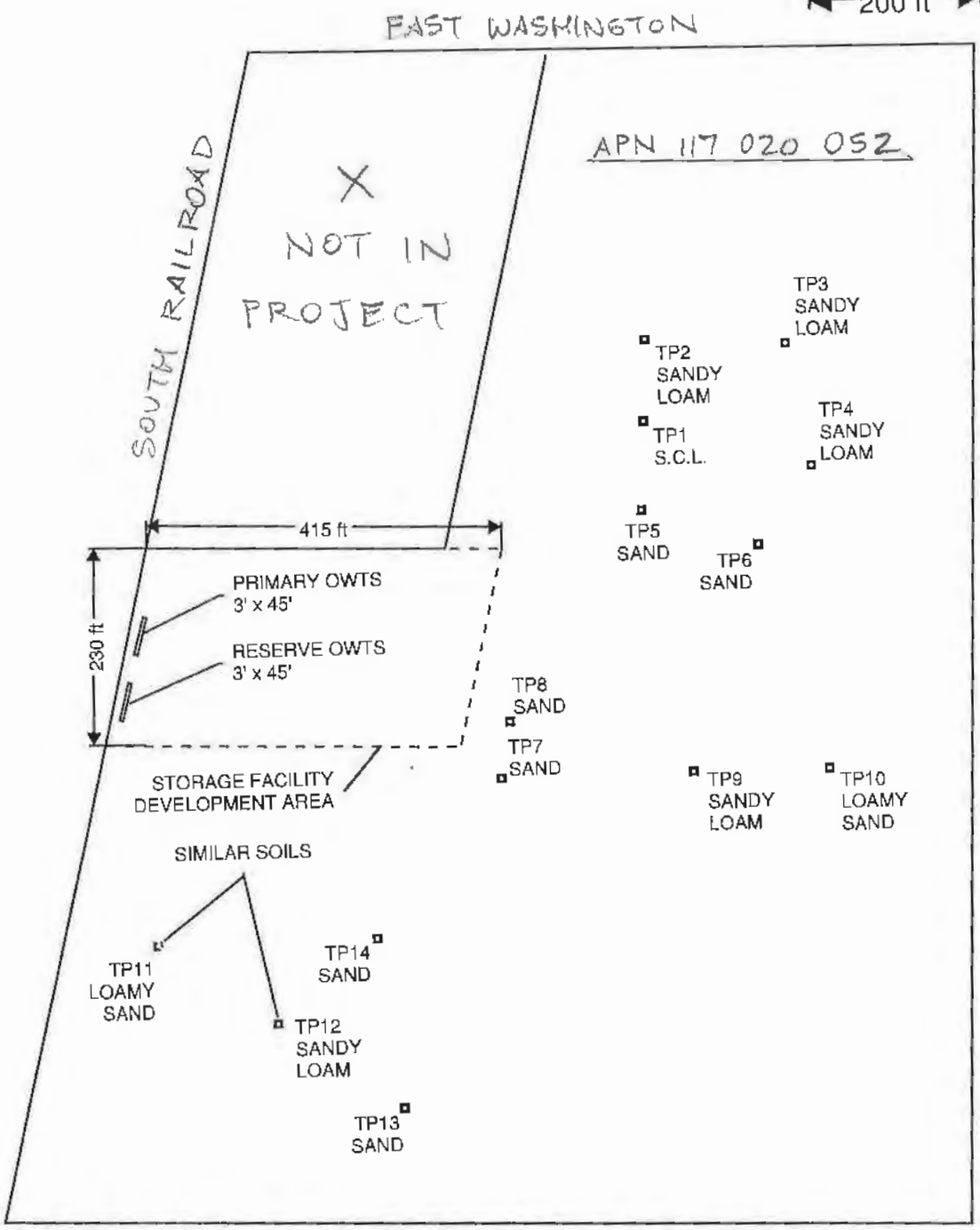
Replacement Area Available: YES Adequate? YES

Other Comments: WETLAND AREAS & 100 FT SETBACK/BUFFERS

JN 4828.01
ELK CREEK BUILDERS
SOUTH RAILROAD PARCEL
SOIL TEST PIT MAP
6/21/2022

1" = 200 ft
200 ft

2 OF 8



EXPLORATION TEST LOG

by GBG

Project Name S RAILROAD Job Number 4823.01 Date 9/5/22

Hole Number 11 Hole Type BACKHOE APN 117 020 052

Soil Sample	Depth (ft) 0'	Soil Description			
		Color	Type	Structure	Saturation
	1	REDDISH BROWN	LOAMY SAND	GRANULAR	MOIST
3 FT X	2				
	3				
	4	TAN	LOAMY SAND	GRANULAR	MOIST
	5				
	6				
	7				
	8	BOTTOM OF EXCAVATION		NO GROUNDWATER OBSERVED	
	9				
	10				
	11				
	12				

EXPLORATION TEST LOG

by GBG

Project Name S RAILROAD Job Number 4828.01 Date 4/5/22

Hole Number 12 Hole Type BACKHOE APN 117 020 052

Soil Sample	Depth (ft) 0'	Soil Description			
		Color	Type	Structure	Saturation
211 X	1	REDDISH BROWN	SANDY LOAM	GRANULAR	MOIST
	2				
	3				
	4	TAN	SANDY LOAM	GRANULAR	MOIST
	5				
	6				
	7				
	8	BOTTOM OF EXCAVATION			NO GROUNDWATER OBSERVED
	9				
	10				
	11				
	12				

LACO

21 W. 4th Street Eureka CA 95501

TEXTURAL ANALYSIS	Page 1	Project No 5260.06
Project JN4828.01	Tested By AAA	Date 4/13/2022
Location RAILROAD AVE DEVELOPMENT	Checked By DLR	Date 4/14/2022
Client STOVER ENGINEERING	Sample ID: 22-019EK	

Sample Location	Sample Depth	Total Sample (gm)	Retained on #10 Sieve (gm)	Passing #10 Sieve (gm)	Retained on #10 Sieve (%)	Passing #10 Sieve (%)	Coarse Adjustment (%)
TP-9	3.0'	427.2	0.5	426.7	0.1	99.9	0.0
TP-10	3.0'	494.3	0.1	494.2	0.0	100.0	0.0
TP-11	3.0'	468.5	0.4	468.1	0.1	99.9	0.0
TP-12	3.0'	589.7	0.0	589.7	0.0	100.0	0.0

WORK SHEET FOR SOIL TEXTURE (Water Quality Control Board Method)

TP-9	TP-10	TP-11	TP-12
3.0'	3.0'	3.0'	3.0'
99.1	90.9	94.1	96.4
2:52:00 PM	11:58:00 AM	12:06:00 PM	12:12:00 PM
62	61	61	62
33	23	22	28
-7.6	-7.7	-7.7	-7.6
25	15	14	20
65	65	65	65
17	11	13	16
-7.0	-7.0	-7.0	-7.0
10	4	6	9
74.4	**83.2**	**84.8**	**78.8**
10.1	**4.4**	**6.4**	**9.3**
15.5	**12.4**	**8.8**	**11.8**
Sandy Loam	**Loamy Sand**	**Loamy Sand**	**Sandy Loam**
2	**2**	**2**	**2**
25.6	**16.8**	**15.2**	**21.2**

SAMPLE DESCRIPTION

SAMPLE DEPTH

A. Ovendry Weight (gm)

B. Starting Time (hr: min: sec)

C. Temp @ 40 sec. (^{0}F)

D. Hydrometer Reading @ 40 sec. (gm/l)

E. Composite Correction (gm/l)

F. True Density @ 40 sec. (gm/l), (D - E)

G. Temp. @ 2 hrs. (^{0}F)

H. Hydrometer Reading @ 2 hrs. (gm/l)

I. Composite Correction (gm/l)

J. True Density @ 2 hrs. (gm/l), (H - I)

K. % Sand = 100 - [(F/A) x 100]

L. % Clay = (J/A) x 100

M. % Silt = 100 - (K+L)

N. USDA Texture

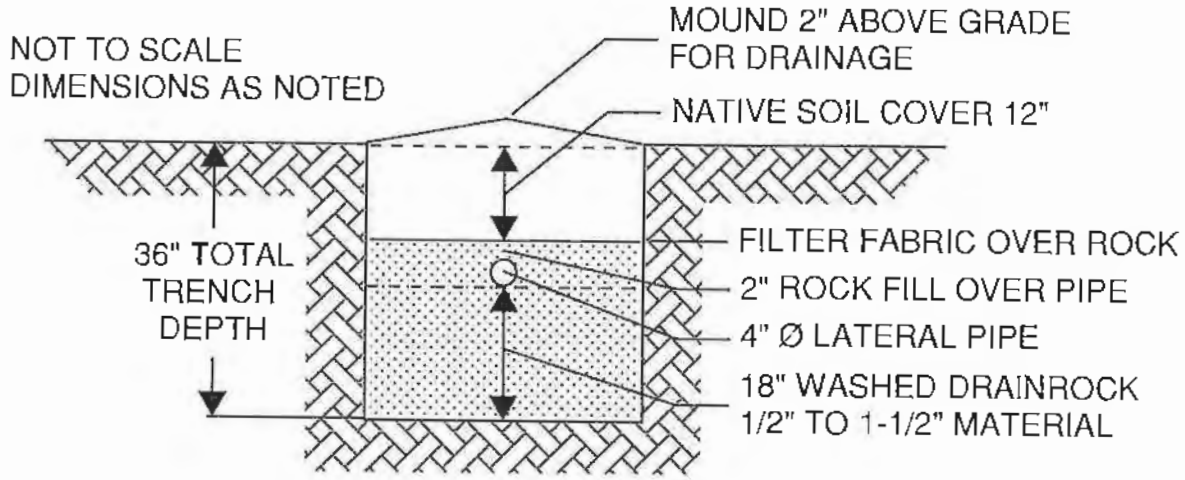
O. Soil Percolation Suitability Chart Zone

