



COUNTY OF MENDOCINO
DEPARTMENT OF PLANNING AND BUILDING SERVICES

860 NORTH BUSH STREET · UKIAH · CALIFORNIA · 95482
120 WEST FIR STREET · FORT BRAGG · CALIFORNIA · 95437

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April 25, 2022

NOTICE OF PUBLIC HEARING AND AVAILABILITY OF DRAFT NEGATIVE
DECLARATION FOR PUBLIC REVIEW AND NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN THAT the Mendocino County Planning Commission, at their regular meeting to be held on Thursday May 19, 2022 at 9:00 a.m., will conduct a public hearing on the following project and Draft Negative Declaration at the time listed or as soon thereafter as the item may be heard. This meeting will be conducted virtually and not available for in person public participation in an effort to slow the spread of COVID-19 and pursuant to the recommendation of the Mendocino County Health Officer and the California Department of Industrial Relations. In order to minimize the risk of exposure during this time of emergency, the public may participate digitally in meetings by sending comments to pbscommissions@mendocinocounty.org or via Telecomment. The telecomment form may be found at: <https://www.mendocinocounty.org/government/planning-building-services/meeting-agendas>. The meeting is available for viewing on the Mendocino County YouTube page, at <https://www.youtube.com/MendocinoCountyVideo>.

CASE#: R_2021-0001

DATE FILED: 6/15/2021

OWNER/APPLICANT: GHULAM MURTAZA ANSARI

AGENT: WHITCHURCH ENGINEERING

REQUEST: Rezone of a portion of one parcel (.94± acres) from Limited Commercial (C1) to General Commercial (C2). The rezone would allow the addition of an automatic drive-through carwash.

ENVIRONMENTAL DETERMINATION: NEGATIVE DECLARATION

LOCATION: 1.75± miles south of Ukiah city center, lying west of South State Street (CR 104A) and north of Jefferson Lane (CR 267), located at 1550 S. State St, Ukiah, APN: 003-430-81.

SUPERVISORIAL DISTRICT: 5

STAFF PLANNER: TIA SAR

A copy of the Draft Negative Declaration, Staff Report and Notice will be available for public review 21 days prior to the hearing at 860 North Bush Street, Ukiah, California, and at 120 West Fir Street, Fort Bragg, California. The staff report, draft negative declaration, and notice will also be available on the Department of Planning and Building Services website at <https://www.mendocinocounty.org/government/planning-building-services/meeting-agendas/planning-commission>.

Your comments regarding the above project(s) and/or Draft Negative Declaration are invited. Written comments may be submitted by mail to the Department of Planning and Building Services Commission Staff, 860 North Bush Street, Ukiah, California. In order to minimize the risk of exposure during this time of emergency, the public may participate digitally in meetings by sending comments to pbscommissions@mendocinocounty.org by May 18, 2022, or orally via telecomment in lieu of personal attendance. All public comment will be made available to the Planning Commission, staff, and the general public as they are received and processed by staff, and can be viewed as attachments to this meeting agenda at <https://www.mendocinocounty.org/government/planning-building-services/meeting-agendas/planning-commission>.

The Planning Commission's action regarding this item shall be a recommendation to the Board of Supervisors and the Board action shall be final. If you challenge the project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Department of Planning and Building Services or the Planning Commission at, or prior to, the public hearing. All persons are invited to present testimony in this matter.

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE. Mendocino County complies with ADA requirements and upon request, will attempt to reasonably accommodate individuals with disabilities by making meeting material available in appropriate alternate formats (pursuant to Government Code Section 54953.2). Anyone requiring reasonable accommodation to participate in the meeting should contact the Department of Planning and Building Services by calling 707-234-6650 at least five days prior to the meeting.

Additional information regarding the above noted item may be obtained by calling the Department of Planning and Building Services at 707-234-6650, Monday through Friday, 8:00 a.m. through 5:00 p.m. Should you desire notification of the Planning Commission's decision you may do so by requesting notification in writing and providing a self-addressed stamped envelope to the Department of Planning and Building Services.

JULIA KROG, Director of Planning and Building Services



**PLANNING COMMISSION
STAFF REPORT- REZONE**

**MAY 19, 2022
R_2021-0001**

SUMMARY

OWNER/APPLICANT: ANSARI, GHULAM
863 N. MAIN STREET
FORT BRAGG, CA 95437

AGENT: WHITCHURCH ENGINEERING
716 HARRIS STREET
EUREKA, CA 95503

REQUEST: Rezone of a portion of one parcel (.94± acres) from Limited Commercial (C1) to General Commercial (C2). The rezone would allow the addition of an automatic drive-through carwash.

LOCATION: 1.75± miles south of Ukiah city center, lying west of South State Street (CR 104A) and north of Jefferson Lane (CR 267); located at 1550 S. State St, Ukiah, APN: 003-430-81

TOTAL ACREAGE: 1.13± Acres

GENERAL PLAN: Mixed Use-General (MU-2)

ZONING: Limited Commercial- 6,000 square foot minimum (C1:6K), Community Character Combining District (CC) Airport Zone Combining District (AZ)

SUPERVISORIAL DISTRICT: 5th (Williams)

ENVIRONMENTAL DETERMINATION: NEGATIVE DECLARATION

RECOMMENDATION: Recommend the Board of Supervisors adopt a Negative Declaration and approve Rezone R_2021-0001 from C1 to C2

STAFF PLANNER: Tia Sar

BACKGROUND

PROJECT DESCRIPTION: Rezone of one parcel from Limited Commercial (C1) to General Commercial (C2). The rezone would allow the addition of an automatic drive-through carwash.

ADDITIONAL INFORMATION: All water used for the carwash will be recycle and shall not exceed 20-50 gallons max per day.

SITE CHARACTERISTICS: The subject parcel is located approximately 1.75 miles south of Ukiah City center, on the west of South State Street. The site is served by Willow County Water District and connects to Ukiah Valley Sanitation District for wastewater. The property can be accessed from South State Street. The property is located in Zone 6 of the Ukiah Airport Comprehensive Land Use Plan (ACLUP), across from Whispering Wind Nursery and Ukiah Municipal Airport. Currently, the property consists of a single family residence and a convenience store with fueling stations. The parcel is served by PG&E for electricity and in Ukiah Valley Fire District responsibility area. While most of the parcel is developed, there are areas of unpaved soils with minimal vegetation.

SURROUNDING LAND USE AND ZONING: As listed on table 1, the surrounding lands are classified and zoned similarly to the project site, with the exception of the properties immediately to the East and West (See map attachments for further detail).

The parcel to the East, is the Ukiah Airport (City of Ukiah). On August 5, 2021, a referral was sent to Airport Land Use Commission (ALUC). Our office received no response. The project is not considered a Major Land Use Action pursuant to Policy 1.4.5 of the Ukiah Municipal Airport Land Use Compatibility Plan requiring referral to the ALUC. The proposed project site is in zone 6, “Normally Compatible” of the Ukiah Municipal Airport and is compatible with;

ALUCP, policy LU 2.1b: Ukiah Municipal Airport Land Use Compatibility Plan (Update May 20, 2021).

“...Policy LU 2.1b: Compatibility Guidelines: Only allow development within each airport zone that conforms to the height, use, and intensity specified in the land use compatibility table of the ACLUP. As airports evolve and fuel prices change, collaborate with the City of Ukiah, the County Airport Land Use Commission, and Caltrans Aeronautics to reassess compatibility issues.”

