

Draft Initial Study and Negative Declaration

For the McKenny Rezone and Conditional Use Permit
Modification (PLN-2021-17439)

Prepared by Humboldt County Planning and Building Department
September 2, 2022

Project Information

Project Title: McKenny Rezone and Conditional Use Permit Modification (PLN-2021-17439)

Lead Agency

Humboldt County Planning and Building Department – Planning Division
3015 H Street
Eureka, CA 95501
(707) 445-7541

Property Owners

Kevin McKenny (applicant)
P.O. Box 115
Cutten, CA 95534

Project Applicant

Same as owner

Project Location

The project site consists of 11 parcels located in the Fortuna area, on the south side of Drake Hill Road, extending southwest from the intersection of Drake Hill Road and Airport Road. The project includes properties known as 3150 Drake Hill Road (Assessor's Parcel Number [APN] 203-211-016), 100 Airport Road (APNs 203-211-014 & -017), 500 Airport Road (APN 203-211-015 & 018), and 1000 Airport Road (203-211-008) and the vacant adjoining properties to the south (APNs 203-211-009, -010, -011, -012 and -013).

General Plan Designation

Industrial, General (IG), Density: N/A; Airport Safety Review (AP), Density: Must comply with most recent Airport Land Use Compatibility Plan (ALUCP); Fortuna Area Community Plan (FACP); and 2017 General Plan, Slope Stability (Low)

Zoning

Limited Industrial (ML), Minimum building site area is 2.5 acres (B-5(2.5)), Qualified (Q)

Project Description

This application is a request to rezone 11 parcels (APNs: 203-211-008 thru 203-211-018, see Exhibit A) along Drake Hill Road and Rohnerville Airport Road in the Fortuna area, with concurrent processing of two Conditional Use Permit modifications which apply to portions of the project site to allow for modification of CUP 03-05 and CUP 03-06, related to applicable site development standards.

Currently, the following APNs are developed with mini storage warehouses, along with one caretaker unit, a truck rental facility and related uses: 3150 Drake Hill Road (APN 203-211-016); 100 Airport Road (APN 203-211-014 and -017); and 500 Airport Road (APN 203-211-015 and -018). The remaining project parcels to the south (APNs 203-211-009, -010, -012 and -013) are vacant and undeveloped.

Rezone

The rezone request would add an "S" (Combining Zone, Development Standard) to the existing ML-Q zone (Light Industrial, Qualified) over all of the project site properties. The S overlay would allow for an increase to 32% Maximum lot coverage, up from the maximum 25% lot coverage currently allowed in the ML-Q zone. The Application also requests that the "S" overlay allow for interior side yard setbacks to be changed to a 10-foot minimum, which would represent a decrease from the existing 10% of average lot width and a 25-foot minimum.

The applicant indicates that the zone change is being requested "...to increase density of the current use thereby reducing sprawl and allowing infill of existing properties prior to expanding to neighboring properties." Noted is that most of the properties on the northern half of the project site are already developed (with self-storage warehouses, a caretaker's unit and truck rental facility), and the applicant has indicated to staff that they have no plans to modify these existing structures, but plans to build two additional self-storage buildings and one additional caretaker unit. There are no pending plans to build on the vacant property at northwest corner of the project site or on the vacant properties at the south end of the project site. (See additional discussion, below.)

Conditional Use Permit Modifications

In addition to the rezone, the application requests a modification to two existing Conditional Use Permits (CUPs), CUP-03-05 for 1000 Airport Road (APN 203-211-008 and -011) and CUP-03-06 for 500 Airport Road (APN 203-211-016) to reflect the proposed updated development standards.

CUP-03-05 allowed for the development of a self-storage facility with caretaker's residence on the approximately 4.9-acre northern portions of APN's 203-211-008 and -011. Existing development includes a 1,162-square-foot two-story detached office/caretaker building; a 3,650-square-foot one-story self-storage building; and three two-story self-storage buildings of approximately 33,000 square feet. A Minor Deviation to CUP-03-05, approved by the County in 2017, allowed construction of two additional storage buildings. There will be one final caretaker residence building constructed in the future and is permitted under CUP-03-05.

The current application requests an amendment to CUP-03-05 to allow for increased lot coverage and increased building total square footages as shown in Table 1. This CUP amendment, coupled with the requested rezone, supports the applicant's proposed construction of future storage Buildings F and G on the west side of the property utilizing the adjusted development standards for lot coverage and side yard setbacks. Those proposed buildings are shown on the attached site plan. The future Building E (the second caretaker residence) is already a part of the original CUP.

Table 1
Amended CUP-03-05 1000 Airport Road

Building	Level	Ground Coverage	Use	Level	Other Floors	Use
Building A	1	3,120 s.f.	Storage	-	-	-
Building A	1	336 s.f.	Office	-	-	-
Building B	1	16,500 s.f.	Storage	2	16,500 s.f.	Storage
Building C	1	15,000 s.f.	Storage	-	-	-
Building D	1	15,000 s.f.	Storage	-	-	-

Future Building E	1	1,350 s.f.	Office	2	1,350 s.f.	Caretaker's Apartment (Bldg Permit pending)
Proposed Building F	1	8,540 s.f.	Storage	-	-	-
Proposed Building G	1	8,540 s.f.	Storage	-	-	-
Totals		68,386 s.f.			17, 850 s.f.	

Final lot coverage with proposed building F & G $68,386/220,162.6 = 31.06\%$

CUP-03-05 allowed for 103,812-sq.ft. total building area vs final total proposed as 86,236 s.f. with Buildings E, F & G.

CUP 03-06 allowed for development of a self-storage facility with a \pm 580-square-foot caretaker's residence situated atop a \pm 900-square-foot office. In addition to the office/caretaker's unit, the development includes one, two-story 10,800-square-foot self-storage building; two, two-story 12,000-square-foot self-storage buildings and one, single-story 6,000-square-foot self-storage building.

The Applicant is requesting that CUP-03-06 be amended to reflect the requested "S" overlay rezone to allow for interior side setbacks to be reduced to 10 feet consistent with the existing 10-foot side setback for Buildings 5 & 6. These two buildings were built with 10-foot side setbacks off the property line, with a covenant Agreement to hold two properties as one that was recorded for that purpose. The current application requests that the CUP be amended to reflect the building lot coverages and total square footage as shown in Table 2.

Table 2
Amended CUP-03-06 100 and 500 Airport Road

Building	Level	Ground Coverage	Use	Development Status	Levels	Other Floors	Use
Building 1	1	5,700 s.f.	Storage	Developed	2	1,080 s.f.	Includes 1,080-s.f. Caretaker's Apartment
Building 1	1	720 s.f.	Office	Developed			
Building 2	1	6,000 s.f.	Storage	Developed			
Building 3	1	6,000 s.f.	Storage	Developed	2	6,000 s.f.	Storage
Building 4	1	6,000 s.f.	Storage	Developed	2	6,000 s.f.	Storage
Building 5	2	3,000 s.f.	Storage	Developed	1	2,100 s.f.	Storage
Building 6	2	3,000 s.f.	Storage	Developed	1	2,100 s.f.	Storage
Totals		30,420 s.f.				17,280 s.f.	

The total combined two floor 47,720 s.f. CUP 03-06 allowed for 42,280 s.f. of building space.

To summarize, the purpose of the requested zone change with an "S" overlay is to increase the lot coverage from 25% to 32% (an increase of 7%) and to reduce the interior side lot setbacks within the project properties to 10 feet minimum. In addition, amendments to the CUPs 03-05 and 03-06 are requested to allow for increased lot coverage, the reduced minimum side yard setbacks, and the resultant potential for increased building square footage

on the undeveloped properties at the northwest corner and southern portion of the project site.

Baseline Conditions: Surrounding Land Uses and Setting

The project parcels are bordered by Airport Road and vacant land to the east, Drake Hill Road and residential development to the north in the City limit of Fortuna, vacant land to the west, and vacant land and commercial use to the south. The southern boundary of the parcels is approximately 1,300 feet north of the Rohnerville Airport.

Other Public Agencies Whose Approval Is or May Be Required (permits, financing approval, or participation agreement): Airport Land Use Commission, California Department of Fish and Wildlife, State Water Resources Control Board, North Coast Air Quality Control Board, North Coast Regional Water Quality Control Board.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? No. Staff received responses to the September 15, 2021 AB 52 Tribal consultation referral from Bear River Band and Blue Lake Rancheria who both denied consultation. However, Bear River Band did recommend the inclusion of the inadvertent discovery protocol which will be incorporated into the conditions of approval for the project.