P. Combine % Silt and Clay

STOVER ENGINEERING
711 H Street
Crescent City, CA 95531
(707) 465-6742 Fax (707) 465-5922

JOB 482.01
SHEET NO. 6 OF 8
CALCULATED BY GBS DATE 6/21/22
CHECKED BY DATE
SCALE NTS

TRENCH DETAIL



LEACHFIELD Percolation Rate = BASED ON TEXTURE MPI Therefore, Application Rate = 0.8 GPD/SF

NORTH COAST BASIN PLAN

Table 4-2. RATES OF WASTEWATER APPLICATION FOR ABSORPTION AREAS

Soil Texture	Percolation Rate Minutes per Inch	Application Rate Gallons per Day per Square Foot
Gravel, coarse sand	<1	Not Suitable
Coarse to medium sand	1 - 5	1.2
→ Fine sand, loamy sand	6 - 15	1.1 - 0.8
Sandy loam, loam	16 - 30	0.7 - 0.6
Loam, porous silt loam	31 - 60	0.5 - 0.4
Silty clay loam, clay loam -a,b-	61 - 120	0.4 - 0.2

Note: Application rates may be interpolated based on percolation rates, within the ranges listed above.

a. Soils without expandable clays.
b. These soils may be easily damaged during construction.

STOVER ENGINEE. .NG

Job Number 4828.01
Calc By GBG
Checked By KMS
7 OF 8

Disposal Field Design - Elk Creek Builders Storage Facility - Primary/Reserve Disposal Area

01 - Determine Peak Flow See Sheet 2 for Peak Flow Calc	Peak Flow =	150	gpd	
	Based on Del Norte County Code 14.12.130 Table B			
	For daytime work in offices, County Code requires 150 GPD minimum			
02 - Determine Septic Tank Size	Septic Tank Size =	750	gal	
	Varying minimum size per CA Plumbing Code (adopts UPC)			
	750 gallon tank for non-residential use with less than 15 fixture units			
03 - Required Absorption Area	Soil Infiltration Rate, IR =	0.8	gpd/ft^2	
	Based on Table 4.2 of Regional Water Board Basin Plan			
	AA =	188	ft^2	(Flow/IR)
04 - Determine Trench Length	L_1 =	63	ft	(AA/W_1)
	W_1 =	3	ft	
	Trench Depth =	3	ft	
	Washrock Depth =	18	in	
	Reduction Factor, RF =	71	%	(Table 3, Manual of Septic Tank Practice)
	For Infiltrators, washrock depth is equal to invert under lateral pipe.			
05 - Determine Adjusted Length	L_2 =	45	ft	(L_1*RF)
	Number of Laterals =	1		
	Lateral Spacing, S =	6	ft	
	Del Norte requires 6' based on MSTP, Humboldt requires 10' minimum			
	Else use twice the depth, W_1			
	Lateral Length, L_3 =	45	ft	(L_2/No.L) **OK**
	L_3 <70' recommended, <100' required for conventional*			
	Use 45' conventional leaching trench with washed drainrock			
	Total Leachfield Width, W =	3	ft	($No.L*W_1 + S*(No.L - 1)$)

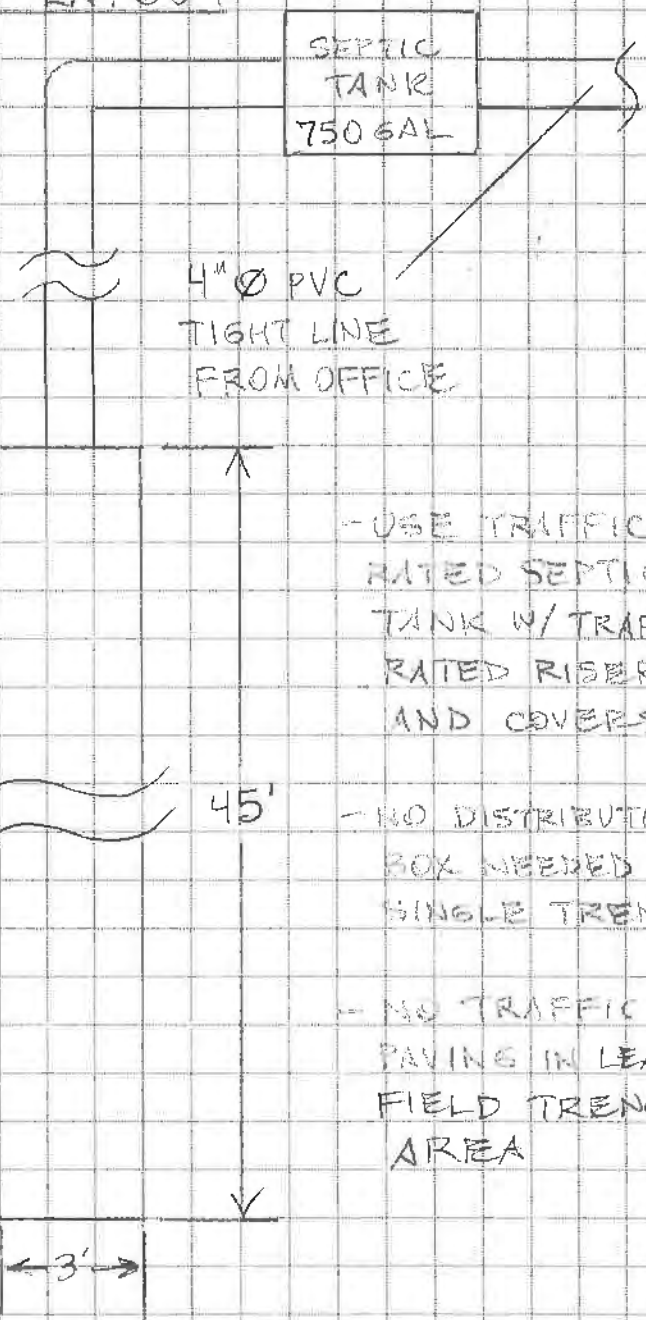
* Note: For pressure distribution network the maximum lateral length may be larger than 100 ft and is determined based on head loss.

STOVER ENGINEERING
711 H Street
Crescent City, CA 95531
(707) 465-6742 Fax (707) 465-5922

JOB 4828 01
SHEET NO. 8 OF 8
CALCULATED BY GBG DATE 6/21/22
CHECKED BY WHS DATE 6/21/22
SCALE NTS

TYPICAL LAYOUT

NOT TO SCALE



W = OVERALL LEACHFIELD WIDTH = 3 FT

L_3 = LENGTH OF LATERAL = 45 FT

- USE TRAFFIC RATED SEPTIC TANK W/ TRAFFIC RATED RISERS AND COVERS
- NO DISTRIBUTION BOX NEEDED FOR SINGLE TRENCH
- NO TRAFFIC OR PAVING IN LEACH-FIELD TRENCH AREA

ROSANNA BOWER, PE
ASSISTANT COUNTY ENGINEER
DEL NORTE COUNTY ENGINEERING & SURVEYING DIVISION
981 H STREET SUITE 110
CRESCENT CITY, CA, 95531

Job Number: 4828.01

2 August 2022

RE: South Railroad Avenue Storage Units on APN 117-020-052-000 – Building Permit B36964C
Applicant's Statement on Storm Drain Analysis

Dear Rosanna,

On 14 July 2022 the Del Norte County Planning Division issued a notice of application status for the subject project. The notice of application status included three staff recommendations for items needed to deem the application complete. The second item is as follows:

2. A statement from the applicant that sufficient capacity to accommodate the development will be verified by an appropriately license design professional between the existing South Railroad Avenue underground storm drain and outfall or runoff from development will be directed to wetlands on south end of property (APN: 117-020-052).

This letter is to certify that the capacity of existing underground storm drain on South Railroad Avenue will be verified by a licensed design professional prior to construction of new storm drain infrastructure on the subject parcel. If the existing storm drain capacity is determined to be inadequate to accommodate stormwater discharged from the subject project during a 10-year storm event, the runoff will instead be diverted to existing swales located on the parcel.

Sincerely,

ELK CREEK BUILDERS LLC

Sam Schauerman
Owner

STOVER ENGINEERING
Civil Engineers and Consultants

PO Box 763 - 711 H Street
Crescent City CA 95531
Tel: 707.465.6742
Fax: 707.465.5922
info@stovereng.com

SAM SCHAUERMAN
ELK CREEK BUILDERS LLC
PO BOX 1103
CRESCENT CITY, CA 95531

Job Number: 4828.01

13 July 2022

RE: South Railroad Avenue Storage Facility – Preliminary Grading and Drainage Plan

Dear Mr. Schauerman:

This letter presents a preliminary drainage analysis for the proposed construction of a self-storage facility on APN 117-020-052, adjacent to an existing self-storage facility located at 1565 South Railroad Ave. The proposed project and location is illustrated on the attached Preliminary Grading and Drainage Plan. The proposed drainage facilities in the subject development are sized to store and treat the 85th percentile 24-hour storm event as required by the California Coastal Commission.