- The proposed project to rezone from C1 to C2 is compatible with the ALUCP 35 feet height restriction. Any objects shorter than 35 feet do not pose airspace protection issues. The proposed carwash will not exceed the 35 feet height limit and conforms to the Compatibility guidelines.
- The proposed project to rezone from C1 to C2 for a car wash is compatible with ALUCP non-residential use (commercial). The rezone will promote land uses adjacent to important transportation facilities and protect against incompatible ones.
- Per the Airport Comprehensive Land Use Plan (ACLUP), the site is located in Safety Zone 6 which requires low noise impacts, typically below CNEL 55dB. The proposed rezone and carwash project will not exceed the noise limitation and are compatible with the associated safety zone.
- The proposed rezone from C1 to C2 to add a car wash is not classified as a high-intensity use. The proposed car wash project is compatible with the allowed intensity use in airport influence Safety Zone 6.
- The project is compatible with ALUC Electronic Hazards, no proposed electronics that may cause interference with aircraft communications or navigation.

The project site is zoned C-1, compatible with the property to west, Suburban Residential (SR). The intent of the SR zoning district is to create and enhance neighborhoods where a mixture of residential public facilities and services and community oriented commercial uses are desired. Staff finds no conflicts between C-1 and SR district zoning. Sec.20.044.

Sec.20.044.005-Suburban Residential (SR) District Intent.

“... This district is intended to create and enhance neighborhoods where a mixture of residential, public facilities and services and community oriented commercial uses are desired. Typically the S-R District would be one in which a few specific types of convenience commercial services would be permitted in a residential area. Commercial uses are to be subordinate to the dominant residential character of the area. Areas designated Suburban Residential should be served by a publicly-maintained road network, and should be located within public service districts or logical extensions thereof.”

TABLE 1: SURROUNDING LAND USE AND ZONING

	GENERAL PLAN	ZONING	LOT SIZES	USES
NORTH	Commercial (C)	Limited Commercial (C1)	1.23± Acres	Commercial
EAST	City of Ukiah	City of Ukiah	City of Ukiah	Ukiah Airport
SOUTH	Mixed Use -2	General Commercial (C2)	0.67± Acres	Vacant
WEST	Suburban Residential (SR)	Residential (1)	0.13± to 0.29± Acres	Residential

PUBLIC SERVICES:

Access: South State Street (CR 104A)
 Fire District: Ukiah Valley Fire Protection District
 Water District: Willow County Water District
 Sewer District: Valley Sanitation District
 School District: Ukiah Unified School District

AGENCY COMMENTS: On August 5, 2021, the project referrals were sent to the following responsible or trustee agencies with jurisdiction over the Project:

REFERRAL AGENCIES	COMMENT
Department of Transportation	No Response
Environmental Health-Ukiah	No Comment
Environmental Health-CUPA	No Comment
Building Inspection -Ukiah	No Response
Assessor	No Comment
Mendocino County Sheriff's Office	No Comment
Air Quality Management	No Comment
Airport Land Use Commission	No Response
North Coast Regional Water Control Board	No Response
Willow County Water District	No Comment
CalTrans	No Response
Department of Forestry	No Response
CalFire (Land Use)	No Comment
Ukiah Valley Sanitation District	No Comment
Ukiah Valley Fire District	No Response
Cloverdale Rancheria	No Response
Redwood Valley Rancheria	No Response
Sherwood Valley Rancheria	No Response

KEY ISSUES

General Plan and Zoning Consistency: The proposed project is to rezone a commercial parcel (APN 003-430-81) from a Limited Commercial (C1) zoning district to a General Commercial (C2) zoning district. The General Commercial district would allow additional uses (a car wash) that Limited Commercial does not, the net impact would be an overall increase in potential development and use. The proposed rezone would remain consistent with the Commercial Land Use Designation, as well as the policies of the General Plan.

The General Commercial district (C2) allows additional uses (a car wash) that Limited Commercial does not, the net impact would be an overall increase in future development and use. If the subject property were to be rezoned to (C2) General Commercial, the applicant would be allowed to expand the existing commercial use to include an automatic drive thru carwash. The proposed project is consistent with the General Commercial zoning district, per Mendocino County Code 20.092,

**C-2 - General Commercial District
Sec. 20.092.005 – Intent.**

... This district is intended to create and enhance commercial areas where complete retail sales and services are available and desirable for public service are available and desirable for public and convenience. Typically this district would be applied in the central core of community areas where central area commercial facilities were desired, or at major roadway intersections. Uses in this district are also intended to facilitate live/work convenience through multiple story construction and shared parking arrangements for a range of residential and commercial uses.

Sec. 20.092.010 - Permitted Uses.

(A) Residential Use Types (see Chapter 20.016)

*Family residential — single-family;
Family residential — two-family;
Family residential — multi-family;*

Multifamily residential uses are allowable by right in the C-2 District subject to the following conditions:

The proposed project contains four (4) units or less and fulfills the following criteria:

- (1) lies within a water and sewer district*
- (2) located more than 300 feet away from an industrial zoned parcel*
- (3) not located on the same property with or within 300 feet of a gas station, dry cleaners, hazardous substance recycling facility, or automotive repair facility*
- (4) not located in the A or B1 airport zones*

If the project does not meet the above conditions, a use permit shall be required.

(B) Civic Use Types (See Chapter 20.020).

*Administrative services, government;
Ambulance services;
Clinic services;
Community recreation;
Cultural exhibits and library services;
Essential services;
Fire and police protection services;
Lodge, fraternal and civic assembly;
Minor impact utilities;
Religious assembly.*

(C) Commercial Use Types (See Chapter 20.024).

*Administrative and business offices;
Animal sales and services-household pets;
Animal sales and services-veterinary (small animals);
Automotive and equipment-cleaning;
Automotive and equipment-fleet storage;
Automotive and equipment-parking;
Automotive and equipment-repairs, light;
Automotive and equipment-sales/rentals;
Business equipment sales;
Commercial recreation-all types;
Communication services;
Eating and drinking establishments;
Financial services;
Food and beverage preparation-without consumption;
Food and beverage retail sales;
Funeral and interment services;
Laundry services;
Mail order businesses;
Medical services;
Personal services;
Repair services, consumer;
Research services;
Retail sales-general;
Transient habitation-lodging;
Transient habitation-resort and recreational facilities;
Wholesaling, storage and distribution-mini-warehouse.*

(D) Agricultural Use Types (See Chapter 20.032).

Forest production and processing-limited;
Horticulture;
Packing and processing-limited;
Row and field crops;
Tree crops.

(E) Accessory uses as provided in Chapter 20.164.

Sec. 20.092.015 - Uses Subject to a Minor Use Permit.

The following use types are permitted in the C-2 District upon issuance of a Minor Use Permit:

(A) Residential Use Types (See Chapter 20.016).

Family residential-two family; —projects that do not meet the criteria of Sec. 20.088.010
Family residential-multifamily; —projects that do not meet the criteria of Sec. 20.088.010
Family residential-dwelling groups.

(B) Civic Use Types (See Chapter 20.020).

Day care facilities/small schools;
Group care.

(C) Commercial Use Types (See Chapter 20.024).

Animal sales and services-kennels;
Agricultural sales and services;
Automotive and equipment-gasoline sales;
Automotive and equipment-repairs, heavy;
Automotive and equipment-storage, recreational vehicles and boats;
Construction sales and services;
Recycling centers;
Redemption centers;
Swap meet.

(D) Industrial Use Types (See Chapter 20.028).

Custom manufacturing.

Sec. 20.092.020 - Uses Subject to a Major Use Permit.

The following use types are permitted in the C-2 District upon issuance of a Major Use Permit:

(A) Residential Use Types (See Chapter 20.016).

Mobile home residential.

(B) Civic Use Types (See Chapter 20.020).

Educational facilities;
Major impact facilities;
Major impact services and utilities.

(C) Commercial Use Types (See Chapter 20.024).

Animal sales and services—veterinary (large animals);
Automotive and equipment—storage, nonoperating vehicles;
Transient habitation—campground;
Wholesaling, storage and distribution—light.

(D) Extractive Use Type (See Chapter 20.036).