If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?
N/A

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils Materials | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards/Hazardous |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service | <input type="checkbox"/> Wildfire | <input type="checkbox"/> 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** (EIR) 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 those effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **Negative Declaration** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **Negative Declaration**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

September 2, 2022

Date

Cliff Johnson, Supervising Planner
Printed Name

For: Humboldt County Planning
and Building Department

Evaluation of Environmental Impacts

- (1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (3) Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- (4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- (5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (California Code of Regulations, title 14 Section 15063(c) (3) (D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review. **N/A**
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis. **N/A**
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. **N/A**

Environmental Checklist

Checklist and Evaluation of Environmental Impacts: An explanation for all checklist responses is included, and all answers take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. The explanation of each issue identifies (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. In the **Checklist**, the following definitions are used:

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant.

"Potentially Significant Unless Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"No Impact" means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the project.

I. Aesthetics. Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	
Discussion:				
<p>a) Less Than Significant Impact: The subject properties are south of Drake Hill Road and west of Airport Road in the Fortuna Community Plan Area. The properties are not within an area mapped or designated with scenic vistas or resources nor are they located in the Coastal Zone where specified areas of scenic values are mapped and certified by the state. This would be a less than significant impact. The site is also not located within a scenic vista area as defined in Table 8-1 (Viewshed Points) of Chapter 8 (Scenic Resources) of the General Plan. The scenic areas within the vicinity of the project site are concentrated west of the Highway 101 to the Pacific Ocean and the project site is located east of Highway 101.</p>				

- b) Less Than Significant Impact:** The properties are approximately 3/4-mile east of Highway 101 and 3/4-mile north of Highway 36, and would have no or limited visibility in the distance from these routes. Highway 101 and Highway 36 are not designated as state scenic highways, and the parcels do not have any notable scenic resources associated with them. There are limited numbers of trees on the project site, and no rock outcroppings or historic buildings. Anticipated upcoming development in conjunction with the proposed rezone and conditional use permit modifications focuses on two new storage buildings totaling 17,080 sq ft and a new caretakers unit with an office totaling 2,700 sq ft; these structures were all identified as part of original CUP 03-05 actions, though would be subject to the proposed modified side setback and lot coverage standards of the proposed project. The storage buildings would be similar in design to existing storage buildings at the project site, with heights up to 16 ft, while the office/caretakers structure would be two-stories tall. Any additional future development on the undeveloped project parcels would be subject to compliance with the project and zoning development standards. This impact is considered to be less than significant.
- c) Less Than Significant Impact:** The zone change and CUP amendments would continue the existing development pattern of self-storage buildings currently developed at the site, but with potential for a slightly higher maximum lot coverage of 32%, and with reduced side yard setbacks on the undeveloped portions of the site. Development of the site will obscure views west from Airport Road to some extent. The views from this vantage point consist of vacant land before the bluff drop off to the west however this view is obscured by existing trees and vegetation. Based on the proposed side yard setbacks and lot coverage standards, combined with the existing development pattern on the project site and in the surrounding area, the project would not be expected to substantially degrade the existing visual character or quality of public views. This impact would be less than significant.
- d) No Impact:** The project is a proposed rezone and amendment of two existing CUPs. Development of the remaining portions of the project site would not be expected to significantly increase light or glare or effect nighttime views in the vicinity. The existing storage buildings are not a source of substantial glare based on their architectural design however limited use of wall pack lighting is employed on the site. Lighting would be similar to that of the existing conditions, and would be required to be shielded to reduce any off-site glare. This impact is expected to be less than significant.

II. Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Discussion:

- a) Less than Significant Impact:** A small portion of the subject parcels are mapped as Storie Index Grade 1 Soils on Figure 4-2b, Central Humboldt Prime Agricultural Soils of the Natural Resources Report (2002). The amount of these soils makes up a small portion of the properties and is discontinuous from other Storie Index Grade 1 Soils. Figure 14-1b, Summary Constraints in Community Planning Areas of the Natural Resources Report (2002) shows the project parcels as "Vacant Rural Residential Land" and "Grade 1,2,3 Agricultural Soils & Agricultural Preserves." The parcels are designated IG (Industrial General) and zoned for industrial uses, and therefore remain planned for development. This impact is considered less than significant.
- b) No Impact:** None of the subject properties are under a Williamson Act Contract. However, land on the east side of Airport Road (not a part of this project) is under a Williamson Act Contract. The proposed rezone and CUP amendments would have no impact on the existing Williamson Act Contract to the east as no development is proposed as part of this application. The modified development standards for building setbacks and lot coverage requested as part of the rezone and permit modification would not create an impact to the parcels under Williamson Act Contract. Future development subject to these standards would result in minor changes to amount of building square footage and building layout on the project site. Therefore, impacts to agriculture use or a Williamson Act Contract is less than significant.
- c-d) No Impact:** None of the subject properties are zoned forest or timberland production. The project would have no impact on the loss of forest land or conversion of forest land to non-forest use.
- e) No Impact.** The project is a rezone to add the "S" overlay to the existing ML-Q zone on the subject properties. The project would not result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. The requested rezone to allow changes to setback and lot coverage standards would not create an impact that would not result in significant changes to the existing environment that would impact farmland or forest lands. No impact to Farmland or forest land would occur.

III. Air Quality. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Discussion:

- a) Less than Significant:** The subject properties are located within the North Coast Air Basin and the jurisdiction of the North Coast Unified Air Quality Management District (NCUAQMD). The North Coast Air Basin generally enjoys good air quality, but has been designated non-attainment (does not meet federal minimum ambient air quality standards) for particulate matter less than ten microns in size (PM₁₀). To address this, the NCUAQMD adopted a Particulate Matter Attainment Plan in 1995. This plan presents available information about the nature and causes of PM₁₀ standard exceedance, and identifies cost-effective control measures to reduce PM₁₀ emissions, to levels necessary to meet California Ambient Air Quality Standards. These include transportation measures (e.g., public transit, ridesharing, vehicle buy-back programs, traffic flow improvements, bicycle incentives, etc.), land use measures (infill development, concentration of higher density adjacent to highways, etc.), and combustion measures (open burning limitations, hearth/wood burning stove limitations; NCUAQMD 1995). The proposed rezone and modification of two existing CUPs are consistent with the existing allowed land uses of ML-Q. The increase in lot coverage (from 25% to 32%) and decrease in side yard setbacks (minimum 25 feet to 10 feet) would allow potential for increased development however development proposed as part of this project is limited to only a portion of the total buildable area of the project site. Emissions resulting from the current proposal to construct 2 new one-story storage buildings totaling 17,080 square feet will be limited to construction of the proposed buildings as well paving improvements for access and circulation. Construction of these improvements is anticipated to be less than the NCUAQMD identified annual emission thresholds of 40 tons for reactive organic compounds and nitrogen oxides, 100 tons for carbon monoxide, and 15 tons for PM₁₀. Therefore, the project would not result in a significant impact regarding a conflict with an applicable air quality plan and would have a less than significant impact regarding a cumulatively considerable net increase of a criteria pollutant for which the region is in non-attainment (i.e. PM₁₀).
- b) Less than Significant:** The proposed rezone and amendment to CUP 03-05 and CUP 03-06 would increase in lot coverage (from 25% to 32%) and decrease in side yard setbacks (minimum 25 feet to 10 feet) resulting in potential for increased development on the subject properties. When development does occur, a slight increase in PM₁₀ may occur during construction as approximately 7% more lot coverage would be allowed on the undeveloped properties of the project site. This increased development potential is nominal, and the site would continue to support planned industrial-related uses. Therefore, the project would have a less than significant impact regarding any potentially cumulatively considerable net increase of a criteria pollutant for which the region is in non-attainment (i.e., PM₁₀).
- c-d) Less Than Significant Impact.** The project would rezone properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and increase building total square footage. Development of additional self-storage units on the remaining parcels would not result in generation of odors or other emissions that could be detrimental to the surrounding area. The properties are not directly adjacent to any sensitive receptors. A less than significant impact would occur.

IV. Biological Resources. Would the project:	Potentially Significant Impact	Less Than Significant 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?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
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?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

Discussion:

a-b) Less Than Significant Impact. There are limited numbers of trees on the undeveloped parcels (203-211-009 thru -013). Per Figure 2-3, Biological Resource Areas in Humboldt County, of the Natural Resources and & Hazards Report (2002), the Fortuna Community Plan Area does not identify any Rare and Endangered Plants, Sensitive Nesting Area or Sensitive Nesting Sites on the 11 parcels. Lands located west of Eel River are designated as a California Natural Area, outside of the project boundaries. The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and increased potential of total building square footage. No impact would occur to 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service or to any riparian habitat or other sensitive natural community.