The proposed development area is bounded by South Railroad Avenue to the west and an existing self-storage facility to the north. Wetland delineations and setback areas are located to the south and east of the proposed development area, but are outside the boundaries of the proposed development. The area to be developed is approximately 2.2 acres and is currently covered by light vegetation. No existing structures or utilities are currently in place on the lot. The proposed access to the development area will be from South Railroad Avenue off of East Washington Boulevard.

The existing topography of the project site is divided into two drainage basins by a sandy soil ridge. The first basin generally slopes to the northwest and runoff from this basin flows into an existing concrete gutter on the easterly (northbound) side of South Railroad Avenue. The second basin generally slopes to the southeast and runoff from this basin flows into existing wetland swales in the southeasterly quarter of the parcel.

The California Coastal Commission requires that developments within the coastal zone include drainage improvements that are adequately sized to treat the 85th percentile, 24-hour storm event. The following rational method formula is used to compute the storm runoff values:

$$Q = i * A * C$$

Where Q = Stormwater Runoff generated from 85th percentile 24-hr storm event

i = Rainfall Intensity (inch/24 hours, from Coastal Commission tabulated data)

A = Total Impervious Area after development (square feet)

C = Impervious Area Runoff Coefficient (0.9, dimensionless)

The rainfall intensity is determined from the Hourly and Daily Rainfall Data for Crescent City from the California Coastal Commission Water Quality Program. The runoff coefficient is stipulated in the Coastal Commission "Water Quality Lesson of the Month – Topic 12: The 85th Percentile Standard" (guidelines).

The attached preliminary grading and drainage plan indicates the drainage basin and sub-basins that generate storm runoff. The preliminary grading and drainage plan also indicates preliminary finish floor elevations, storm drain culvert routes, drain inlet rim elevations, and some driveway surface elevations.

The major drainage basin (Basin A) is comprised of eight sub-basins, A1 thru A8. These sub-basins are collected into a combined stormwater storage and retention system. The areas of the sub-basins vary from 0.2 to 0.4 acres. All of the sub-basins are comprised of paving and commercial development with a small amount of landscaping. The runoff coefficient of 0.9 is within the recommended range for this type of development in accordance with Coastal Commission guidelines. All eight sub-basins generally sheet-flow into asphalt swales which then convey flow into inlets located in the driveway centerlines. The flows are then conveyed to the underground storage and retention system via 15" HDPE underground storm drain network where they are combined, stored, and infiltrated. The underground storage and retention system consists of plastic storm infiltrator chambers and rock fill. Overflow from the storage and retention system (total runoff exceeding the 85th percentile 24-hour event) is redirected to the proposed street curb and gutter via under-sidewalk drains.

The minor drainage basin (Basin B) is comprised of two sub-basins, B1 and B2. These sub-basins are situated above the driveway entrances on South Railroad Avenue. Runoff from these two sub-basins sheet-flows into asphalt swales and is conveyed to the proposed street curb and gutter as surface flow. Both of these sub-basins have an area of 0.2 acres each. Basin B is comprised of paving and commercial development similar to Basin A.

Please feel free to contact us with any questions.

Very truly yours,

STOVER ENGINEERING

Grant Goddard, EIT
Assistant Engineer

Ward L. Stover, PE
Principal

REGISTERED PROFESSIONAL ENGINEER
WARD LEONARD STOVER
No. 44207
Expires 6-30-23
CIVIL
STATE OF CALIFORNIA

Attachment (1 page)

CP 21

N13° 04' 41"E 175.00'

N13° 04' 41"E 340.68'

STORM DRAIN OVERFLOW SLOPE TO MYRTLE

NEW DRIVEWAY ASPHALT TYP.

UNDERGROUND STORMWATER STORAGE & INFILTRATION IN GRAVEL BED

SWALE FLOWLINE 43.55 FT AND STORM DRAIN PIPE ALIGNMENT

FINISH GRADE 44.30 FT ADJACENT TO BUILDINGS TYP. FOR ALL

N13° 04' 41"E 175.00'

CP 23

CP 5

67" DECIDUOUS

N88° 40' 39"W 350.00'

339.79'

CP 25

UNIT A
40' x 150'

UNIT E
40' x 150'

UNIT B
25' x 150'

UNIT F
25' x 150'

UNIT C
25' x 150'

UNIT G
25' x 150'

UNIT D
40' x 150'

UNIT H
40' x 150'

CP 24

CP 281

BASIN A1

BASIN A2

BASIN A3

BASIN A4

BASIN A5

BASIN A6

BASIN A7

BASIN A8

BASIN B1

BASIN B2

35.00'

56.83'

20.00' DRIVEWAY

71.93'

27.00'

55.00'

61.49'

10.00' MIN

20.00'

5.00'

30.00'

SWALE FLOWLINE 43.55 FT AND STORM DRAIN PIPE ALIGNMENT

DRAIN INLET RIM ELEVATION 43.35 FT TYP OF REAR SWALE

PRIMARY SEPTIC LEACHFIELD

RESERVE LEACHFIELD

P 318

CP 26

12"ø DECIDUOUS

N13° 04' 41"E 303.12'

NO STORMWATER RETENTION WITHIN R100.00' OF SEPTIC

STORM DRAIN OVERFLOW CULVERT TO (N) GUTTER

DRAIN INLET RIM ELEVATION 43.45 FT TYP OF CENTRAL SWALE

TP

100' 50' WLB

STOVER ENGINEERING
Civil Engineers and Consultants
PO BOX 783 - 711 H STREET
CRESCENT CITY, CA 95531 707-485-8742

No.	Date	Revision	DRAWN BY:	CHECKED BY:	Apvd.

DESIGNED BY:

0 1/2" BAR IS EQUAL TO 1/2 INCH ON ORIGINAL DRAWING
ADJUST SCALES IF DISTANCE VARIES ACCORDINGLY.

ELK CREEK BUILDERS
ELK CREEK STORAGE
CRESCENT CITY, CA

PRELIMINARY GRADING AND DRAINAGE PLAN

JOB NO. 4828.01
SCALE: 1"=50'
DATE: 07/13/22
SHEET 1 OF 1

STOVER ENGINEERING
Civil Engineers and Consultants

PO Box 783 – 711 H Street
Crescent City CA 95531
Tel: 707.465.6742
Fax: 707.465.6922
info@stovereng.com

ROSANNA BOWER, PE
ASSISTANT COUNTY ENGINEER
DEL NORTE COUNTY ENGINEERING & SURVEYING DIVISION
981 H STREET SUITE 110
CRESCENT CITY CA 95531

Job Number: 4828.01

4 August 2022

RE: Traffic Analysis of Proposed Storage Units on APN 117-020-052-000 (Application B36964C)

Dear Rosanna,

This letter provides an analysis and discussion of potential traffic impacts for the subject project. This letter supplements the traffic volume calculations that we had previously submitted to Del Norte County Community Development Department with the development application for this project. A copy of the original calculations is attached with this letter. This letter is in response to staff recommendations published in the Notice of Application status for the subject project on 14 July 2022. Our analysis of transportation impacts in this letter is based on the Institute of Transportation Engineers (ITE) "Transportation Impact Analyses for Site Development". A discussion of cumulative impacts is included after the analysis. It is my opinion that the proposed project does not significantly impact transportation in the area.

Traffic Analysis per ITE

1. Purpose and objectives – The purpose of the daily and peak hour trip calculations is to determine the appropriate level of traffic analysis and any mitigation required for the proposed Mini-Storage Facility on South Railroad Avenue.

2. Description of site and study area – The project site is a cleared area on the westerly half of APN 117-020-052-000, located near Crescent City. The site has frontage on the northbound (easterly) side of South Railroad Avenue. The closest cross street is East Washington Boulevard approximately 500 feet north of the project site. South Railroad Avenue provides access for an existing mini-storage facility, a disability support services facility, a law office, and a dermatology clinic which are all located to the north of the project site. South Railroad Avenue is a dead-end street and terminates near the south boundary of the proposed project.

3. Existing conditions in area of development – The project site is undeveloped, was previously logged and is now covered with grass and shrubs. The project site is adjacent to an existing mini-storage facility to the north. South Railroad Avenue is currently unpaved and blocked by boulders and a 3-foot tall soil berm at the frontage of the project site. There are at least two encampments in the road right-of-way along the frontage. Areas to the south and east of the project site are undeveloped and covered with grass, shrubs, and scattered trees. There are no existing buildings or developments to the south or east of the proposed mini-storage facility.

4. Anticipated nearby development – A multi-family housing development with twenty single-family dwelling units has been proposed to the south of the project site with a driveway entrance on South Railroad Avenue. The proposed housing development will generate additional traffic on South Railroad Avenue. A Draft Transportation Study dated 27 July 2022 was prepared by W-Trans for the housing project. A copy is included with this letter.

5. Trip generation – Average daily trips (ADT) generated by the project were determined using the most similar land use listed in the ITE Trip Generation Manual 10th edition, and were based on the project scope submitted in the Coastal Development Permit application. The estimated ADT for the mini-storage facility is 58.9 trips. The Del Norte County General Plan stipulates that any project that is expected to generate more than 60 ADT must submit a traffic analysis as part of the permit application. This project is not expected to generate more than 60 ADT and therefore it does not trigger the General Plan requirement for traffic analysis as a standalone project. This analysis has been prepared to support the discussion of cumulative impacts on page 3.