Mining and processing.

Sec. 20.092.025 - Minimum Lot Area.

(A) Commercial: none.

(B) Residential: six thousand (6,000) square feet. Four thousand (4,000) square feet for mobile home subdivisions and manufactured home subdivisions.

Sec. 20.092.030 - Maximum Dwelling Density.

(A) Single-family: one (1) unit per six thousand (6,000) square feet.

(B) Two (2) family; Mobile Home Residential: one (1) unit per four thousand (4,000) square feet.

(C) Multifamily: one (1) unit per one thousand five hundred (1,500) square feet.

Sec. 20.092.035 - Minimum Front Yard.

Ten (10) feet.

Sec. 20.092.040 - Minimum Side and Rear Yard.

None required, except that any side or rear yard contiguous to any district other than commercial or industrial shall have a minimum side yard of five (5) feet and a minimum rear yard of twenty (20) feet.

Sec. 20.092.045 - Building Height Limit.

Fifty (50) feet.

The City of Ukiah, Department of Community Development had concerns regarding two items: (1) the potential new automatic drive-through carwash regulated in the General Commercial zoning district; and (2) the environmental impacts in that vicinity. These concerns are mitigated through the zoning district and combining district of the subject parcel. In terms of the first concern (item 1), On August 5, 2021, the project was referred to North Coast Regional Water Quality Control Board, our office received no response. Therefore no significant concerns on regulating the potential automatic carwash activities. There is no proposed change to the existing use of the single family residence, convenience store and fuel pumping station. There are a number of new uses that are permitted in the C2 zoning district that are not allowed within the C1 zoning district.

A carwash is a permitted use within the C2 zoning district. The proposed additional uses have been reviewed under the General Plan Environmental Impact Report and found to be consistent in the Commercial General Plan Land Use Designation and will not have a significant impact on the community.

In terms of environmental impacts (item 2), on August 5, 2021, the project was referred to multiple agencies for review of the proposed project. Our office received no response or no comments. Staff completed an initial study and found the project to have no significant environmental impacts.

1. Ukiah Valley Area Plan Consistency: The Ukiah Valley Area Plan (UVAP) is a policy document adopted by the Board of Supervisors in 2011 to guide future development of the Ukiah Valley area, between Redwood Valley and the southern end of Ukiah. The intent of the UVAP is to guide future decisions regarding development within the valley. The proposed project is consistent with the following UVAP goals:

Goal LU-1.2b Infill Incentives: Revise zoning regulations to accommodate mixed-use/compact development and a variety of housing at urban/village densities, and offer incentives such as density bonuses with the code. The proposed project would slightly modify the existing zoning of the site to allow for expansion of the existing commercial use with minimal expansion on the same parcel. No new development would be required by the project, including development of access ways or other infrastructure.

Goal LU-2: Promote compatible land uses adjacent to important transportation facilities and protect against incompatible uses. The existing site is zoned Limited Commercial (C1) and would be rezoned to General Commercial (C2). The proposed use, a car wash, is compatible with the proposed zoning and established use of the site as a historic commercial business. Additionally, the site is served by a major road (South State Street) and has existing access.

Goal LU-4: Manage future growth to ensure that essential support infrastructure is in place prior to development. Future commercial development on a commercial site may be considered infill and would utilize the existing infrastructure

2. General Plan Policy DE-10 Commercial: The property is 1.13 acre in size, located within developed areas, across from the City of Ukiah boundary (Ukiah Airport). The site is located within a water and sewer district, Willow County Water and Ukiah Valley Sanitation District. Currently, served by the publicly-maintained circulation network and is situated in a location where future growth is anticipated. The property consists of a single family residence (1,400 sqft) and a convenience store (3,300 sqft) with fueling stations. The proposed project to rezone from C1 to C2 to allow the addition of an automatic drive-through carwash is consistent with General Plan Policy DE-10 Land Use Category: C-Commercial.

Policy DE-10: Land Use Category: C-Commercial:

“...Intent The Commercial classification is intended to be applied to lands appropriate for a variety of commercial uses. Lands classified Commercial should be within or contiguous to developed areas, such as near the boundaries of cities and in Community Planning Areas, and should be served by the publicly-maintained circulation network and should be situated in locations where future growth is anticipated. Residential uses in the commercial classification shall require County findings that the site need not be reserved for future commercial uses, and that the residential use is compatible with existing or anticipated commercial uses.

General Uses: *General commercial, mixed uses, public facilities, public services, public assemblies, residential developments, utility installations.*

Minimum Parcel Size:

- *Within water and sewer district: None for commercial uses; 6,000 square feet for residential use.*
- *Within water or sewer districts: 12,000 square feet.*
- *Not in a water or sewer district: 40,000 square feet.*

Maximum Dwelling Density: *One single family dwelling per legally created parcel, unless otherwise noted. County review and approval required for more than one dwelling per legally created parcel.*

- *Within water and sewer districts: 1 multiple family dwelling unit per 1,500 square feet of lot area.*
- *Within water or sewer districts: 1 multiple family dwelling unit per 12,000 square feet of lot area.*
- *Not in a water or sewer district: multiple family dwelling units not permitted. Consistent with Housing Element Action 4.3, consider reduced lot sizes when subdivision design, use of clustering and other site planning and service-provision techniques may support increased residential density.”*

3. Environmental Determination: An Initial Study was completed for the project and circulated for public review in accordance with the California Environmental Quality Act (CEQA), and a Negative Declaration is recommended. All identified impacts are expected to be less than significant with the sole exception of potential impact to utilities and service systems, discussed below.

Section XVIII, paragraphs d) and e) of the initial study checklist require the analysis of potential impacts to existing domestic water and wastewater service providers. While the rezone itself could create no impacts, the applicant’s intent to construct a car wash must also be scrutinized at this time. The project site is served by the Willow Water District for domestic water and the Ukiah Valley Sanitation District for wastewater. Project referrals were sent to both agencies for comment, but no comments were provided. Staff must therefore conclude that any potential impacts created by the additional water usage and treatment are minimal enough to be considered non-impactful to the associated agencies, and staff finds that any potential

impacts resulting from approval of the project may be considered less than significant without mitigation. All future development shall be subject to review and approval from associated agencies.

RECOMMENDATION

By resolution, the Planning Commission recommends the Board of Supervisors adopt a Negative Declaration and approve Rezone R_2021-0001 to rezone APN 003-430-81 from Limited Commercial (C1) to General Commercial (C2), based on the facts and findings.

4/19/2022

DATE


TIA SAR
PLANNER II

ATTACHMENTS:

- A. Location Map
- B. Aerial Imagery Map
- C. Site Plan
- D. Zoning Display Map
- E. General Plan Map
- F. Adjacent Owner Map
- G. Airport Zones

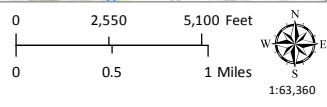
RESOLUTION

Initial Study available online at: <https://www.mendocinocounty.org/government/planning-building-services/meeting-agendas/planning-commission>



CASE: R 2021-0001
 OWNER: ANSARI, Ghulam
 APN: 003-430-81
 APLCT: Ghulam Ansari
 AGENT: Whitchurch Engineering
 ADDRESS: 1550 S. State Street, Ukiah

- Major Towns & Places
- Major Roads
- City Limits
- Highways



LOCATION MAP

MENDOCINO COUNTY PLANNING DEPARTMENT 7/23/2021






LAWS AVENUE

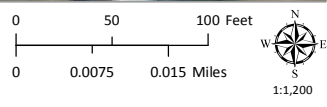
MONROE STREET

SOUTH STATE STREET

JEFFERSON LANE

CASE: R 2021-0001
OWNER: ANSARI, Ghulam
APN: 003-430-81
APLCT: Ghulam Ansari
AGENT: Whitchurch Engineering
ADDRESS: 1550 S. State Street, Ukiah