A representative of CDFW conducted an inspection at the project site in April 2022 to determine the presence of Siskiyou Checkerbloom given the known presence of the species around the Rohnerville Airport which is located approximately 1,500 feet to the south. Siskiyou Checkerbloom was not observed during the site inspection. Additionally, based on the previously disturbed condition of the site, it was determined that conditions would not be suitable for this species therefore the likelihood of this species being present on the site is low. A less than significant impact would occur.

c) No Impact. Per Figure 2-4b, Central Humboldt Special-Status Species and Wetlands, of the Natural Resources and & Hazards Report, there are no identified wetlands on the subject properties. No impact would occur to any state or federally protected wetlands.

d) Less Than Significant Impact. Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Wildlife typically use sensitive habitats and stream corridors for movement. Several of the parcels are developed with self-storage units and the remaining parcels, while vacant, are not considered as providing a connecting wildlife or habitat corridors. The project would have a less than significant impact on interfering with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or use of native wildlife nursery sites.

e) Less Than Significant Impact: There are limited numbers of trees and vegetation cover of grasses on the undeveloped parcels (203-211-009 thru -013). The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. As a result, there would be less than significant impact regarding local policies or ordinances protecting biological resources.

f) No Impact: The subject properties are not located within a Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). The project would have no impact on an HCP or NCCP.

V. Cultural Resources. Would the project:	Potentially Significant Impact	Less Than Significant 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?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion:

a) No Impact: Five APNs for 3150 Drake Hill Road (APN 203-211-016), 100 Airport Road (APN 203-211-014 and -017) and 500 Airport Road (APN 203-211-015 and -018) are developed with self-storage warehouses. The remaining parcels are vacant and undeveloped. According to historic aerial photography, the oldest structures on the site were constructed after the year 2000, therefore less than 50 years old and not considered eligible as a historic resource. The proposed rezone and amended CUPs do not propose any development and will have no impact on historical resources defined in California Environmental Quality Act (CEQA) §15064.5.

b-c) Less than Significant: As previously noted, the project would rezone 11 parcels to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and increase building total square footage. No archaeological resources or human remains are known to be within the boundaries of the parcels. Responses were received from the Bear River Band and Blue Lake Rancheria who declined consultation as part of the AB-52 Tribal Consultation process however did request the inclusion of the inadvertent discovery protocol. The inadvertent discovery protocol is a standard condition of approval for development projects and will be included as a condition on this project.

The inadvertent discovery protocol requires the following note to be placed on the Development Plan and carried out through project implementation: "If suspected archaeological resources are encountered during the project: 1. Stop work within 100 feet of the find; 2. Call the CalFire project representative, a professional archaeologist and representatives from the Blue Lake Rancheria, Bear River Band of the Rohnerville Rancheria and the Wiyot Tribe; 3. The professional historic resource consultant, Tribes and CalFire officials will coordinate and provide an assessment of the find and determine the significance and recommend next steps.

"If human remains are encountered: 1. All work shall stop and per CA Health and Safety Code Section 7050.5; 2. Call the Humboldt County Coroner at (707) 445-7242; 3. The Coroner will determine if the remains are of prehistoric/historic Native American origin. If the remains are Native American Heritage Commission within 24 hours. 5. The NAHC is responsible under CA PRC 5097.98. (a) for identifying the most likely descendent (MLD) immediately and providing contact information. The MLD may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the

discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site."

The applicant is ultimately responsible for ensuring compliance with this condition.

VI. Energy. Would the project:	Potentially Significant Impact	Less Than Significant 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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
Discussion: a & b) No Impact: The project is a rezone to add the "S" overlay to the existing ML-Q zone on 6 properties and an amendment to two CUPs. CUP 03-06 would be amended to reflect the development which is existing at 500 Airport Road and CUP 03-05 would be amended to allow for the increased lot coverage and reduced minimum side yard setbacks. The increase in building square footage would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or conflict with a state or local plan. New development would be subject to compliance with County-adopted CalGreen standards as part of the building permit review process. A less than significant impact would occur to energy resources or renewable energy.				

VII. Geology and Soils. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
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.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X

iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
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?				X
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?				X
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion:

- a)** The project would rezone properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. The proposal could expose a greater amount of building square footage to earthquake and seismic-related impacts. However, all development would be subject to compliance with applicable building codes and standards. A less than significant impact would occur.
- i) Less Than Significant Impact:** As shown on Figure 10-1b, Central Humboldt County Bedrock and Faults, of the Natural Resources and Hazards Report, there are no known earthquake faults located within the subject properties. Figure 14-1b, Summary Constraints in Community Planning Areas, depicts an Alquist-Priolo Study Zone approximately three miles to the east, but not through the subject properties. A less than significant impact would occur regarding rupture of a known earthquake fault on the properties.
- ii) Less than Significant Impact:** According to the General Plan EIR, virtually all of Humboldt County has the potential for loss of life and property due to strong seismic ground shaking. Any future development will be required to comply with applicable seismic construction codes and standards as well as General Plan policies. Therefore, impacts resulting from strong seismic ground shaking are considered less than significant.
- iii) Less Than Significant impact:** According to the General Plan EIR, areas of high liquefaction potential are located near Humboldt Bay, where soils include bay muds and sands (p. 3.8-14). The parcels are located approximately 13 miles southwest of the Humboldt Bay. The five APNs associated with 3150 Drake Hill Road (APN 203-211-016), 100 Airport Road (APN 203-211-014 and -017) and 500 Airport Road (APN 203-211-015 and -018) are developed with self-storage units demonstrating that the soils are capable of supporting development. New development would be subject to compliance with County construction standards related to foundations and any potential for soils liquefaction. This would be a less than significant impact.

- iv) Less Than Significant impact:** As shown on Figure 10-4, Slope Stability and Tsunami Run-Up Zones, of Natural Resources & Hazards Background Report (2002), the subject properties are in a Low Instability Area. Figure 10-3C, Southern Humboldt Percent Slope, shows the project area as having slopes 0-15%. The subject properties are located in a generally flat to gently-sloping area, and are not adjacent to any lands containing steeply sloped areas. A less than significant impact would occur relative to landsliding.
- (b) Less Than Significant impact:** The project would rezone properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduce minimum side yard setbacks. Any future construction will utilize appropriate Best Management Practices (BMPs) and require adherence to County grading standards, which will prevent potential for any significant soil erosion and loss of topsoil. A less than significant impact would occur regarding erosion or loss of topsoil.
- c-d) Less Than Significant impact:** Five APNs, 3150 Drake Hill Road (APN 203-211-016), 100 Airport Road (APN 203-211-014 and -017) and 500 Airport Road (APN 203-211-015 and -018), are developed with self-storage units demonstrating that the soils are capable of supporting development. The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. All development is required to comply with applicable County-adopted seismic construction codes and standards as well as General Plan policies. A less than significant impact would occur as a result of any potential for landslide, lateral spreading, subsidence, liquefaction or collapse or construction on expansive soils.
- e) No Impact:** The existing self-storage warehouses are served by on-site septic systems. These systems meet County operational requirements. Future development would also be served by on-site septic systems, subject to County Environmental Health standards and permitting. Wastewater generated from planned future development of the site with storage buildings is expected to be low.
- f) No Impact:** There are no known paleontological resources or unique geologic features on site. No impact would occur.

VIII. Greenhouse Gas Emissions. Would the project:	Potentially Significant Impact	Less Than Significant 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?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
Discussion:				

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

The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. The eventual construction on the vacant parcels would contribute temporary, short-term increases in GHG emissions from equipment usage. The project would reduce GHG emissions by increasing lot coverage from 25% to 32% and reducing setbacks to allow for increased density to encourage infill development to reduce development on other vacant lands in the project area. The proposed project would not have a significant impact on the environment, nor conflict with applicable plan, policy, or regulation for the purposes of reducing GHG emissions. Future self-storage units and development of the remaining vacant lands of the project site would be expected to emit limited GHG emissions from vehicle trips to the site, based on the range of permitted land uses of the site's zoning. Self-storage facilities are not a source of high vehicle traffic generation therefore the minor increase in building square-footage would not result in a significant increase in GHG emissions associated with the site. This is considered a less than significant impact.