6. Trip distribution – Peak hour trips and direction ratios (in and out) were determined using the most similar land use listed in the 2003 San Diego Area Governments (SANDAG) Trip Generation Manual. Weekday peak hour trips for the morning and afternoon were estimated to be 3.54 and 5.31 trips, respectively. Peak hours occur in the afternoon. The in/out trip ratio for this land use is 1:1 (50% incoming). All incoming (southbound) trips require generate left turn movements into the mini-storage facility. However, entrance and exit driveways will be designated so that traffic entering the facility will not turn across traffic exiting the facility. Incoming peak hour trips result in 2.66 left turn movements.

7. Modal split – Traffic entering and exiting the mini-storage is expected to be almost entirely automobiles, including vans, trucks, and motor vehicles towing trailers. We anticipate minimal bicycle or pedestrian traffic due to the typical loads (cargo) transported to and from mini-storage facilities.

8. Traffic assignment resulting from development – Our calculations include the average daily trips and peak hour trips generated by the project. We anticipate that 100% of incoming traffic will be making a left turn into the proposed project.

9. Projected future traffic volume – No future increase in the calculated traffic volume is anticipated for this project. The calculation of average daily trips and peak hour trip volumes assumes that the storage facility is fully operational and that a majority of storage units are rented.

10. Assessment of the change in roadway operating conditions – Based on the peak hour trip calculation, we do not anticipate any significant changes to the roadway operating conditions. Per State CEQA Guidelines, Section 15064.3, "[...] a project's effect on automobile delay shall not constitute a significant environmental impact." Vehicle Miles Traveled (VMT) is the primary metric used to determine traffic impacts and mitigation requirements under current CEQA Guidelines. Del Norte County has determined that 110 ADT is the trigger threshold for traffic mitigation based on the *Del Norte Region SB 743 Implementation Plan*. The mini-storage facility is estimated to generate 58.9 ADT. Trips generated by the mini-storage are primarily local in origin and may reduce overall VMT by providing storage closer to residences and businesses in the area.

11. Recommendations for site access and transportation improvements needed to maintain acceptable and safe level of service – No transportation improvements are warranted for the proposed project. Driveway improvements subject to a Del Norte County encroachment permit will conform to the geometric requirements established by County code.

Discussion of Cumulative Impacts

As defined by CEQA Initial Study Section 21, cumulative impacts are based on the sum of trips generated by both existing and proposed uses in the area. This discussion considers cumulative impacts of the existing mini-storage facility to the north and the proposed housing development to the south.

The Initial Study and Draft Negative Declaration prepared by County staff for the existing mini-storage facility (permit B36521C) calculated that the facility generates 33.97 ADT. As noted in the Initial Study, "historical data for gate entries [in mini-storage facilities] is considerably lower than the projection described". The W-Trans study calculated that the housing development will generate 144 ADT. The existing and proposed mini-storage facilities generate an approximate combined total of 93 ADT. The cumulative impacts of the storage facilities do not trigger VMT mitigation. The proposed housing development is expected to trigger VMT mitigation as a part of its own Coastal Development Permit.

The W-Trans study evaluates impacts at the nearest major intersection of Washington Boulevard and Parkway Avenue. The total existing volume at the intersection was estimated to be 7,000 ADT. Additional trips generated by the proposed mini-storage (58.9 trips) are equivalent to 0.8% of this volume. When combined with the trips generated by the adjacent uses (33.97 and 144 trips), the cumulative trips (237 trips) are equivalent to 3.4% of the traffic volume at the intersection. The addition of this traffic volume is not expected to result in a significant impact.

The existing level of service (LOS) at the Washington and Parkway intersection was determined to be LOS A by W-Trans. The W-Trans study determined that the intersection would maintain an overall LOS A with the addition of traffic from the housing development. The proposed housing development generates 50% more trips than the combined mini-storage facilities. We do not anticipate a significant impact to the service level of the intersection as a result of the mini-storage project.

We trust that this letter provides the analysis required by the staff recommendations. Please contact us if you have any questions.

Very truly yours,

STOVER ENGINEERING

Ward L. Stover, PE
Principal

Attachments (19 pages)

STOVER ENGINEERING
711 H Street
Crescent City, CA 95531
(707) 465-6742 Fax (707) 465-5922

JOB 4823.01
SHEET NO. 1 OF
CALCULATED BY GBG DATE 7/13/22
CHECKED BY WH DATE 8-4-22
SCALE

ELK CREEK BUILDERS LLC
APN 117-020-052-000
S. RAILROAD AVE STORAGE - TRAFFIC CALCULATION

AVERAGE DAILY TRIPS

- 1.51 AVERAGE DAILY TRIPS PER 1,000 SQ FT FLOOR AREA FOR MINI-STORAGE (FROM 10TH EDITION ITE TRIP GENERATION MANUAL)
- 39000 SQ FT FLOOR AREA PROPOSED IN PROJECT

$\frac{1.51 \text{ ADT}}{1000 \text{ FT}^2} \times 39000 \text{ FT}^2 = 58.9 \text{ ADT} \approx 59 \text{ ADT}$

59 ADT < 110 ADT
∴ VMT MITIGATION IS NOT TRIGGERED

PEAK HOUR TRAFFIC

AM PEAK HOUR = 6% (1:1 IN/OUT)
PM PEAK HOUR = 9% (1:1 IN/OUT)
FOR RENTAL STORAGE TYPE (FROM SAN DIEGO AREA GOVERNMENTS (SANDAG) TRIP GENERATION MANUAL)

AM PEAK 0.06 × 59 = 3.54 TRIPS ≈ 4 TRIPS/HR
PM PEAK 0.09 × 59 = 5.31 TRIPS ≈ 6 TRIP/HR

CUMULATIVE TRAFFIC IMPACTS

ADJACENT EXISTING STORAGE FACILITY
33.97 × 34 ADT PER STAFF REPORT (PB365210)
PROPOSED STORAGE FACILITY
59 ADT SEE ABOVE
COMBINED ADT
59 + 1155 = 1214 ADT
SAME MIX OF TYPE (RENTAL STORAGE)

AM PEAK 0.06 × 1214 = 5.53 ≈ 6 TRIP/HR
PM PEAK 0.09 × 1214 = 6.87 ≈ 7 TRIP/HR

∴ INSIGNIFICANT IMPACT

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion of Impacts

a-b. The project does not impact existing recreational areas nor does it increase the need for additional recreational facilities. The project does not increase the development potential above what currently exists.

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?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Discussion of Impacts

a. The project is not anticipated to conflict with a program, plan, ordinance, or policy addressing any circulation system. The property is in a commercial area with public improvements including a paved road, curb and sidewalk developed to urban public road standards. Commercial use of the property for an additional 81 mini-storage units would not affect the circulation system. The property has a County approved encroachment permit from South Railroad Avenue for access to the project site.

b. The project is not expected to be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). According to the 2020 Del Norte Region SB 743 Implementation Plan, the Traffic Analysis Zone (TAZ 100) containing the project area describes the average VMT to be approximately 5.08 daily per capita and 23.07 daily per employee. The project was analyzed subject to screening criteria outlined in the 2020 Del Norte Region SB 743 Implementation Plan.

NOT TRIGGERED -

Using to the *10th Edition of the Institute of Transportation Engineers Trip Generation Manual*, mini-storage facilities similar to the proposed project have 1.51 average daily trips per 1,000 square feet of floor area. It is projected using this methodology that the project, including the existing 13,500 square feet of storage area, would create up to 33.97 trips per day for entire the 22,500 square foot mini-storage facility. Based on information provided for other similar projects in the Crescent City, historical data for gate entries is considerably lower than the projection described above. Further, the 2020 Del Norte Region SB 743 Implementation Plan provides for thresholds of significance that screen certain projects out of constituting a significant impact toward VMT generation. In this case, the project is expected to generate less than 110 trips per day, so it can be considered to have a less than significant impact as a 'Small Project' under Section 3.2.1 of the SB 743 Implementation Plan.

c. The project does not increase hazards due to a design feature. The project would allow primary access to the project from South Railroad Avenue off of Washington Boulevard off of Parkway Drive. There are no dangerous features in the project area and this project would not require improvements that would introduce circulation or traffic safety hazards.

d. Emergency access to the project site would remain the same. No other emergency access in the surrounding area would be affected by development of this project.

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	☐	☐	☐	☒
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.	☐	☐	☐	☒

Discussion of Impacts

a. The project would have no foreseeable impacts on tribal cultural resources. A member of the Environmental Review Committee is a Native American representative and has not issued notice of any concern of resources on-site. Further, an AB 52 tribal consultation has been sent to local tribes associated with the project area and no requests for consultations have been received by the Lead Agency.