-  City Limits
-  Public Roads
-  Private Roads






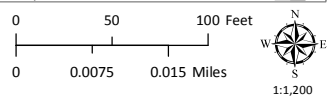
AERIAL IMAGERY

MENDOCINO COUNTY PLANNING DEPARTMENT 7/23/2021



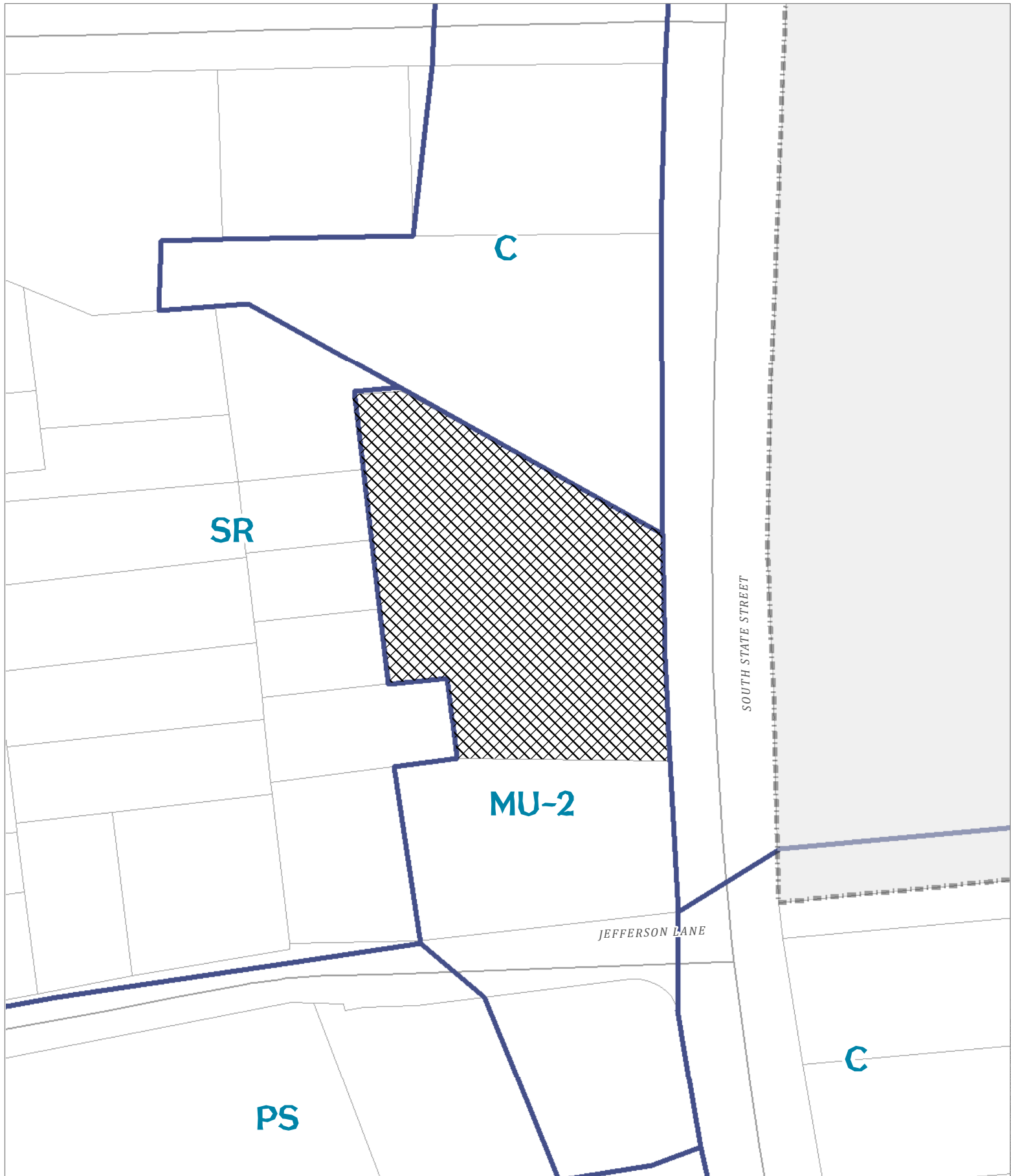
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-  City Limits
-  Zoning Districts
-  Public Roads



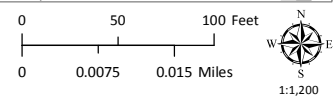
ZONING DISPLAY MAP

MENDOCINO COUNTY PLANNING DEPARTMENT - 7/23/2021

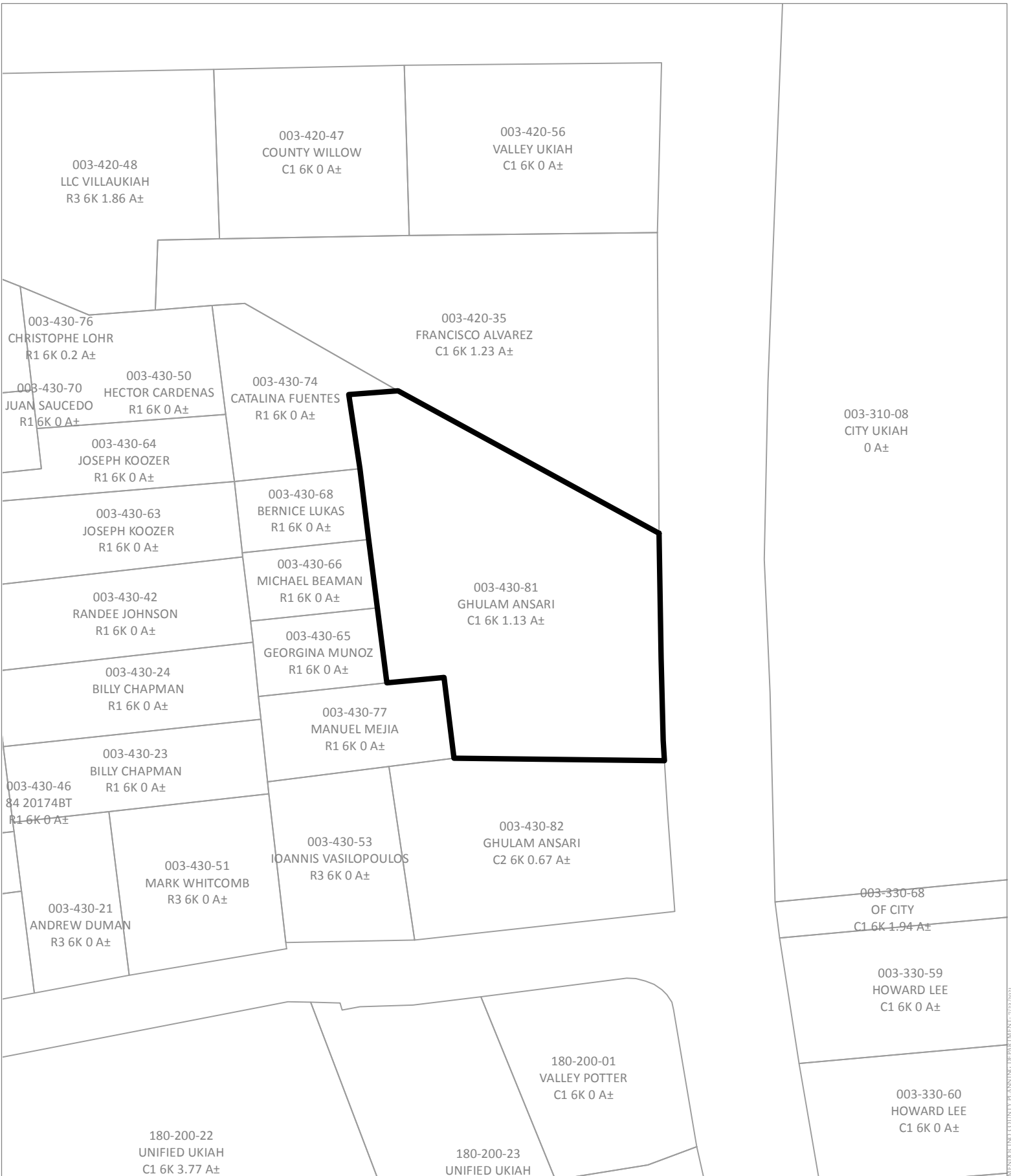


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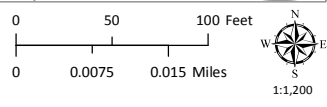
-  City Limits
-  General Plan Classes
-  Public Roads