IX. Hazards and Hazardous Materials. Would the project:	Potentially Significant Impact	Less Than Significant 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?				X
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?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?			X	

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?			X	

Discussion:

- a) No Impact.** The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. The project includes existing self-storage units and potential for similar development on the remaining vacant parcels that are part of the project. No impact is identified regarding routine transport, use and disposal of hazardous materials.
- b) No Impact.** No construction is included as part of the proposed rezone and CUP amendments. No impact would occur with regard to a foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- c) No Impact.** No schools are within one-quarter mile of the subject properties; the closest school is the Toddy Thomas Middle School in Fortuna, approximately 1,700 feet to the northwest. No impact would occur.
- d) Less Than Significant Impact.** Eight Leaking Underground Storage Tank (LUST) Clean-up sites had been located within approximately one-half mile of the project parcels; however, clean-up of all of the sites is completed, and the cases closed (Geotracker 2021). The subject project parcels are not on a site that is included on a list of hazardous materials sites. A less than significant impact would occur.
- e) No Impact.** The project parcels are within the Airport Influence Area of the Rohnerville Airport, which lies approximately 1,200 feet to the southwest of the subject properties. The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. The project includes existing self-storage units and potential for similar development on the remaining vacant parcels that are part of the project. Based on the range of permitted uses, which is unchanged by the project, the project would not result in a safety hazard for people residing or working in the project area. A less than significant impact would occur.
- f) Less Than Significant Impact.** The proposed project is not located along a major highway or thoroughfare that may be used as an evacuation route. The project is not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) Less Than Significant Impact. The project site is in an area that contains nominal wildfire hazard due to generally level slopes, minimal site vegetative cover, and presence of generally open agricultural lands to the east and west (with developed residential lands in the City of Fortuna immediately to the north). The project site is located in a State Responsibility Fire Area; a CalFire fire station is located immediately to the south of the project site at 2420 Airport Road. A less than significant impact would occur regarding loss, injury or death involving wildland fires.

X. Hydrology and Water Quality. Would the project:	Potentially Significant Impact	Less Than Significant 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 groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:			X	
(i) result in substantial erosion or siltation on- or off-site;			X	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion:

a) No Impact: The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. No construction is proposed as part of the rezone and any development would be reviewed under a future permit. No impact is identified regarding violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

- b) No Impact.** The project would allow for increased lot coverage and increase building total square footage. At the time development occurs, the amount of impervious surfaces allowed would only nominally increase. This increase over the area of the parcels would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- ci) No Impact.** The proposed rezone and CUP amendments would allow for increased lot coverage and reduced minimum side yard setbacks. At the time the remaining parcels are developed with self-storage units and other permitted uses of the zone, standard Best Management Practices would be implemented to reduce erosion. No impact would occur with regard to substantial erosion or siltation on or off-site.
- cii & iii) No Impact.** The proposed rezone and CUP amendments would increase total building square footage and lot coverage. This would result in a modest increase in the amount of impervious surface compared to existing conditions. However, the increase is not substantial. The project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Likewise, the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. No impact would occur.
- civ) No Impact.** The parcels are not located within a 100-year flood zone based on Figure 14-1b Summary of Constraints in Community Planning Areas of the Natural Resources & Hazards Background Report (2002). Development of the parcels would not impede or redirect flood flows. No impact would occur.
- d) No Impact.** As shown on Figure 10-4, Slope Stability and Tsunami Run-Up Zones, of Natural Resources & Hazards Background Report, the subject properties are not in a Tsunami Run-up Zone. Likewise, the parcels are not within a 100-year flood zone as depicted on Figure 11-1c, Southern Humboldt 100-Year Flood Zones. No impact would occur with regard to a flood hazard, tsunami, or seiche zones.
- e) No Impact.** The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No impact would occur.

XI. Land Use and Planning. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X
Discussion:				

- a) No Impact.** The subject properties are designated Industrial, General (IG). Current zoning is Light Industrial (ML), Minimum building site area is 2.5 acres (B-5(2.5)), Qualified (Q). The proposed rezone and CUP amendments would allow for increased lot coverage and increase building total square footage. Rather than dividing the established community of Fortuna, the project would increase infill and reduce the need for development on other undeveloped parcels. No impact would occur.
- b) No Impact.** The proposed rezone to add an "S" (Combining Zone, Development Standard) to the existing ML-Q zone (Limited Industrial, Qualified). The S overlay would allow for an increase to 32% Maximum lot coverage up from the maximum 25% lot coverage currently allowed in the ML-Q zone. The Application also requests that the "S" overlay allow for interior side lot setbacks to be changed to ten feet minimum, which represents a decrease from the existing ten percent lot width with a 25-foot minimum. The zone change is being requested to increase density of the current use thereby reducing sprawl and allowing infill of existing properties prior to expanding to neighboring properties. In addition, CUP 03-05 and CUP 03-06 would be modified to allow for increased lot coverage and reduced minimum side yard setbacks. The proposed rezone and CUP amendments would not conflict with the Fortuna Area Community Plan, General Plan Policy or regulation aimed at avoiding or mitigating an environmental effect. No impact would occur.

XII. Mineral Resources. Would the project:	Potentially Significant Impact	Less Than Significant 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?				X
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?				X

Discussion:

a & b) No Impact: The parcels are designated as a Rock Extraction Site on Figure 7-1, Rock and Mineral Extraction Sites, of the Natural Resources & Hazards Background Report. On-site soils and geologic resources are not suitable as commodity materials that would be of value to the region or the state. Likewise, the subject properties are not designated as an important mineral resource recovery site by a local general plan, specific plan, or other land use plan. No impact would occur.

XIII. Noise. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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?				X
b) Generation of excessive groundborne vibration or ground borne noise levels?				X
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?			X	

Discussion: stopped here

- a) **No Impact.** The project would rezone 11 parcels to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. At the time the remaining parcels are developed, some construction noise would be generated for a short duration. No permanent increase in ambient levels are anticipated in association with existing and future self-storage uses on the vacant parcels. No impact would occur.
- b) **No Impact:** Groundborne vibration and noise typically occurs in association with blasting during construction. No activities that would result in groundborne vibration or noise would occur in association with the proposed rezone and amended CUPs. No impact would occur.
- c) **Less than Significant Impact:** The parcels are within the Airport Influence Area of the Rohnerville Airport. Review Area 1 consists of the combined area of the safety zones and noise contours for each airport. The parcels are also in Safety Zone 6 (Airport Traffic Patter Zone) as shown on the Airport Compatibility Zones (ArcGIS 2021). The parcels are between .25 and .5 miles north of the airport. The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and increase building total square footage. Per the 2021 Draft Airport Land Use Compatibility Plan (ALUCP), "...there are no limits on lot coverage in Safety Zone 6" (ESA 2020, p. 3-9) thus the proposed rezone and CUP amendment are not in conflict with the ALUCP. Existing uses include to caretaker residences and self-storage units. At the time development occurs on the vacant parcels, construction workers may be exposed to intermittent airport noise. The project is not expected to expose people residing or working in the area to excessive noise levels. This impact is less than significant.

XIV. Population and Housing. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and/or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?				X

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
Discussion: a) No Impact. The project would rezone 11 parcels to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. . The project would not induce substantial population growth as it does not involve construction of new residential units or extension of infrastructure. Only caretaker housing is currently on the property. No impact would occur. b) No Impact. The subject properties currently has one caretaker residence on-site, with a second caretaker unit proposed to be constructed (consistent with the original use permit provision). The project site is zoned for industrial uses which supports the proposed future expansion of the storage development. The proposed rezone and amended CUPs would not displace people or housing or necessitate construction of replacement housing elsewhere. No impact would occur.				

XV. Public Services. 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

Discussion: a-e) No Impact: The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. . Existing uses are limited to self-storage units and caretaker residences. These uses have been constructed with applicable building codes regarding fire safety and have security fencing and lighting to address fire protection and police protection. The existing development currently receives public services and the proposed rezone to increase lot coverage and reduce side yard setbacks will not lead to a significant increase in the need for public services. The proposed self-storage units to be constructed on the vacant parcels are consistent with the land use and zoning designation and not require new or physically altered governmental facilities. No impact would occur to fire protection, police protection, schools, parks or other public facilities.				
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XVI. Recreation. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?				X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Discussion: a-b) No Impact: The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. The project does not include the construction of recreation facilities as it is limited to a rezone to increase lot coverage of the site and reduce side yard setbacks for an industrial site with self-storage buildings. The project would not increase the use of existing neighborhood or regional parks or require construction or expansion of recreational facilities. No impact would occur.				

XVII. Transportation. Would the project:	Potentially Significant Impact	Less Than Significant 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?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X
Discussion: a) No Impact: The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and increased building total square footage. The proposed increase in lot coverage and building total square footage is not anticipated to be significant compared to existing development potential of the vacant parcels of the project site, nor conflict with any existing transportation plan. No public transit, bicycle or pedestrian facilities are located along Drake Hill Road or Airport Road. No impact would occur.				

b) Less than Significant Impact: CEQA Guidelines Section 15064.3(b) requires land use projects to analyze traffic impacts based on vehicle miles traveled (VMT). While no thresholds of significance have been adopted by the County, the Office of Planning and Research (OPR) uses household VMT per capita as a recommended threshold with a threshold of 15% less than existing city household VMT per capita or regional household VMT per capita.