19. Utilities and Service Systems

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

TABLE 1 (Continued)

May 2003

TRIP GENERATION RATE SUMMARY
(WEEKDAY)

LAND USE	DRIVEWAY [1] [2] VEHICLE TRIP RATE	CUMULATIVE [8] VEHICLE TRIP RATE	PEAK HOUR AND IN/OUT RATIO AM (IN:OUT)	PM (IN:OUT)
EDUCATION [3]				
University (4 years or higher)	2.5 trips/student; 100 trips/acre	2.5 trips/student; 100 trips/acre	10% (9:1)	9% (3:7)
Community College (2 years)	1.6 trips/student; 18 trips/1,000 sq. ft.; 80 trips/acre	1.6 trips/student; 18 trips/1,000 sq. ft.; 80 trips/acre	12% (9:1)	8% (3:7)
High School	1.8 trips/student; 50 trips/acre; 11 trips/1,000 sq. ft.	1.8 trips/student; 50 trips/acre; 11 trips/1,000 sq. ft.	20% (8:2)	14% (3:7)
Junior High/Middle School	1.4 trip/student; 12 trips/1,000 sq. ft.; 40 trips/acre	1.4 trips/student; 12 trips/1,000 sq. ft.; 40 trips/acre	24% (7:3)	7% (3:7)
Elementary School	2.9 trips/student; 39 trips/1,000 sq. ft.; 136 trips/acre	2.9 trips/student; 39 trips/1,000 sq ft.; 136 trips/acre	31% (6:4)	19% (4:6)
Day Care Center	5 trips/child; 80 trips/1,000 sq. ft.	5 trips/child; 80 trips/1,000 sq. ft	19% (5:5)	18% (5:5)
FINANCIAL INSTITUTION (Bank or Credit Union) [5]				
Excluding drive-through	150 trips/1,000 sq. ft.; 1,000 trips/acre	112.5 trips/1,000 sq. ft.; 750 trips/acre	4% (7:3)	8% (4:6)
With drive-through	200 trips/1,000 sq. ft.; 1,500 trips/acre	150 trips/1,000 sq. ft.; 1,125 trips/acre	5% (6:4)	10% (5:5)
Drive-through only	250 trips/lane	187.5 trips/lane	3% (5:5)	13% (5:5)
HOSPITAL [3]				
Convalescent/Nursing	3 trips/bed	3 trips/bed	7% (6:4)	7% (4:6)
General	20 trips/bed; 20 trips/1,000 sq. ft.; 300 trips/acre	20 trips/bed; 20 trips/1,000 sq. ft.; 300 trips/acre	9% (7:3)	10% (3:7)
HOUSE OF WORSHIP [4]				
General	15 trips/1,000 sq. ft.; quadruple rates for days of	9 trips/1,000 sq. ft.; quadruple rate for days of	4% (8:2)	8% (5:5)
Without School or Day Care	5 trips/1,000 sq. ft.; quadruple rates for days of assembly	5 trips/1,000 sq. ft.; quadruple rate for days of	4% (8:2)	8% (5:5)
INDUSTRIAL				
Industrial/Business Park (some commercial included) [3]	16 trips/1,000 sq. ft.; 200 trips/acre	16 trips/1,000 sq. ft.; 200 trips/acre	12% (8:2)	12% (2:8)
Small Industrial Park [7] *	15 trips/1,000 sq. ft.; 120 trips/acre	15 trips/1,000 sq. ft.; 120 trips/acre	11% (9:1)	12% (2:8)
Large Industrial Park *	8 trips/1,000 sq. ft.; 100 trips/acre	8 trips/1,000 sq. ft.; 100 trips/acre	11% (9:1)	12% (2:8)
Manufacturing/Assembly	4 trips/1,000 sq. ft.; 50 trips/acre	4 trips/1,000 sq. ft.; 50 trips/acre	20% (9:1)	20% (2:8)
Rental Storage	2 trips/1,000 sq. ft.; 30 trips/acre	2 trips/1,000 sq. ft.; 30 trips/acre	6% (5:5)	9% (5:5)
Scientific Research and Development	8 trips/1,000 sq. ft.; 80 trips/acre	8 trips/1,000 sq. ft.; 80 trips/acre	16% (9:1)	14% (1:9)
Truck Terminal	10 trips/1,000 sq. ft.; 7 trips/bay; 80 trips/acre	10 trips/1,000 sq. ft.; 7 trips/bay; 80 trips/acre	9% (4:6)	8% (5:5)
Warehousing	5 trips/1,000 sq. ft.; 60 trips/acre	5 trips/1,000 sq. ft.; 60 trips/acre	15% (7:3)	16% (4:6)
LIBRARY [3]	50 trips/1,000 sq. ft.; 400 trips/acre		2% (7:3)	10% (5:5)
Less than 100,000 sq. ft.		20 trips/1,000 sq. ft.	2% (7:3)	10% (5:5)
100,000 sq. ft. or more		16 trips/1,000 sq. ft.	2% (7:3)	10% (5:5)

* Small amount of local serving commercial included. May have multiple shifts.

July 27, 2022

Mr. Sam Schauerman
Elk Creek Builders LLC
P.O. Box 1103
Crescent City CA 95531

DRAFT Transportation Study for the South Railroad Avenue/ Washington Boulevard Housing Project

Dear Mr. Schauerman;

W-Trans has completed an evaluation of the potential transportation impacts associated with the proposed housing development to be located at APN 117-020-052-000 in the County of Del Norte; the site has not yet been assigned an address but is located on the east side of South Railroad Avenue south of Washington Boulevard. The purpose of this letter is to document existing conditions and evaluate the project's potential transportation impacts as defined in the California Environmental Quality Act (CEQA) and effect on traffic operations.

Existing Conditions

The study area consists of the sections of South Railroad Avenue and Washington Boulevard fronting the project site, the project access point on South Railroad Avenue, and the intersection of Washington Boulevard/Parkway Drive.

South Railroad Avenue is a local 44-foot-wide roadway with one travel lane per direction and parking permitted on both sides. It has a *prima facie* speed limit of 55 miles per hour (mph). Along the project frontage, only the western half of the roadway has been constructed. Along this 240-foot-long stretch, South Railroad Avenue is 20 feet wide and terminates at undeveloped land, with undeveloped land also abutting the roadway on the east side. The transition between the two segments is abrupt, as the roadway decreases from 44 feet wide to 20 feet wide at the property line.

Washington Boulevard is classified as a major collector by the *2020 Del Norte County Regional Transportation Plan* published by the Del Norte Local Transportation Commission. It has a posted speed limit of 50 mph and one lane per direction. The roadway width of Washington Boulevard varies, though between Parkway Drive and South Railroad Avenue it is 32 feet wide. East of South Railroad Avenue, the roadway narrows to 16 feet wide and it is unpaved.

Approximately 250 feet west of the Washington Boulevard/South Railroad Avenue intersection, Washington Boulevard intersects with Parkway Drive, a 52-foot-wide major collector. Parkway Drive runs north-south, has one lane per direction, a center two-way left-turn lane, and Class II bike lanes. It has a posted speed limit of 50 mph. The intersection of Washington Boulevard/Parkway Drive is two-way stop controlled, with stop control on the Washington Boulevard approaches. The southbound Parkway Drive and eastbound Washington Boulevard approaches have channelized right-turn lanes, with the southbound Parkway Drive lane being yield controlled and the eastbound Washington Boulevard lane being stop controlled. Turning movement counts at the intersection were obtained for the a.m. and p.m. peak periods of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. The counts reflect an average of all available data in the StreetLight Data database for Mondays through Thursdays between September 2021 and March 2022.

The Washington Boulevard/Parkway Drive intersection is identified as a priority intersection in the *Local Roadway Safety Plan*, published by the County of Del Norte in May 2022. The document focuses on the safety of roadways in the County. Measures to improve the safety of the study intersection were proposed, including converting it to a roundabout or installing additional signage and upgrading the pavement markings around the intersection.

Project Description

The project as proposed includes ten duplexes, or 20 attached single-family dwellings on a currently vacant site. The project site would be served by the proposed driveway to be located on South Railroad Avenue. To accommodate access into the site, the undeveloped eastern section of South Railroad Avenue would be constructed, extending the eastern half of South Railroad Avenue to match the limits of the western half.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021, for Single-Family Attached Housing (LU #215) as this description most closely matches the proposed project. Based on application of these rates, the proposed project is expected to generate an average of 144 trips per day, including 10 a.m. peak hour trips and 11 trips during the p.m. peak hour. These results are summarized in Table 1.

Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Single-Family Attached Housing	20 du	7.2	144	0.48	10	3	7	0.57	11	6	5

Note: du = dwelling unit

Trip Distribution

The pattern used to allocate new project trips to the street network was based on a review of turning movements at the study intersection and knowledge of local circulation patterns. Because of the existing ramp configuration of US-101, drivers heading south from the project site would travel westbound across Parkway Drive to reach US-101 southbound but would return via northbound Parkway Drive as the northbound US-101 exit ramp does not provide access to Washington Boulevard. Therefore, two southerly movements were considered, one being local trips on Parkway Drive and the other being trips using US-101 south of the project site. The applied distribution assumptions and resulting trips are shown in Table 2.

Table 2 – Trip Distribution Assumptions

Route	Percent	Daily	AM Trips	PM Trips
To/From the west or north via Washington Blvd	39%	57	4	5
To/From the south via Washington Blvd outbound and Parkway Dr inbound	30%	43	3	3
To/From the north via Parkway Dr	28%	40	3	3
To/From the south via Parkway Dr	3%	4	0	0
TOTAL	**100%**	**144**	**10**	**11**

Collision Analysis

The collision history for the study intersection was reviewed to identify any trends or patterns that may indicate a potential safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is from January 1, 2017, to December 31, 2021.