GENERAL PLAN CLASSIFICATIONS

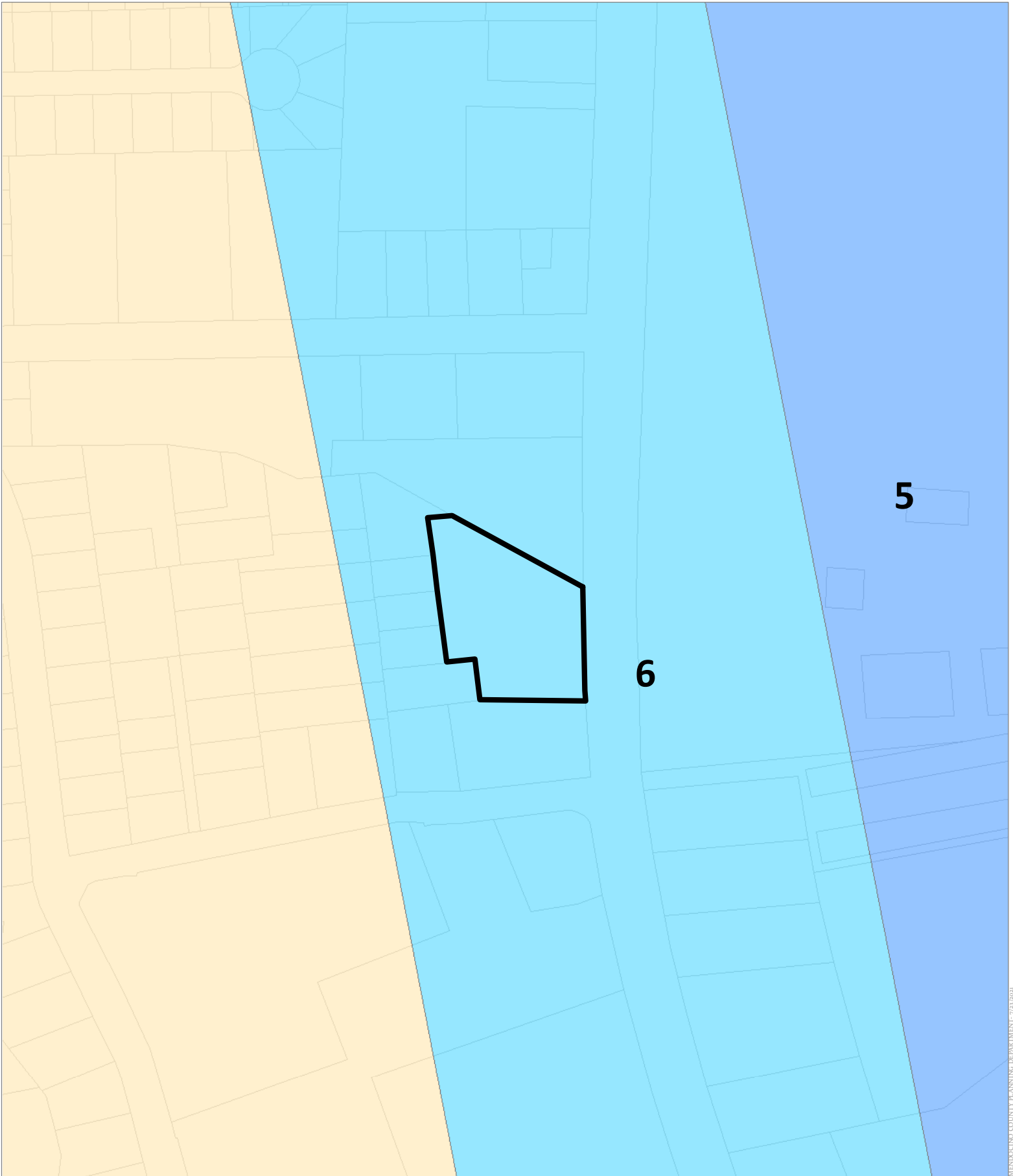


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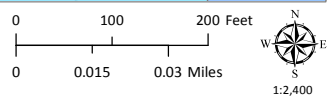
ADJACENT PARCELS

MENDOCINO COUNTY PLANNING DEPARTMENT - 7/23/2021



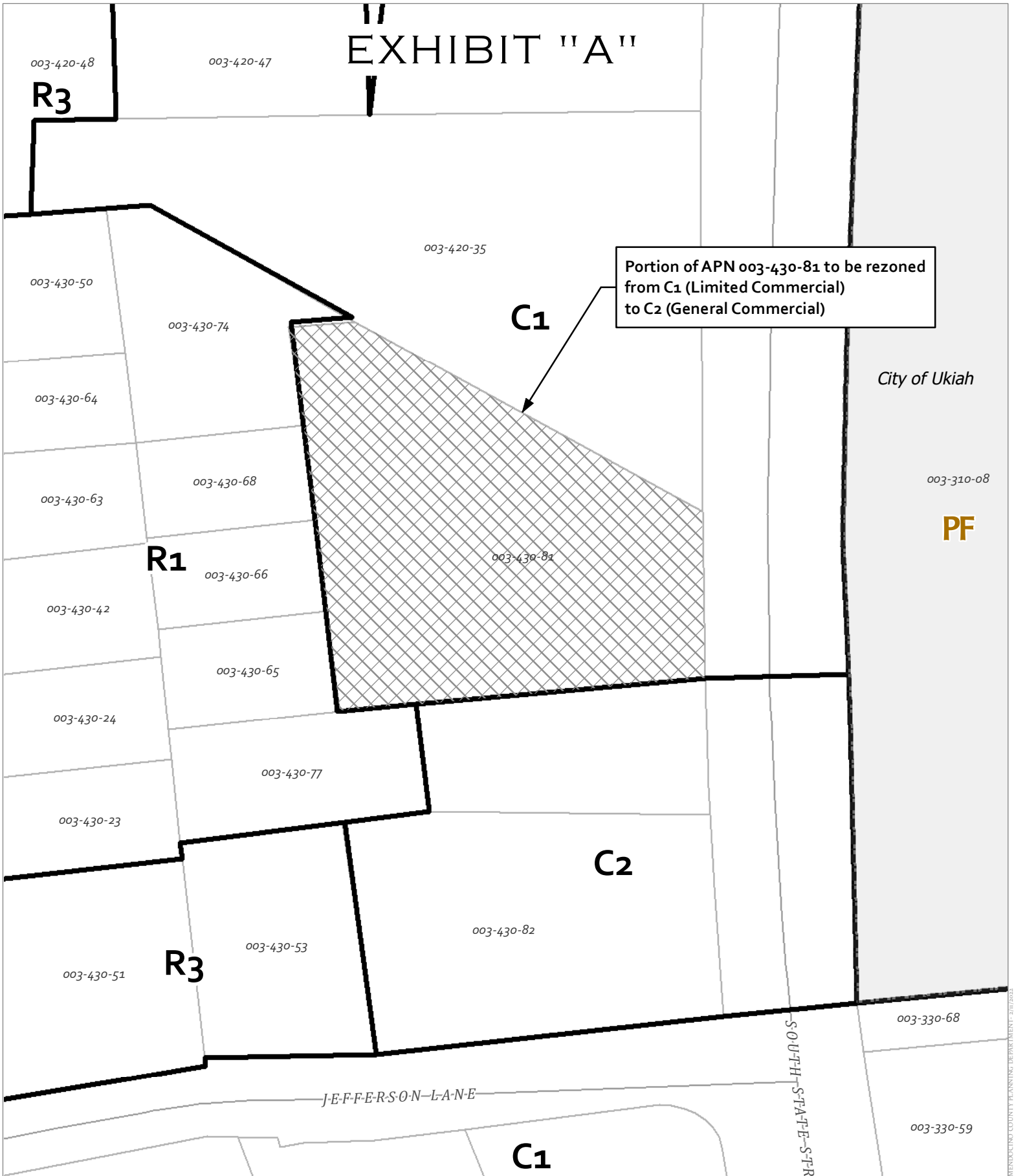
MENDOCINO COUNTY PLANNING DEPARTMENT - 7/23/2021