Given the location of the subject properties in the Fortuna Community Plan Area, VMT per capita is anticipated to be similar to that which would occur with development of the remaining vacant parcels of the project site, and would be consistent with planned industrial development of these lands. Additionally, the project meets the screening criteria provided in OPR's Technical Advisory which provides an exemption for small projects which generate less than 110 trips per day. Based on this qualitative analysis, VMT impacts are expected to be less than significant.

c) No Impact. As previously noted, existing access to developed parcels is off of Drake Hill Road on the north and Airport Road on the east. Additional driveways would likely be installed at the time the remaining vacant parcels are developed. No modifications to Drake Hill Road or Airport Road are proposed as part of the project. The proposed development to construct 2 one-story storage buildings on the site as part of this project will utilize the existing access from Airport Road and no changes to vehicular circulation are proposed. The existing driveways and drive aisles that provide access to the development pad areas are 32 feet wide, sufficient to provide access for vehicles accessing the buildings. The existing circulation does not include any dangerous roadways or intersections, nor would it result in an increase in hazards from incompatible uses as the proposed use is the same as the existing within the project site (self-storage). Any future proposed driveways would be designed in accordance with applicable City standards. No impact would occur.

d) No Impact. The developed parcels are currently accessed off Drake Hill Road on the north and Airport Road on the east. All future development would be designed to ensure adequate emergency access is available per County standards. No impact would occur.

XVIII. Tribal Cultural Resources.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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 Resource Code section 5020.1(k), or			X	

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, the lead agency shall consider the significance of the resource to a California Native American tribe?			X	
Discussion: (a-b) Less Than Significant Impact: The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. Several of the project properties have been previously developed. The Bear River Band and Blue Lake Rancheria were referred the project and responded that no impacts would occur to any known tribal cultural resources related to the site. And while there are no known Tribal resources known on the project site, the standard condition of inadvertent discovery will be included as a permit condition. Correspondence with the Bear River Band and Blue Lake Rancheria indicates that implementation of the standard condition is sufficient to address concerns over the project.				

XIX. Utilities and Service Systems. Would the project:	Potentially Significant Impact	Less Than Significant 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?			X	
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
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?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X
Discussion: a) Less Than Significant Impact: The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased				

lot coverage and increase building total square footage. The proposed increase in lot coverage and reduced minimum side yard setbacks proposed by the rezone and CUP amendments would not substantially increase demand for any specific utility. There is an existing water line located along Airport Road, with existing water connections to the developed lots of the project; water connections would be required for the remaining undeveloped properties that are part of the project at such time as development may be proposed in the future. On-site sewer systems would be provided for the remaining undeveloped lots as those properties are developed; such systems would be required to meet County on-site wastewater system standards as part of permitting requirements. Additionally, on-site stormwater drainage systems would be required, consistent with County standards. Electric power and telecommunications facilities will be available to the properties. There would be a less than significant impact.

b) Less Than Significant Impact. The developed parcels are currently served with domestic water service provided by the City of Fortuna, and connection to the water system would be required for the remaining undeveloped properties at such time as development occurs in the future. The existing uses include self-storage units with caretaker residence, and a truck rental facility. As the proposed project would not alter the range or intensity of permitted uses of the property, the proposed rezone and CUP amendments would not substantially increase demand for water supply. This would be a less than significant impact.

c) Less Than Significant Impact. The developed parcels are provided with on-site septic systems, as would any future development of the vacant project parcels. On-site sewer systems would be provided for the remaining undeveloped lots as those properties are developed; such systems would be required to meet County on-site wastewater system standards as part of permitting requirements. The proposed rezone and CUP amendments would not substantially increase generation of wastewater necessitating expansion of existing facilities. This would be a less than significant impact.

d & e) Less Than Significant Impact. As previously noted, self-storage units and caretaker residence are currently located on the developed parcels. Additional self-storage units will be developed on the vacant parcels in the future. These uses do not generate substantial volumes of solid waste. There would be a less than significant impact.

XX. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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 wildfire?			X	

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?				X
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?				X

Discussion:

- a) No Impact.** The parcels are bordered by Drake Hill Road on the north and Airport Road on the east. The proposed project is not located along a major highway or thoroughfare that may be used as an evacuation route. The project is not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur.
- b) Less than Significant:** The project site is in an area that contains nominal wildfire hazard due to generally level slopes, minimal site vegetative cover, and presence of generally open agricultural lands to the east and west (with developed residential lands in the City of Fortuna immediately to the north). The project site is located in a State Responsibility Fire Area; a CalFire fire station is located immediately to the south of the project site at 2420 Airport Road. A less than significant impact would occur regarding loss, injury or death involving wildland fires.
- c) No Impact:** The proposed rezone and CUP amendments do not require the installation or maintenance of infrastructure that may exacerbate fire risk. No impact would occur.
- d) No Impact:** The subject properties are located within the State Responsibility Area (SRA) for fire protection. The parcels are surrounded by open space on the east, west and south (between the site and the Rohnerville Airport). The project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

XXI. Mandatory Findings of Significance.	Potentially Significant Impact	Less Than Significant 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?			X	

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

Discussion:

(a through c) Less Than Significant: The project would rezone the subject properties to add an "S" overlay to the existing ML-Q zone and amend CUP 03-05 and CUP 03-06 to allow for increased lot coverage and reduced minimum side yard setbacks. Staff finds no evidence that the proposed project will significantly degrade the quality of the environment, nor will it have impacts that are individually limited but cumulatively considerable. Based on the project as described in the administrative record, comments from reviewing agencies, a review of the applicable regulations, and discussed herein, the Department finds there is no significant evidence to indicate the proposed project will have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