The calculated collision rate for the intersection of Washington Boulevard/Parkway Drive was compared to the average collision rate for similar facilities statewide, as indicated in *2018 Collision Data on California State Highways*, California Department of Transportation (Caltrans). These average rates statewide are for intersections in the same environment (urban, suburban, or rural), with the same number of approaches (three or four), and the same controls (all-way stop, two-way stop, or traffic signal).

At the study intersection, 12 collisions were documented between January 2017 and December 2021. This equates to a collision rate of 0.94 collisions per million vehicles entering the intersection (c/mve). The statewide average collision rate for four-legged stop-controlled intersections in rural settings is 0.25 c/mve and therefore the study intersection has a higher collision rate than the statewide average. A copy of the collision rate calculation is enclosed.

Of the 12 collisions that occurred during the study period, eight were broadside, two were rear-end, one was head-on, and one was a collision with an object. No collisions were observed involving pedestrians or bicyclists. Of the eight broadside collisions, five were collisions involving northbound left turns. Speeds in excess of the 50-mph speed limit for oncoming southbound vehicles may make it difficult for drivers turning left to judge whether the gap in oncoming traffic is sufficient or not despite the availability of adequate sight distance. There is also a recorded comment from the *Local Roadway Safety Plan* that states right-turning southbound drivers do not always yield to other vehicles when exiting the slip lane. This condition is exacerbated when it involves left-turning vehicles from Parkway Drive as drivers in the slip lane are likely to assume they will continue straight north. The County may wish to monitor the northbound left-turn movement to determine if there continues to be a trend, in which case consideration could be given to replacing the yield-controlled southbound slip lane with a stop-controlled one.

Given the distribution of different types of collisions and movements for the remaining seven collisions in the sample, no other clear trend was identified. Further, despite the above average collision rate, the incidence of injuries was below average, indicating that the collision pattern is not translating to a concern relative to bodily harm.

Finding – During the five-year study period, the Washington Boulevard/Parkway Drive intersection had a collision rate of 0.94 c/mve, which is greater than the statewide average for similar facilities. A trend of collisions involving northbound left-turning vehicles at the intersection was identified. No collisions were reported involving pedestrians or bicyclists.

Recommendation – To help reduce the number of collisions involving northbound left-turning vehicles, the movement should be monitored to see if the collision trend continues and consideration could be given to providing more overhead streetlighting at the southbound Parkway Drive approach to improve visibility or converting the southbound yield-controlled slip lane to stop controlled.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. A connected network of sidewalks, crosswalks, pedestrian signals, and curb ramps provides some access for pedestrians in the vicinity of the project site; however, significant sidewalk gaps, obstacles, and barriers can be found along the roadways connecting to the project site. Existing gaps and obstacles along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- **Washington Boulevard** – Continuous sidewalks are provided on both sides of Washington Boulevard between the Washington Boulevard/South Railroad Avenue and Washington Boulevard/Parkway Drive

intersections. No curb ramp exists at the southwest corner of the South Railroad Avenue intersection, and crosswalks are not provided across South Railroad Avenue. There is no lighting provided outside of the safety lights present at the Washington Boulevard/Parkway Drive intersection.

- **Parkway Drive** – Sidewalks exist along the east side of Parkway Drive in the project vicinity. The sidewalks end approximately 650 feet south of the intersection with Washington Boulevard and approximately 225 feet north of the intersection. Curb ramps and a crosswalk are provided for crossing Washington Boulevard, and safety lights at the intersection provide lighting.
- **South Railroad Avenue** – Continuous sidewalks are provided on the east side of South Railroad Avenue connecting to Washington Boulevard. Some sidewalk is provided on the west side of the street; however, it does not connect to the surrounding sidewalk network. No sidewalk is present on the west side of the street within 370 feet of the Washington Boulevard/South Railroad Avenue intersection.

Project Summary – The project would include the extension of the eastern half of South Railroad Avenue to match the limits of the western half of the street. With this improvement, new sidewalk along the eastern extension would connect the project site to the existing sidewalk on South Railroad Avenue.

Finding – Existing and proposed pedestrian facilities serving the project site would be adequate given the rural setting of the project.

Bicycle Network

Class II bike lanes exist on Parkway Drive and Washington Boulevard within the study area. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project Study Area.

Project Summary – The project does not propose to modify or construct new bicycle facilities within the study area.

Finding – Existing bicycle facilities serving the project site would be adequate.

Transit Facilities

Development sites which are located within a one-half mile walk of a transit stop are generally considered to be adequately served by transit.

Redwood Coast Transit

Redwood Coast Transit (RCT) provides fixed route bus service in Del Norte County. Two or three bicycles can be carried on most buses. Bike rack space is on a first come, first served basis. RCT provides bus service to the immediate study area via one local route, as well as Dial-A-Ride services.

Line 18 provides Monday through Saturday service between downtown Crescent City and destinations such as a Safeway, Walmart, and a high school. Service is provided between 8:30 a.m. and 6:00 p.m. on weekdays, and between 12:30 p.m. and 6:00 p.m. on Saturdays, with approximately one-hour headways. The bus stop nearest the project site is approximately 600 feet south of the Washington Boulevard/Parkway Drive intersection, approximately one-quarter mile from the project site.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. This service is designed to serve the needs of individuals with disabilities within Del Norte County.

On-Demand Transportation Services

On-demand private vehicle services (e.g., taxi, Uber, Lyft, etc.) are available in Del Norte County 24 hours a day. These vehicles can be used for trips within Del Norte County and adjacent destinations.

Project Summary – If 20 percent of peak hour trips were made by transit, there would be two and three additional transit riders during the a.m. and p.m. peak hours respectively. The volume of riders expected to be generated by the project would therefore be unlikely to exceed the carrying capacity of the existing bus service near the project site given the low volume.

Finding – The project site is adequately served by transit since there is an existing transit stop within a one-half mile walk.

Sight Distance

Sight distance along South Railroad Avenue at the project driveway was evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance for a driveway is based on stopping sight distance, with the approach travel speed used as the basis for determining the recommended sight distance. Additionally, the stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a side street or driveway is evaluated based on stopping sight distance criterion and the approach speed on the major street.

Since there are no speed limit signs posted along South Railroad Avenue, and the street terminates just south of the proposed driveway location, a design speed of 25 mph was used to assess the sight distance. For 25 mph, the minimum stopping sight distance needed is 150 feet. South Railroad Avenue is straight and flat and the post-construction sight distance at the driveway would extend more than 150 feet to the north. Since no roadway is planned south of the project driveway, the sight distance would extend to the limits of the roadway, which is considered adequate. However, sight lines could potentially be impeded by overgrown landscaping, so care should be taken to ensure that open sight lines are maintained by trimming and maintaining adjacent landscaping.

Finding – Sight distance at the project driveway would be adequate.

Recommendation – Any landscaping or vegetation near the area encompassed by the sight lines along South Railroad Avenue should be low-lying and maintained to ensure that sight lines are not obstructed.

Access Analysis

Since South Railroad Avenue would end immediately adjacent to the project driveway, a left-turn lane is not warranted at this time. The roadway and driveway together would function as a two-lane roadway with all traffic making the turn into or out of the project driveway.

Finding – A left-turn lane is not warranted on South Railroad Avenue at the project driveway.

Operational Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rate traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersection was analyzed using the "Two-Way Stop-Controlled" (TWSC) unsignalized methodology published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2016. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle. The TWSC methodology determines a level of service for each minor

turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection.

Traffic Operation Standards

Del Norte County established a Level of Service (LOS) Standard of LOS C for all roadway segments and intersections that do not intersect a state highway in the *Del Norte County General Plan*, 2003. The County does not provide any threshold for when a significant operational effect would occur due to new development nor does it identify an operational standard for minor approaches to a two-way stop-controlled intersection. For the purposes of identifying when a significant impact would occur, the following criteria were applied. An adverse effect on traffic operations would occur if:

1. The addition of project traffic would result in the degradation of overall intersection operations from an acceptable service level (LOS C or better) to an unacceptable LOS D, E or F or from LOS D on a stop-controlled approach to LOS E or F; or
2. The addition of project traffic increases the worst movement delay (for unsignalized intersections) by more than five seconds at intersections that are already operating at an unacceptable service level.

Short-Term Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the weekday a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Traffic volume data was compiled from the StreetLight Data database for all Mondays through Thursdays between September 2021 and March 2022. The average turning movement volume during each 15-minute interval was used, and the peak hours identified from that data. Based on these counts, the study intersection is operating at an overall LOS A during both the a.m. and p.m. peak hours while the Washington Boulevard approaches operate at LOS B and C during the a.m. and p.m. peak hours, respectively.

Upon adding project-related traffic to the existing volumes the study intersection is expected to continue operating at an overall LOS A. The Washington Boulevard approaches are expected to continue operating at LOS B during the a.m. peak hour. However, during the p.m. peak hour the eastbound Washington Boulevard approach is expected to operate at LOS D while the westbound Washington Boulevard approach would continue to operate at LOS C. While the eastbound Washington Boulevard approach would operate at LOS D with the addition of project traffic during the p.m. peak hour, this was considered an acceptable effect on operation given that overall operation remains at LOS A. These results are summarized in Table 3. Copies of the traffic count data sheet and Level of Service calculations are enclosed.