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AIRPORT ZONES



EXHIBIT "A"

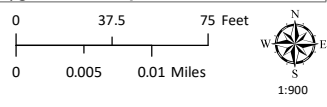


Portion of APN 003-430-81 to be rezoned from C1 (Limited Commercial) to C2 (General Commercial)

CASE: R 2021-0001
 OWNER: ANSAR, Ghulam
 APN: 003-430-81
 APLCT: Ghulam Ansar
 AGENT: Whitchurch Engineering
 ADDRESS: 1550 S. State Street, Ukiah

-  City Limits
-  Zoning Districts
-  Public Roads

 REZONE FROM: C-1 (Limited Commercial)
 TO: C-2 (General Commercial)



MENDOCINO COUNTY PLANNING DEPARTMENT - 2/17/2021

Section I	Description Of Project.
<p>CASE#: R_2021-0001 DATE FILED: JUNE 15, 2021 OWNER/APPLICANT: GHULAM MURTAZA ANSARI AGENT: WHITCHURCH ENGINEERING REQUEST: Rezone of a portion of one parcel (.94± acres) from Limited Commercial (C1) to General Commercial (C2). The rezone would allow the addition of an automatic drive-through carwash. ENVIRONMENTAL DETERMINATION: NEGATIVE DECLARATION LOCATION: 1.75± miles south of Ukiah city center, lying west of South State Street (CR 104A) and north of Jefferson Lane (CR 267), located at 1550 S. State St, Ukiah; APN: 003-430-81. STAFF PLANNER: TIA SAR</p>	
Section II	Environmental Checklist.
<p><i>“Significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change, may be considered in determining whether the physical change is significant (CEQA Guidelines, Section 15382).</i></p> <p><i>Accompanying this form is a list of discussion statements for <u>all</u> questions, or categories of questions, on the Environmental Checklist (See Section III). This includes explanations of “no” responses.</i></p>	

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

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

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 Project, or clearly will not impact nor be impacted by the Project.

INITIAL STUDY/ENVIRONMENTAL REVIEW: This section assesses the potential environmental impacts which may result from the project. Questions in the Initial Study Checklist are stated and answers are provided based on analysis undertaken.

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

a-c) **No Impact:** The proposed project is not located on a scenic state highway as the only such road in Mendocino County is State Route 128, in addition to visual resources of the Coastal Zone. Thus, there is no potential for the project to damage any scenic resources or have adverse effects on any scenic vistas. Additionally, the project will not require the removal of any natural elements such as trees or rocks, thus there is no impact to those resources. Furthermore, there is no visual character or site quality that would be impacted. The subject property is not located in the Coastal Zone.

<u>II. AGRICULTURE AND FORESTRY RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) **No Impact:** The Williamson Act (officially the California Land Conservation Act of 1965) is a California law that provides relief of property tax to owners of farmland and open-space land in exchange for a ten year agreement that the land will not be developed or otherwise converted to another use. The proposed project is not located within or near a zoning district intended to be used for farming.

The Timberland Production Zone (TPZ) was established in 1976 in the California Government Code as a designation for lands for which the Assessor’s records as of 1976 demonstrated that the “highest and best use” would be timber production and accessory uses. The proposed project is not located within or near a zoning district intended to be used for timber production. Furthermore, due to the proposed limitation of uses in the Contract Rezone, the harvesting and use of forest products on the subject parcel is prohibited.

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 any applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) **No Impact:** The project was referred to the Mendocino County Air Quality Management District, who did not provide any comment regarding the intended uses. The proposed project to rezone and add a new carwash building does not entail any activity that would create substantial pollution, or damage air quality in any way, thus the project would not conflict with any air quality plan, nor would it violate any air quality standards. Subsequently, there will be no considerable net increase of pollutants due to the project. As all activities will be occurring indoors (24 Ftx 41 ft new building), the proposed project would not expose any sensitive receptors to pollution, nor would any objectionable odors be created by the project.

<u>IV. BIOLOGICAL RESOURCES.</u> 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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-f) **No Impact:** The proposed project will not have an impact on any such resources. The project site is not located near any sensitive habitats, thus there is no potential for any substantial adverse impacts on a sensitive habitat such as a riparian zone, wetland, wildlife corridor, or any form of conservation land. Additionally, there are no conservation plans, policies, or ordinances with which the project conflicts, thus there will be no impacts to such protections. The California Department of Fish and Wildlife fee of \$2,598 will be required within five (5) days of the Board of Supervisors meeting.

<u>V. CULTURAL RESOURCES.</u> 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 as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-d) **No Impact:** Per the County of Mendocino’s 2019 Archaeological Policy, projects that do not include any ground disturbance are not required to have an archaeological survey or review. There is an existing single family residence, convenience store and fueling station on the subject site. The proposed project to rezone for new car wash addition, does not permit ground disturbance beyond what may already be allowed under the current zoning classification, so there is no impact in this regard.

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

a-e) **No Impact:** The proposed project is not located near any terrain that would expose any people or structures to any substantial adverse geological effect, or that would allow for soil erosion or loss of topsoil. As the proposed project is not located on a fault, the project would not trigger any issues such as a landslide or liquefaction, thus there is no impact in this regard. Furthermore, the soil on which the proposed project is not identified as expansive or incapable of supporting the rezone or the new carwash building, thus these issues are considered to have no impact. As proposed the site already operates as a single family residence, convenience store and fueling station, there are no impacts with regards to soils being incapable of supporting such a new building.

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

a-b) **No Impact:** The proposed project does not entail any activities that would generate any greenhouse gases, thus there is no impact in this regard. There are no identified plans, policies, or regulations that would be violated through any of the project activities, thus there is considered to be no impact.

<u>VIII. HAZARDS AND HAZARDOUS MATERIALS.</u> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a-b) **No Impact:** The proposed project does not allow transport, use, storage or disposal of hazardous materials beyond what may already be allowable in the respective zoning district, and therefore there is no impact to potential hazardous materials releases.
- c) **No Impact:** The project does not propose or permit any activities that would emit any hazardous emissions or expose people to any hazardous materials thus, there is considered to be no impact in this regard.
- d) **No Impact:** The project site has not been identified as a hazardous materials site, thus there will be no significant hazard to the public or the environment in terms of exposure to on-site hazardous materials.
- e-f) **No Impact:** The project site is located within Zone 6 of the Airport Influence area. The rezone will not be affected by the airport influenced area designation, but future allowed uses (carwash) will.
- g) **No Impact:** There is currently no adopted emergency response plan for the Ukiah Valley. There is an existing gas station onsite, the proposed rezone to allow a new automatic carwash would not foreseeably increase the amount of traffic or road obstruction in the area. The proposed project will not cause interference in the event of a local emergency requiring evacuation.
- h) **No Impact:** The project is within a Local Responsibility Area and therefore has not been assigned a fire hazard classification by Cal Fire. The Ukiah Valley Fire District has responsibility for structure and wildland protection, and the firehouse is within five miles of the project area. The proposed rezone project does not allow for construction of structures beyond what is already allowed under the current zoning classifications, so there is no impact in this regard. The proposed future carwash building, will require a fire department clearance, prior to building permit issuance.