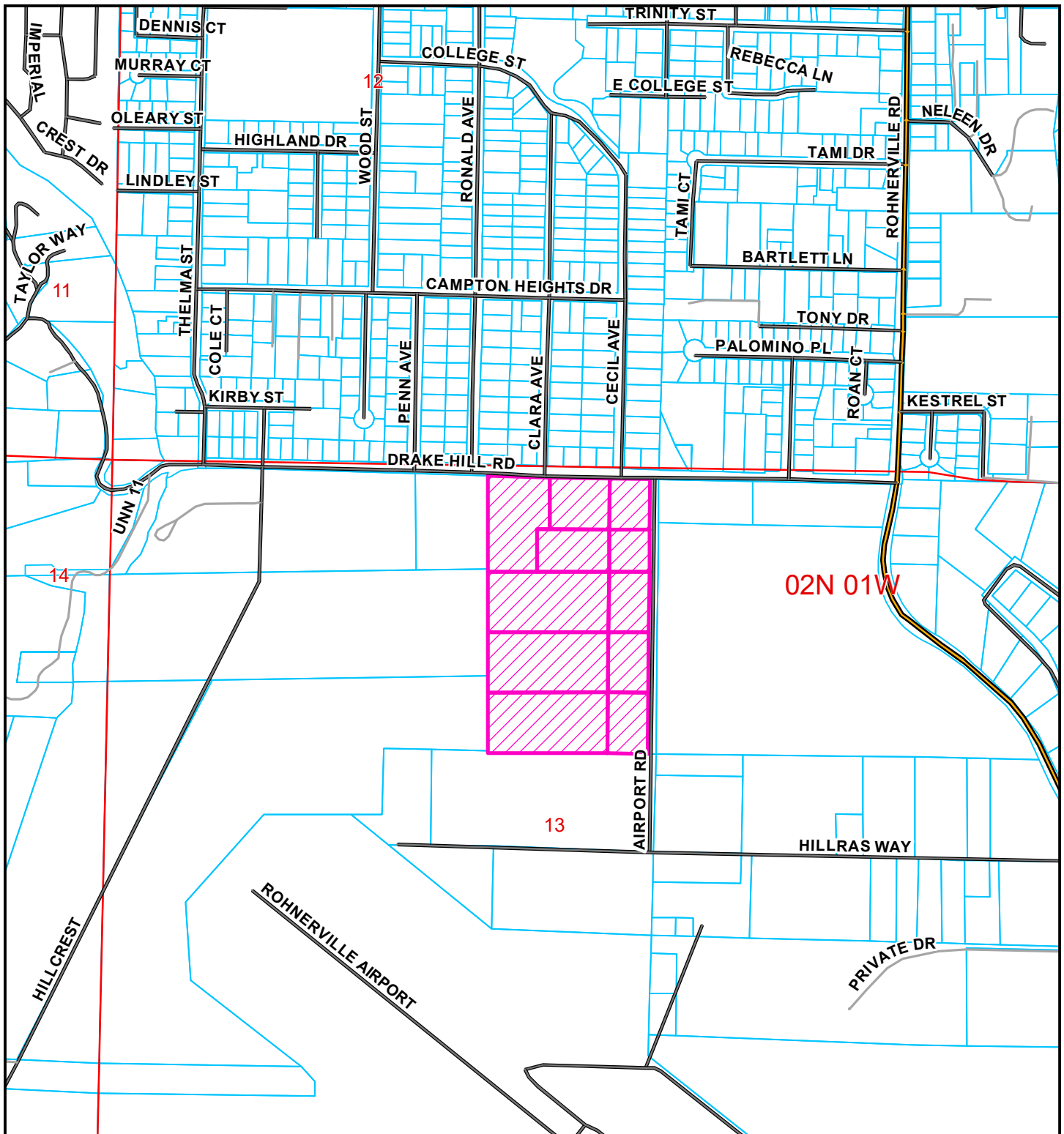


EXHIBIT A LOCATION MAP

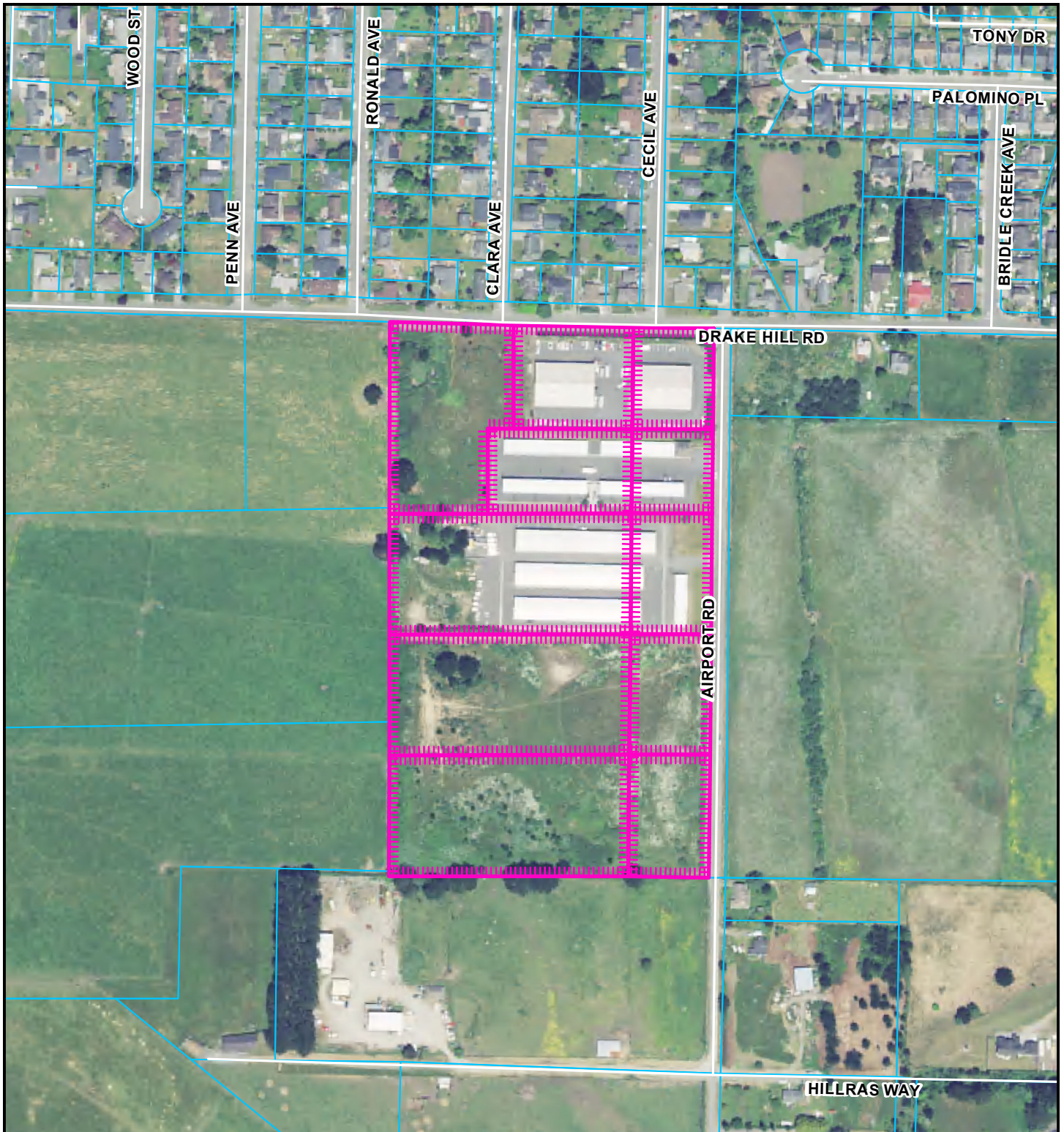
PROPOSED KH MCKENNY INC. ZONING RECLASSIFICATION PETITION FORTUNA AREA

Project Area = 

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

0 250 500 750 Feet






AERIAL MAP

**PROPOSED KH MCKENNY INC.
ZONING RECLASSIFICATION PETITION
FORTUNA AREA
PLN-2020-16209
APN: 203-211-016 et al
T02N R01W S13 HB&M (Fortuna)**

Project Area = 

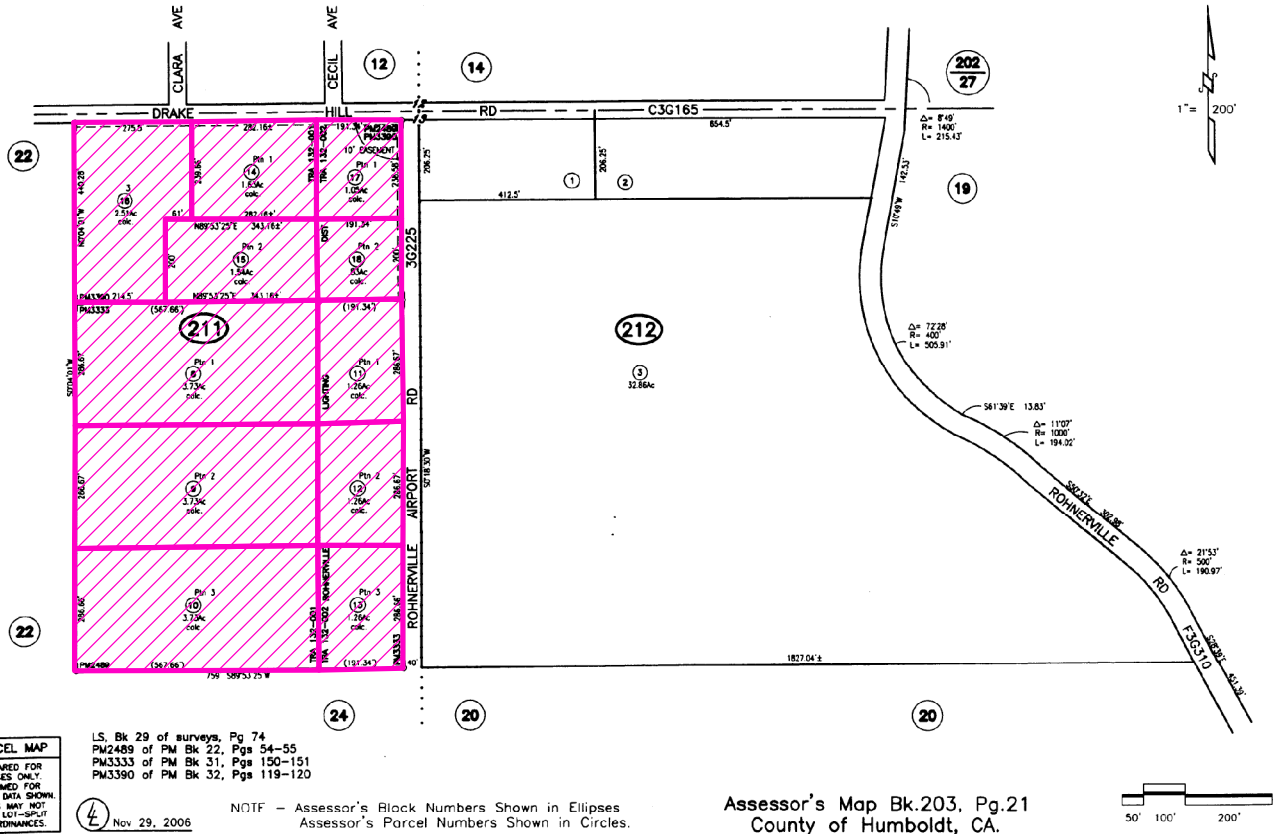
This map is intended for display purposes and should not be used for precise measurement or navigation. Data has not been completely checked for accuracy.



0 100 200 300 400
 Feet

PTN N1/2 SEC 13, T2N, R1W H.B.& M.