Table 3 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	**Existing Conditions**				**Existing plus Project**			
	AM Peak		**PM Peak**		**AM Peak**		**PM Peak**	
	Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Washington Blvd/Parkway Dr	0.8	A	7.9	A	0.9	A	8.2	A
EB (Washington Blvd) Approach	*0.0*	*A*	*24.3*	*C*	*0.0*	*A*	*25.3*	*D*
WB (Washington Blvd) Approach	*12.1*	*B*	*16.8*	*C*	*12.0*	*B*	*16.9*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Finding – The study intersection is expected to continue operating at LOS A overall upon the addition of project-generated traffic to Existing Conditions. The project would not lead to an increase in delay of more than five seconds on any approach during either the a.m. or p.m. peak period, and therefore the effect on traffic operations is considered acceptable.

Traffic Signal Warrant

It is understood that a traffic signal was previously recommended for the study intersection. Therefore, a traffic signal warrant analysis was conducted to determine the potential need for a traffic signal at the intersection of Washington Boulevard/Parkway Drive based on a.m. and p.m. peak hour volumes under Existing plus Project Conditions. Chapter 4C of the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD) provides guidance on when a traffic signal should be considered. For the purposes of this study Warrants 3, the peak hour warrant, and 7, the crash experience warrant, were considered.

Warrant 3 is satisfied when an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:

   1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach; or five vehicle-hours for a two-lane approach, and
   2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
   3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

The peak hour warrant would not be satisfied during either the a.m. or p.m. peak hours by the traffic volumes at the intersection of Washington Boulevard/Parkway Drive, and the hourly volume on Parkway Drive would need to increase by more than 50 percent (from 522 to 800) to meet this warrant. A copy of the Warrant 3 worksheet is enclosed.

Warrant 7 is satisfied when an engineering study finds that the criteria in all of the following three categories are met:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

The crash experience warrant would not be satisfied based on the collision sample obtained for all reported crashes from 2017 to 2021. Within a single year, five collisions of types susceptible to correction by a traffic signal are required, however the maximum observed in one year was three, occurring in 2019.

Finding – The peak hour traffic signal warrant would not be satisfied for the Washington Boulevard/Parkway Drive intersection. Similarly, the crash experience warrant would also not be satisfied.

Conclusions and Recommendations

- The project as proposed is expected to generate an average of 144 trips per day, including 10 a.m. peak hour trips and 11 trips during the p.m. peak hour.
- During the five-year study period, the Washington Boulevard/Parkway Drive intersection had a collision rate greater than the statewide average for similar facilities, though the incidence of injuries was below average. A trend of collisions involving northbound left-turning vehicles at the intersection was identified. No collisions involving pedestrians or bicyclists were reported.
- The northbound left-turn movement should be monitored to see if the collision trend continues and consideration could be given to converting the southbound yield-controlled slip lane to stop controls.
- The project site is adequately served by existing pedestrian, bicycle, and transit facilities.
- Sight distance at the project driveway would be adequate. However, any landscaping or vegetation near the project driveway along South Railroad Avenue should be low-lying and maintained to ensure that sight lines are not obstructed.
- A left-turn lane is not warranted on South Railroad Avenue at the project driveway.
- The Parkway Drive/Washington Boulevard intersection would operate at LOS A overall without or with the addition of project traffic, and the project would not increase delay at any approach by more than five seconds. Therefore, the project effect on traffic operations at the intersection is considered acceptable.
- While signalization of the Parkway Drive/Washington Boulevard intersection has previously been recommended, neither the peak hour or crash experience warrants are met and the intersection operates at LOS A overall, therefore a signal is not recommended.

Thank you for giving us the opportunity to provide these services. Please call if you have any questions.

Sincerely,

Nicholas Brunetto, EIT
Assistant Engineer

Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/ngb/DNX034.L1

Enclosures: Collision Rate Calculations, Traffic Counts, LOS Calculations, Traffic Signal Warrant 3 Worksheet

Intersection Collision Rate Worksheet

DNX034: South Railroad Ave/Washington Blvd Housing Project

Intersection # 1: Parkway Drive & Washington Boulevard
Date of Count: Weekdays, September 2021 - March 2022

Number of Collisions: 12
Number of Injuries: 5
Number of Fatalities: 0
Average Daily Traffic (ADT): 7000
Start Date: January 1, 2017
End Date: December 31, 2021
Number of Years: 5

Intersection Type: Four-Legged
Control Type: Stop & Yield Controls
Area: Rural

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1\ \text{Million}}{\text{ADT} \times \text{Days per Year} \times \text{Number of Years}}$$

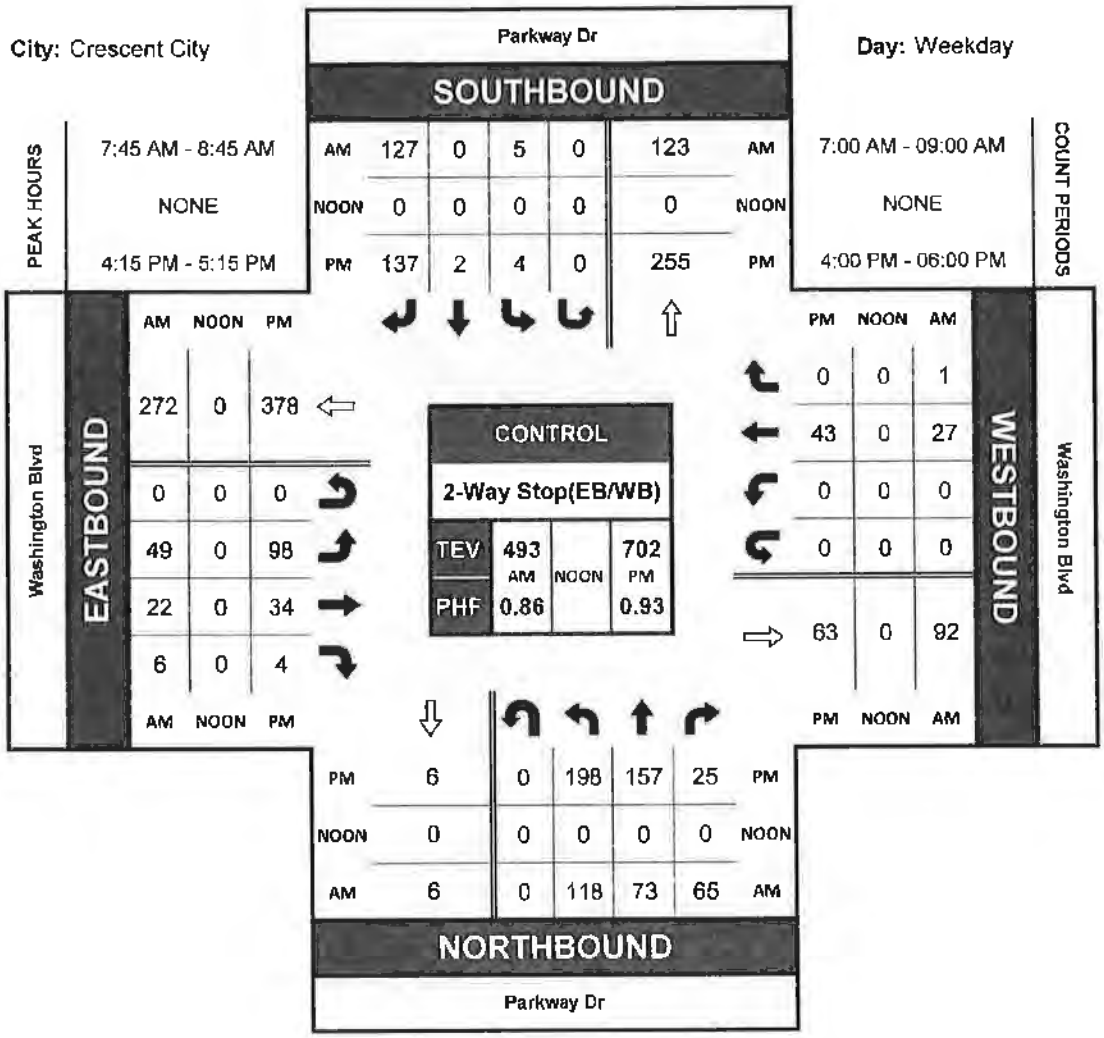
$$\text{Collision Rate} = \frac{12 \times 1{,}000{,}000}{7{,}000 \times 365 \times 5}$$

	Collision Rate		Fatality Rate	Injury Rate
Study Intersection	0.94	c/mve	0.0%	41.7%
Statewide Average*	0.25	c/mve	2.5%	44.1%

Notes
ADT = average daily total vehicles entering intersection
c/mve = collisions per million vehicles entering intersection
* 2018 Collision Data on California State Highways, Caltrans

Washington Blvd/Parkway Dr

Peak Hour Turning Movement Count



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰↑	↱	↰	↑	↱	↰	↱		↰	↑	↱
Traffic Vol, veh/h	49	22	6	0	27	1	118	73	65	5	0	127
Future Vol, veh/h	49	22	6	0	27	1	118	73	65	5	0	127
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	50	90	-	90	100	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	26	7	0	31	1	137	85	76	6	0	148