IX. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Result in an increase in pollutant discharges to receiving waters considering water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g. heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l) Have a potentially significant impact on groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Impact aquatic, wetland or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a, f) **No Impact:** All water used for the future automatic drive-through carwash will be recycled and shall not exceed 20-50 gallons max per day. The project will not violate any water quality standards or degrade water quality itself as there are no aspects of the proposed project that would affect water quality.
- b) **No Impact:** The proposed rezone and future carwash project would not deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, no negative impact to groundwater supplies is expected. County Staff referred the project to Willow County Water District, on August 5, 2021 and our office received no comments.
- c-e) **No Impact:** The proposed future carwash will recycle water and does not entail alterations to any drainage pattern that would result in erosion or siltation of the site or neighboring properties, thus this concern is considered to have no impact.
- g-h) **No Impact:** The proposed project is located within Zone X, panel number is 06045C1677F, areas of minimal flood plain, there is considered to be no impact in terms of these issues. Additionally, the subject parcel is far enough away from the coastline that no ocean related flooding would occur.
- i-j) **No Impact:** The project is not located within a dam inundation zone, tsunami area, or area subject to potential mudflow, thus there are no impacts with regards to these issues.
- k-l) **No Impact:** All water used for the automatic drive-through carwash will be recycled and shall not exceed 20-50 gallons max per day. The project does not entail any large water discharging that would result in pollutant discharges or any activities that would significantly impact groundwater quality, thus there is considered no impact in terms of these issues.
- m) **No Impact:** The proposed project is not located within or near any aquatic, wetland, or riparian habitats, thus there is no potential for the project to have an impact on these types of environments.

<u>X. LAND USE AND PLANNING.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact:** The proposed project would not physically divide any established community.
- b) **No Impact:** The Ukiah Valley Area Plan (UVAP) was adopted in August of 2011 as a policy document to help guide future development with the Ukiah Valley. The project site is within the UVAP and subject to its guidance, but no conflicts with the UVAP polices were identified. The site is subject to General Plan Policy DE-10 Land Use Category: C-Commercial review, no conflicts with the General Plan Policy were identified.
- c) **No Impact:** Habitat and Natural Community Conservation Plans are state and federal programs intended to protect extremely endangered species from anthropogenic impacts. There are no identified Habitat or Natural Community Conservation Plans within the project location, thus there is no possibility for the project to conflict with any such plans.

<u>XI. MINERAL RESOURCES.</u> 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a-b) **No Impact:** The proposed project is not located on or within any identified mineral resource lands, thus it will not result in the loss of any available mineral resource.

<u>XII. NOISE.</u> Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- a-b) **No Impact:** Appendix C of the Mendocino County Zoning Code, Division I lists adopted allowable noise limit standards. These standards and the associated levels, which are not to be exceeded for a sustained period of time, can also be found in the County General Plan through Tables 3-J, 3-K, and 3-L. The proposed project will not exceed these standard noise levels as the proposed uses are not major sources of noise. Additionally, the proposed project will not expose persons to excessive groundborne vibration as there are no nearby businesses or activities to create such a disturbance, nor would the project itself cause any ground vibrations.
- c-d) **No Impact:** The proposed project is a rezone, which will have no effect on noise levels. The rezone will allow subsequent construction of an automatic car wash on the site. A single-family residence, convenience store and fueling station already exist on the site and generate traffic and minimal ambient noise associated with these uses. Staff expects the addition of a car wash to work harmoniously with these existing uses and no significant increase to ambient notice is anticipated.
- e-f) **No Impact:** The proposed project is less than 1,000 feet from the Ukiah Municipal Airport and is located within the airport land use plan area. An updated Airport Comprehensive Land Use Plan was adopted in May of 2021 for the Ukiah Airport. As part of the plan, noise impacts on the surrounding areas were analyzed using the *Community Noise Equivalent Level (CNEL)* metric. The project site is located within Zone 6 of the revised ACLUP, designated as a *Low Impact* area with regard to noise, with typical exposures below CNEL 55 dB (decibels). The addition of a car wash to the site may expose employees to occasional individual loud events, but not to a level that would constitute a significant impact.

XIII. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c) **No Impact:** As the proposed project does not entail any new homes or housing infrastructure, it is unlikely that direct substantial population growth would occur. The proposed project is located in a developed Commercial zone. No impacts to population and housing will occur due to this project.

<u>XIV. PUBLIC SERVICES.</u>	Potentially Significant Impact	Less Than Significant 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medical Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact:** The proposed project does not create any barrier for the delivery of public services.

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

a-b) **No Impact:** The proposed project is not located near state or regional parks and the proposed project does not entail the creation of any recreational spaces and thus it would be unnecessary to expand recreational facilities.

<u>XVI. TRANSPORTATION/TRAFFIC.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

highways and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-f) **No Impact:** The Ukiah Valley Area Plan (UVAP) was adopted in August of 2011 as a policy document to help guide future development with the Ukiah Valley. The project site is within the UVAP and subject to its guidance, but no conflicts with the UVAP polices were identified. On August 5, 2021, a referral was sent to Department of Transportation and no comments was received. The project does not entail any obstructions to emergency access and would not alter any movement patterns, nor increase traffic hazards to others within the surrounding area.

<u>XVII. TRIBAL CULTURAL RESOURCES.</u> 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 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.				
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a-d) **No Impact:** Per the County of Mendocino's 2019 Archaeological Policy, projects that do not include any ground disturbance are not required to have an archaeological survey or review. Referrals for comment were sent to the appropriate tribal resources and not comments were received. The proposed project to rezone to add a future automatic car wash does not permit ground disturbance beyond what may already be allowed under the current zoning classification, so there is no impact in this regard.

<u>XVIII. UTILITIES AND SERVICE SYSTEMS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact:** The proposed project to rezone for an automatic carwash does not exceed wastewater treatment requirements. The project does not entail new water or wastewater treatment facilities that can cause significant environmental effects. The proposed project was referred to Ukiah Valley Sanitation District, on August 10, 2021 our office received no comments.

c) **No Impact:** The project will not have significant environmental impact to storm water runoff or mitigation. County Staff referred the project to Ukiah Valley Sanitation District on August 10, 2021 and our office has received no comments.

d-e) **Less Than Significant Impact:** The project have sufficient water supplies and adequate wastewater capacity to serve the proposed automatic carwash. County Staff referred the proposed project to Willow County Water District on August 5, 2021, and our office has received no comments.

f-g) **No Impact:** The proposed project is located within Ukiah Valley Sanitation District, thus there are no impacts with regard to these issues. The proposed project was referred to Ukiah Valley Sanitation District on August 10, 2021, and our office has received no comments.

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

- a) **No Impact:** As noted in previous sections, the proposed project has no impact on the quality of the environment and it would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, nor would the project eliminate important examples of the major periods of California history or prehistory.
- b) **No Impact:** The site exist of a single family residence, convenience store and fueling station. The proposed project will not create any individual or cumulative impacts on the surrounding area.
- c) **No Impact:** Due to the insignificant impacts on the environment, as indicated through this Initial Study, the proposed project would not have an effect on the environment that would have adverse impacts on human beings.

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.