203-21



ASSESSOR PARCEL MAP

**PROPOSED KH MCKENNY INC.
 ZONING RECLASSIFICATION PETITION
 FORTUNA AREA
 PLN-2020-16209
 APN: 203-211-016 et al
 T02N R01W S13 HB&M (Fortuna)**

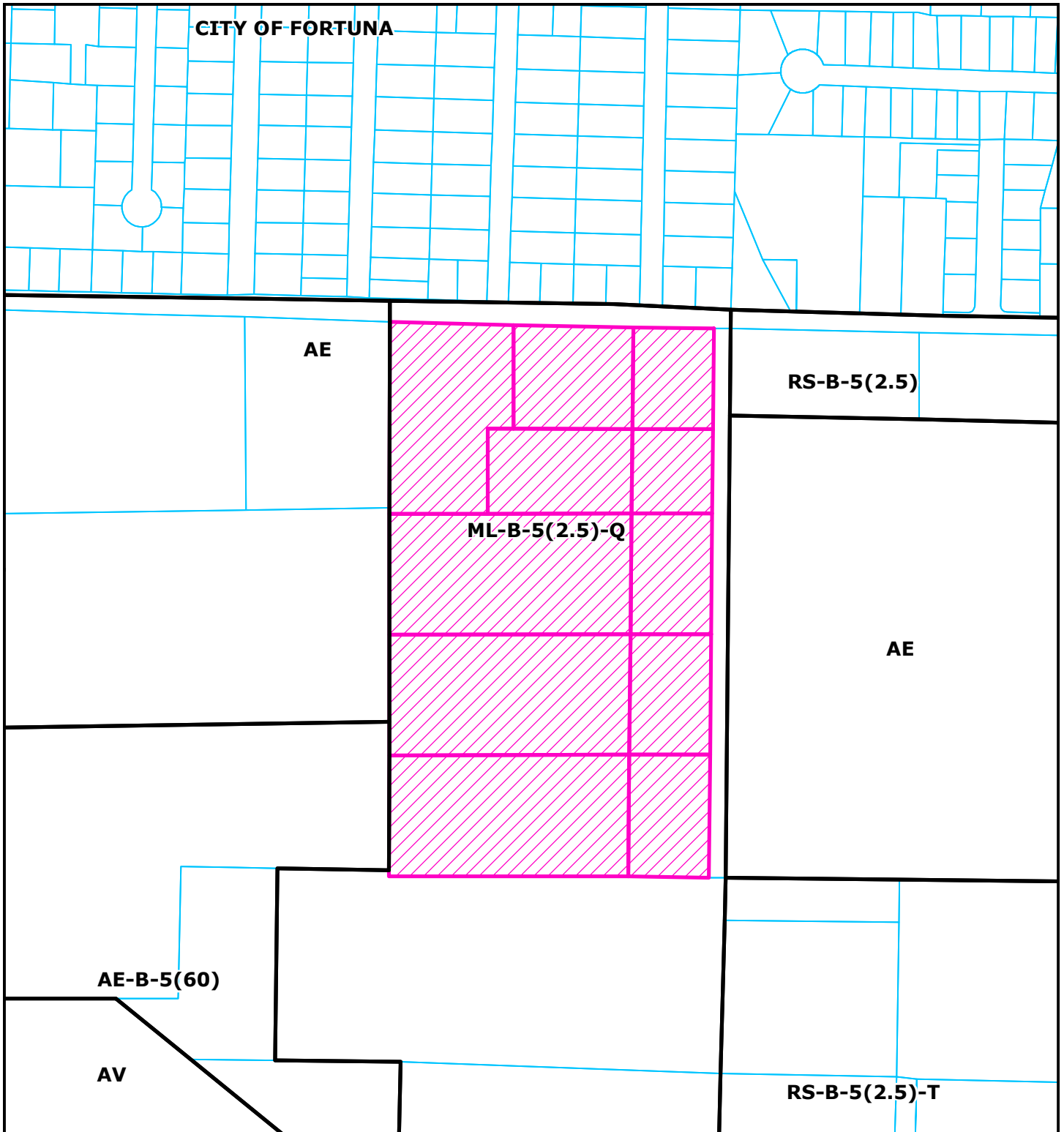
Project Area =



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

MAP NOT TO SCALE

CITY OF FORTUNA



ZONING MAP


**PROPOSED KH MCKENNY INC.
ZONING RECLASSIFICATION PETITION
FORTUNA AREA
PLN-2020-16209**

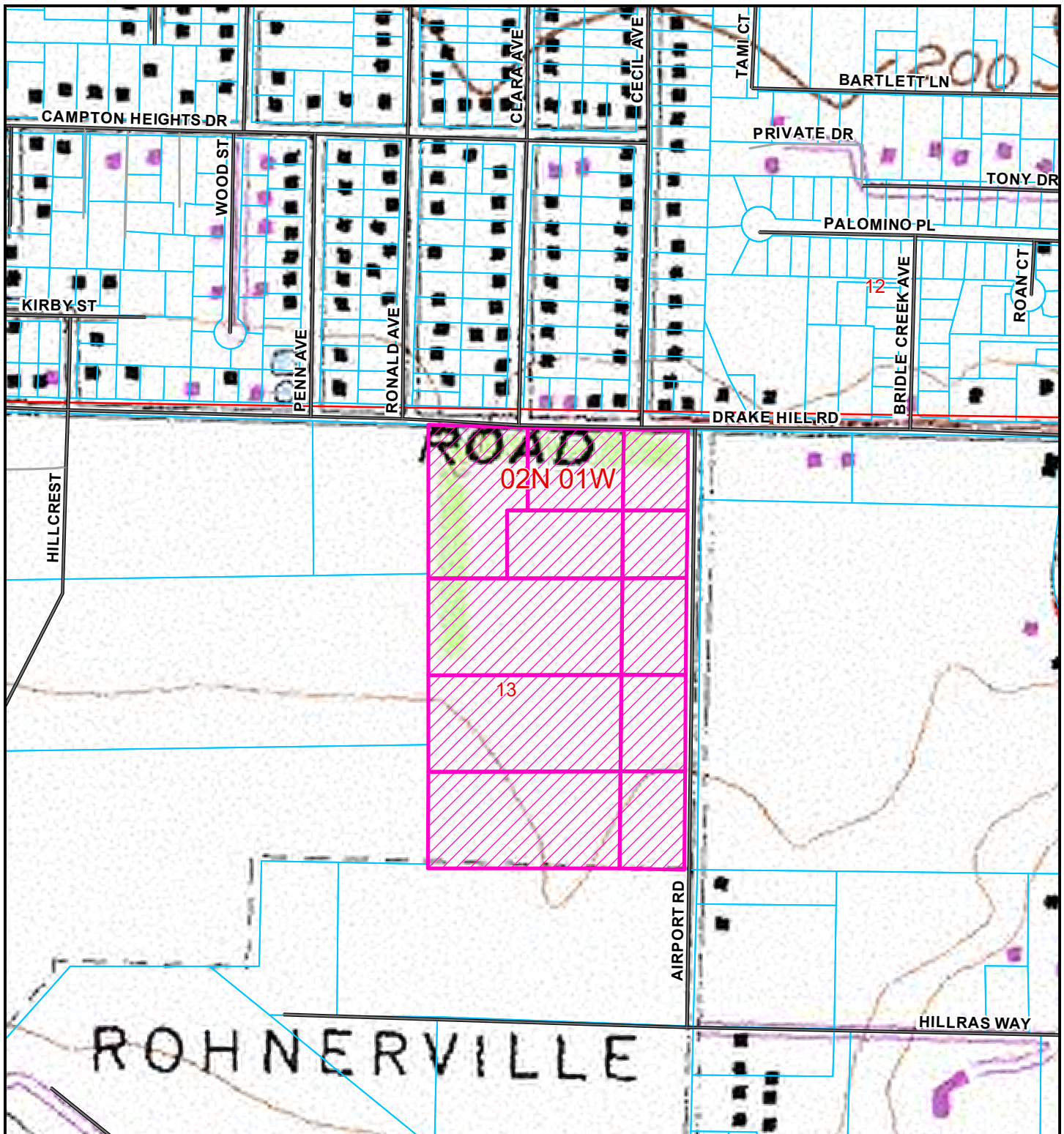
**APN: 203-211-016 et al
T02N R01W S13 HB&M (Fortuna)**