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	425	447	0	422	409	123	0	0	0	161	0	0
Stage 1	12	12	-	397	397	-	-	-	-	-	-	-
Stage 2	413	435	-	25	12	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	540	506	-	542	532	928	-	-	-	1418	-	-
Stage 1	1009	886	-	629	603	-	-	-	-	-	-	-
Stage 2	616	580	-	993	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	513	504	-	-	530	928	-	-	-	1418	-	-
Mov Cap-2 Maneuver	513	504	-	-	530	-	-	-	-	-	-	-
Stage 1	1009	882	-	629	603	-	-	-	-	-	-	-
Stage 2	583	580	-	960	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		12.1		0.3
HCM LOS	-	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	510	-	-	530	928	1418	-	-
HCM Lane V/C Ratio	-	-	-	0.162	-	-	0.059	0.001	0.004	-	-
HCM Control Delay (s)	-	-	-	13.4	-	0	12.2	8.9	7.5	-	-
HCM Lane LOS	-	-	-	B	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰↑	↱	↰	↑	↱	↰	↦		↰	↑	↱
Traffic Vol, veh/h	49	23	6	0	32	3	118	73	66	6	0	127
Future Vol, veh/h	49	23	6	0	32	3	118	73	66	6	0	127
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	50	90	-	90	100	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	27	7	0	37	3	137	85	77	7	0	148

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	432	450	0	426	412	124	0	0	0	162	0	0
Stage 1	14	14	-	398	398	-	-	-	-	-	-	-
Stage 2	418	436	-	28	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	534	504	-	539	530	927	-	-	-	1417	-	-
Stage 1	1006	884	-	628	603	-	-	-	-	-	-	-
Stage 2	612	580	-	989	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	501	501	-	-	527	927	-	-	-	1417	-	-
Mov Cap-2 Maneuver	501	501	-	-	527	-	-	-	-	-	-	-
Stage 1	1006	880	-	628	603	-	-	-	-	-	-	-
Stage 2	572	580	-	954	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		12		0.3
HCM LOS	-	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	501	-	-	527	927	1417	-	-
HCM Lane V/C Ratio	-	-	-	0.167	-	-	0.071	0.004	0.005	-	-
HCM Control Delay (s)	-	-	-	13.6	-	0	12.3	8.9	7.6	-	-
HCM Lane LOS	-	-	-	B	-	A	B	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.6	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↑	↱	↰	↱		↰	↑	↱
Traffic Vol, veh/h	98	34	4	0	43	0	198	157	25	4	2	137
Future Vol, veh/h	98	34	4	0	43	0	198	157	25	4	2	137
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	50	90	-	90	100	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	37	4	0	46	0	213	169	27	4	2	147

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	642	632	2	638	619	183	2	0	0	196	0	0
Stage 1	10	10	-	609	609	-	-	-	-	-	-	-
Stage 2	632	622	-	29	10	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	387	398	1082	389	404	859	1620	-	-	1377	-	-
Stage 1	1011	887	-	482	485	-	-	-	-	-	-	-
Stage 2	468	479	-	986	887	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	313	345	1082	320	350	859	1620	-	-	1377	-	-
Mov Cap-2 Maneuver	313	345	-	320	350	-	-	-	-	-	-	-
Stage 1	879	884	-	419	421	-	-	-	-	-	-	-
Stage 2	362	416	-	941	884	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.3	16.8	3.9	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	321	1082	-	350	-	1377	-	-
HCM Lane V/C Ratio	0.131	-	-	0.442	0.004	-	0.132	-	0.003	-	-
HCM Control Delay (s)	7.6	-	-	24.8	8.3	0	16.8	0	7.6	-	-
HCM Lane LOS	A	-	-	C	A	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.2	0	-	0.5	-	0	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱	↰	↑	↱	↰	↦		↰	↑	↱
Traffic Vol, veh/h	98	36	4	0	47	1	198	157	27	6	2	137
Future Vol, veh/h	98	36	4	0	47	1	198	157	27	6	2	137
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	50	90	-	90	100	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	39	4	0	51	1	213	169	29	6	2	147

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	650	638	2	644	624	184	2	0	0	198	0	0
Stage 1	14	14	-	610	610	-	-	-	-	-	-	-
Stage 2	636	624	-	34	14	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	382	394	1082	386	402	858	1620	-	-	1375	-	-
Stage 1	1006	884	-	482	485	-	-	-	-	-	-	-
Stage 2	466	478	-	982	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	305	341	1082	315	348	858	1620	-	-	1375	-	-
Mov Cap-2 Maneuver	305	341	-	315	348	-	-	-	-	-	-	-
Stage 1	874	880	-	419	421	-	-	-	-	-	-	-
Stage 2	356	415	-	931	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.3	16.9	3.9	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	314	1082	-	348	858	1375	-	-
HCM Lane V/C Ratio	0.131	-	-	0.459	0.004	-	0.145	0.001	0.005	-	-
HCM Control Delay (s)	7.6	-	-	25.8	8.3	0	17.1	9.2	7.6	-	-
HCM Lane LOS	A	-	-	D	A	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.3	0	-	0.5	0	0	-	-

Warrant 3: Peak-Hour Volumes and Delay

Parkway Dr & Washington Blvd
Del Norte County

Project Name: DNX034

Intersection: 1

	Major Street	Minor Street
Street Name	Parkway Dr	Washington Blvd
Direction	N-S	E-W
Number of Lanes	2	1
Approach Speed	50	50

Population less than 10,000? No
Date of Count: Weekdays, 9/21 - 3/22
Scenario: Existing Plus Project

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 0 vehicle-hours

Condition A2 — Met

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 136 vph

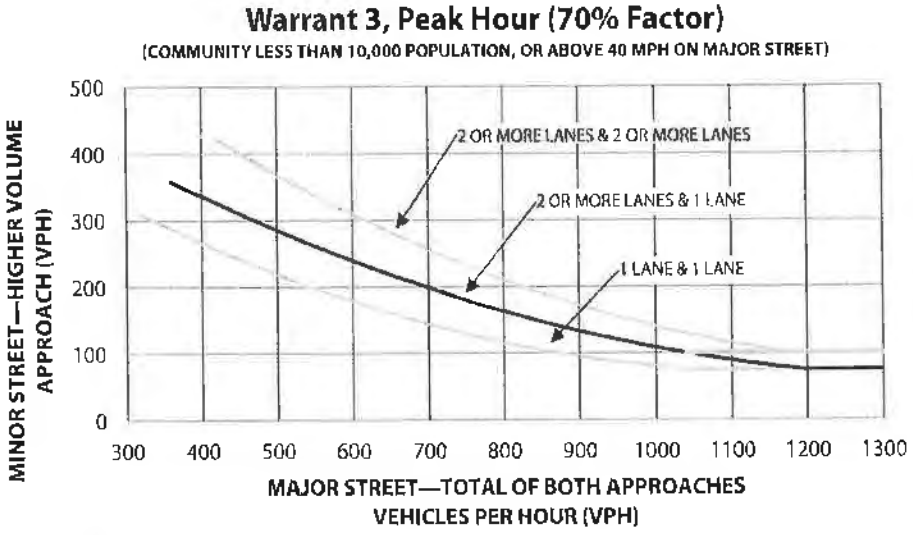
Condition A3 — Not Met

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more appraches or 650 vph for intersections with three approaches

Total Entering Volume: 702 vph

Condition B — Not Met

The plotted point falls above the curve



City of Crescent City
Where the Redwoods Meet the Sea
377 J Street, Crescent City, CA 95531 • 707.464.7483 • Fax 707.465.4405 • www.crescentcity.org

7/26/22

Sam Schauerman
elkcreekbuilder@gmail.com

RE: City Will Serve Water to Railroad Crescent City, CA, APN; 117-020-52

To Whom It May Concern:

The City of Crescent City will serve water to the above-referenced parcel.

If you wish to connect to City water, please come in person to City Hall at 377 J Street, Crescent City, to complete the required forms and pay the applicable fees to arrange for a water connection. The following are required to establish a water connection:

- A building permit must be issued
- An Application for Conditional Water Use and Connection Permit must be completed
- All applicable fees must be paid
- If applicable, pay any sewer connection fees, prior to or at time of water connection fees
- Applicants must comply with all other provisions of the Crescent City Municipal Code and Public Works Department regulations
- **Need to follow the Municipal Code for all plans and installation.**

Once the fees are paid, the City will schedule the installation. Once the meter is installed you will be billed for temporary water service during construction at the current rate of $31.00 for every three-month period up to 1,000 c.f. Once construction is complete you must notify the Water Department to stop the temporary billing and set up regular service. The person responsible for regular service will need to come into the Water Department to complete the application for utility service.

If you have any questions about this will serve letter or the conditions for connection, please contact:
Adrienne McAndrews
Account Clerk I
City of Crescent City
(707) 464-9506 ext. 221
City Hall at (707) 464-9506 ext. 221.

Thank you!

Jon Olson 08/01/2022
City Engineer

COUNTY OF DEL NORTE
COMMUNITY DEVELOPMENT DEPARTMENT

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

Fax (707) 465-0340

Planning	Engineering & Surveying	Roads	Building Inspection	Environmental Health
(707) 464-7254	(707) 464-7229	(707) 464-7238	(707) 464-7253	(707) 465-0426

Tribal CEQA Notification for Consultation

Date: July 15, 2022

Sent to:					
☒	Tolowa Dee-ni' Nation Attn: Tribal Historic Preservation Officer 12801 Mouth of Smith River Rd Smith River, CA 95567	☒	Elk Valley Rancheria Attn: Dale A. Miller 2322 Howland Hill Road Crescent City, CA 95531	☐	The Karuk Tribe THPO Department of Natural Resources P.O. Box 282 Orleans, CA 95556

Re: County Project Number:

COUNTY OF DEL NORTE – Environmental Review (B36964C) for APN 117-020-052 for a mini-storage facility.

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