Project Area = 

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



0 100 200 300 400
 Feet



TOPO MAP

PROPOSED KH MCKENNY INC.
ZONING RECLASSIFICATION PETITION
FORTUNA AREA
PLN-2020-16209

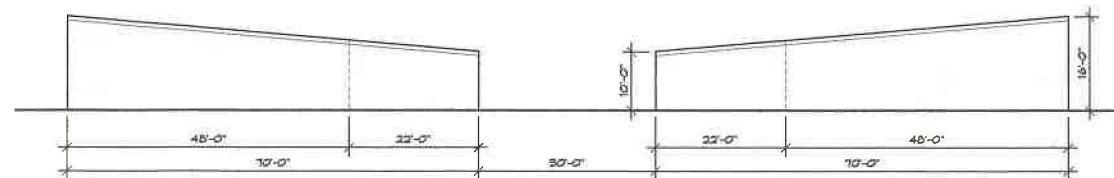
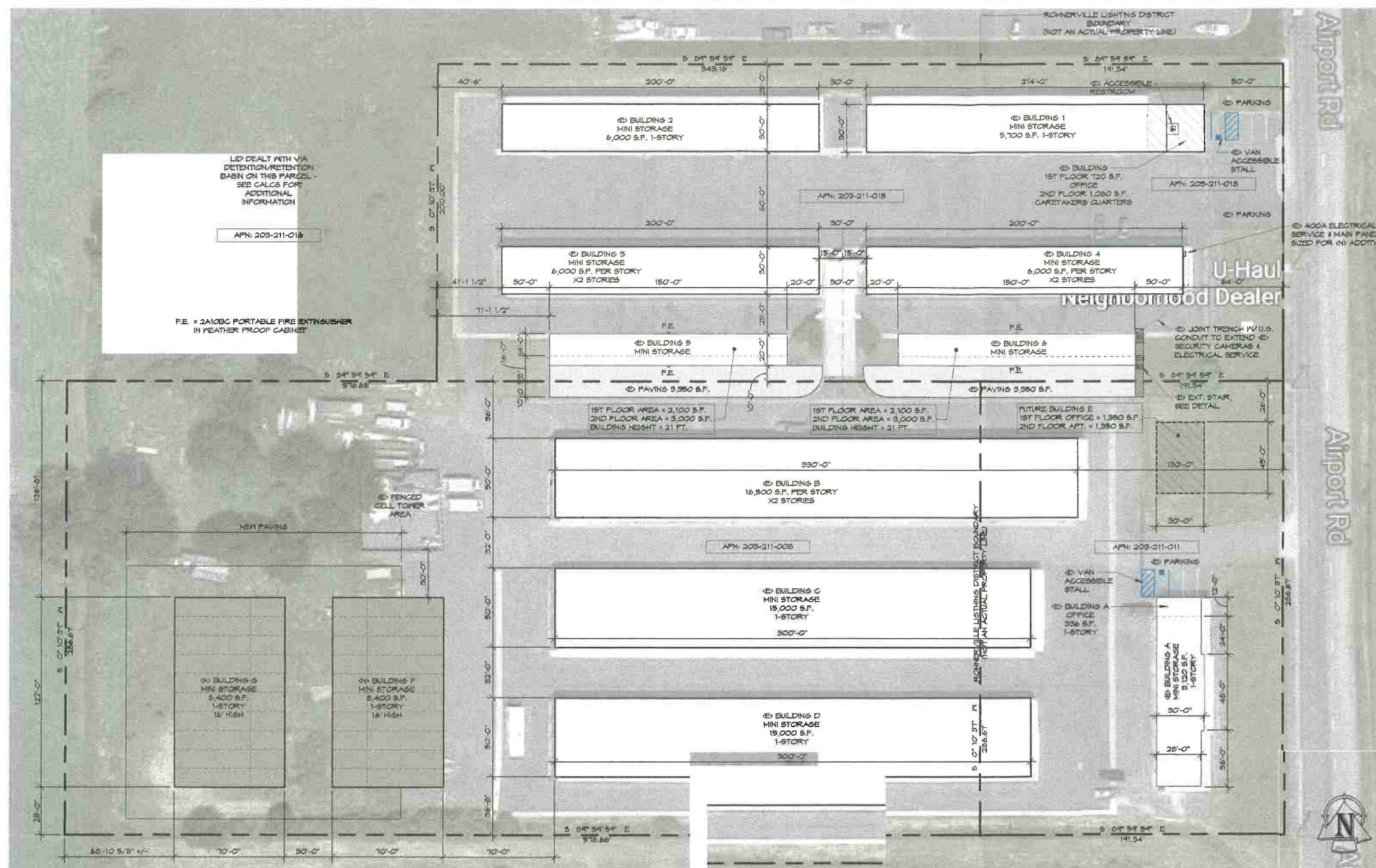
APN: 203-211-016 et al
T02N R01W S13 HB&M (Fortuna)

Project Area = 

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



0 250 500
Feet



OWNER/CONTRACTOR/ENGINEER

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4 PROJECT DIRECTORY



LOCATION MAP

PROJECT DESCRIPTION : PLANNING APPLICATION FOR A PROPOSED ZONE CHANGE TO 11 PARCELS EXTENDING AN "S" OVERLAY TO THE EXISTING ML-Q ZONE. THE "S" OVERLAY WOULD ALLOW ADDITIONAL LOT COVERAGE TO 32% MAXIMUM AND REDUCED INTERIOR LOT SIDE SETBACKS TO 10 FOOT MINIMUM . THE ZONE CHANGE WOULD THEN ALLOW CONSTRUCTION OF 2 NEW BUILDINGS F&G AT 1000 AIRPORT RD. CUP 03-05 & CUP 03-06. WOULD BE AMENDED TO ADD ADDITIONAL AREA TO THE FOOTPRINT AND TOTAL BUILDING AREAS

FINAL DEVELOPMENT ON THE TWO PROPERTIES AS FOLLOWS:

500 AIRPORT RD	TOTAL BUILDING FOOT PRINT	30420 SF
	TOTAL BUILDING AREA	47720 SF
	TOTAL BUILDING AREA INCLUDES	1800 SF OFFICE & APARTMENT
1000 AIRPORT RD	TOTAL BUILDING FOOTPRINT	68386 SF
	TOTAL BUILDING AREA	86236 SF
	TOTAL BUILDING AREA INCLUDES	3036 SF OFFICE & APARTMENT & 17080 SF BUILDING F & G.

SEE TABLE BELOW FOR DETAILED BREAKDOWN OF AREAS.

3 PROJECT DESCRIPTION

BUILDING	LEVEL	GROUND COVERAGE	USE	LEVEL	OTHER FLOORS	USE
BUILDING 1	1	5,700 S.F.	STORAGE	2	1,080 S.F.	APARTMENT
BUILDING 1	1	720 S.F.	OFFICE	-	-	-
BUILDING 2	1	6,000 S.F.	STORAGE	-	-	-
BUILDING 3	1	6,000 S.F.	STORAGE	2	6,000 S.F.	STORAGE
BUILDING 4	1	6,000 S.F.	STORAGE	2	6,000 S.F.	STORAGE
BUILDING 5	2	3,000 S.F.	STORAGE	1	2,100 S.F.	STORAGE
BUILDING 6	2	3,000 S.F.	STORAGE	1	2,100 S.F.	STORAGE
BUILDING A	1	3,120 S.F.	STORAGE	-	-	-
BUILDING A	1	396 S.F.	OFFICE	-	-	-
BUILDING B	1	16,500 S.F.	STORAGE	2	16,500 S.F.	STORAGE
BUILDING C	1	15,000 S.F.	STORAGE	-	-	-
BUILDING D	1	15,000 S.F.	STORAGE	-	-	-
BUILDING E - FUTURE	1	1,380 S.F.	OFFICE	2	1,380 S.F.	APARTMENT
BUILDING F - FUTURE	1	85408.F.	STORAGE	-	-	-
BUILDING G - FUTURE	1	8540 S.F.	STORAGE	-	-	-
TOTALS		46,806 S.F.			35,130 S.F.	

THE PROPOSED S OVERLAY TO ALLOW 32% TOTAL LOT COVERAGE. WOULD ALLOW 500 Airport Rd. 34208 S.F.
THE PROPOSED LOT COVERAGE FOR 500 AIRPORT RD IS 30420 S.F. / 106900 S.F. = 28.5%

THE PROPOSED S OVERLAY TO ALLOW 32% TOTAL LOT COVERAGE, WOULD ALLOW 1000 AIRPORT RD. 68,386 S.F.
THE PROPOSED LOT COVERAGE FOR 1000 AIRPORT RD IS 68386 S.F. / 220,162.6 S.F. = 31.06%

6 SITE INFORMATION

[illegible]

N K 1# FNHQ Q \
FRQ VWUX FWIR Q

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Drafting By:



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**AIRPORT ROAD SELF
STORAGE - FINAL
BUILDINGS F&G**

SHEET NAME
SITE PLAN

SHEET NUMBER
A1

DATE:	1/7/2019
DRAWN BY:	DJC
CHECKED BY:	KHM
AIRPORT ROAD SELF STORAGE - FINAL BUILDINGS P&G 19506.00	