DATE

TIA SAR
PLANNER II

Resolution Number _____

County of Mendocino
Ukiah, California

MAY 19, 2022

R_2021-0001 – GHULAM MURTAZA ANSARI

RESOLUTION OF THE PLANNING COMMISSION TO THE BOARD OF SUPERVISORS, COUNTY OF MENDOCINO, STATE OF CALIFORNIA, RECOMMENDING ADOPTION OF A NEGATIVE DECLARATION AND THE APPROVAL OF A REZONE FOR A PORTION OF APN 003-430-81 FROM C1 LIMITED COMMERCIAL TO C2 GENERAL COMMERCIAL.

WHEREAS, the applicant, GHULAM MURTAZA ANSARI, filed an application with the Mendocino County Department of Planning and Building Services to rezone a 0.94± acres from C1-Limited Commercial to C2-General Commercial to allow an automatic drive-through carwash, 1.75± miles south of Ukiah city center, lying west of South State Street (CR 104A) and north of Jefferson Lane (CR 267); located at 1550 S. State St, Ukiah; APN: 003-430-81; General Plan Mixed Use (MU-2); Zoning C1 - Limited Commercial with a minimum 6,000 square foot; Supervisorial District 5; and;

WHEREAS, a negative declaration was prepared for the project and noticed and made publicly available for agency and public review on April 20, 2022 in accordance with the California environmental quality act (CEQA) and the state and county CEQA guidelines; and

WHEREAS, in accordance with applicable provisions of law, the Planning Commission held a public hearing on, May 19, 2022, at which time the Planning Commission heard and received all relevant testimony and evidence presented orally or in writing regarding the Project. All interested persons were given an opportunity to hear and be heard regarding the project; and

WHEREAS, the Planning Commission has had an opportunity to review this Resolution and finds that it accurately sets for the intentions of the Planning Commission regarding the Project.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission makes the following findings based upon the evidence in the record;

1. **Zoning Consistency Findings:** The project site is located within the (MU-2) General Plan Land Use Designation and Limited Commercial (C1) zoning district. Currently the property is used as a convenience store with fuel pumps and a residence (detached). The proposed project is to rezone from C1 to C2 to allow the addition of an automatic drive-thru car wash. Both the existing and proposed uses are consistent with the proposed zoning district.
2. **General Plan Policy DE-10 Commercial:** The property is 1.13 acre in size, located within developed areas, across from the City of Ukiah boundary (Ukiah Airport). The site is located within a water and sewer district, Willow County Water and Ukiah Valley Sanitation District. Currently, served by the publicly-maintained circulation network and is situated in a location where future growth is anticipated. The property consists of a single family residence and a convenience store with fueling stations. The proposed project to rezone from C1 to C2 to allow the addition of an automatic drive-through carwash is consistent with General Plan Policy DE-10 Land Use Category: C-Commercial.
3. **Environmental Protection Findings:** An Initial Study was prepared for the project, which analyzed the potential impacts under CEQA and determined that the project will have no significant impact on the environment, and a Negative Declaration is recommended.

BE IT FURTHER RESOLVED that the Planning Commission recommends the Board of Supervisors grant the requested rezone as shown in Exhibit "A", attached hereto.

BE IT FURTHER RESOLVED that the Planning Commission designates the Secretary as the custodian of the document and other material which constitutes the record of proceedings upon which the Planning Commission decision herein is based. These documents may be found at the office of the County of Mendocino Planning and Building Services, 860 North Bush Street, Ukiah, CA 95482.

I hereby certify that according to the Provisions of Government Code Section 25103 delivery of this document has been made.

ATTEST:

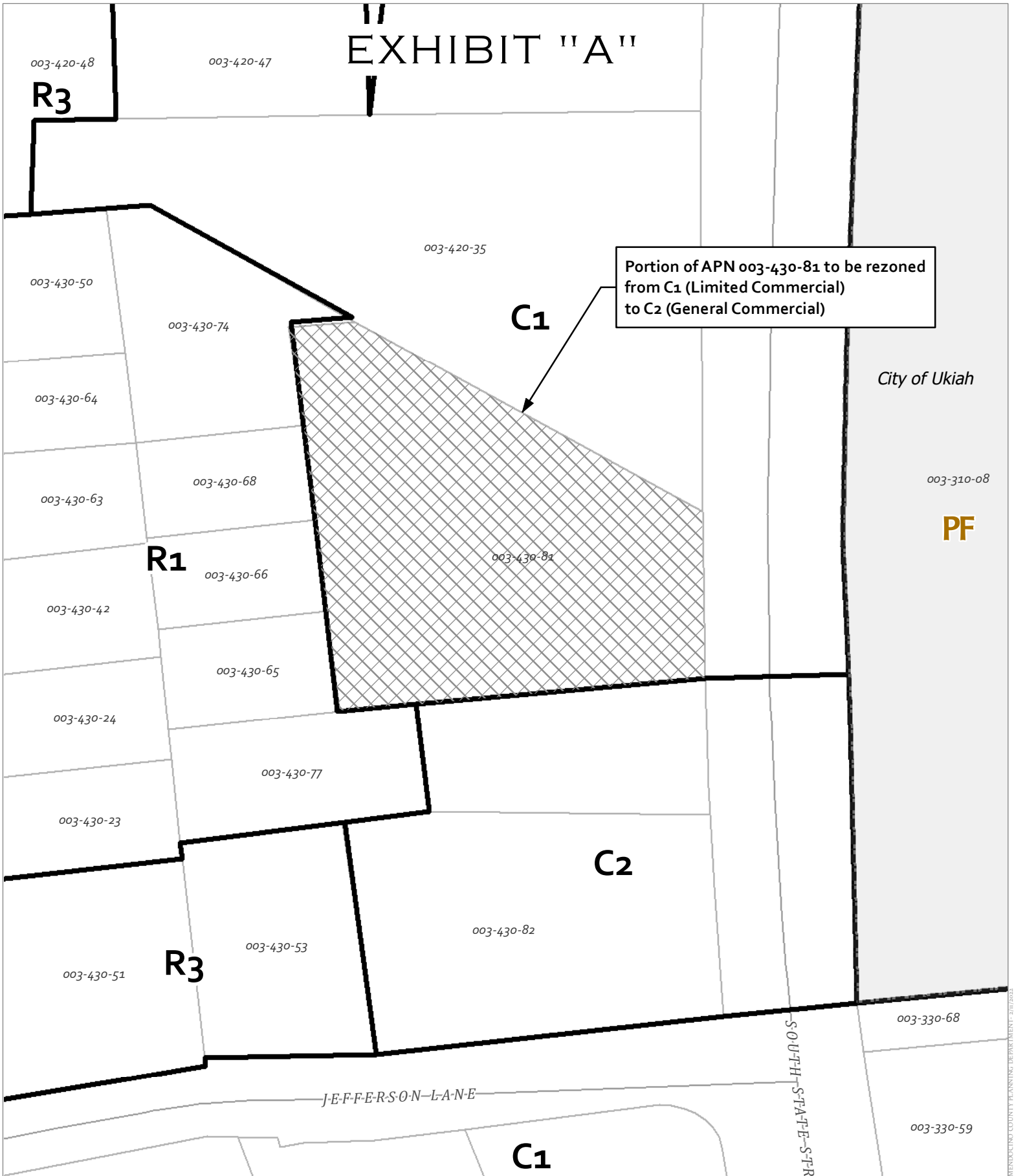
BY: BROOKE LARSEN
Commission Services Supervisor

By: _____

BY: JULIA KROG
Director




ALLISON PERNELL, Chair
Mendocino County Planning Commission



EXHIBIT "A"

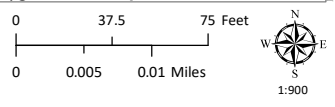


Portion of APN 003-430-81 to be rezoned from C1 (Limited Commercial) to C2 (General Commercial)

CASE: R 2021-0001
 OWNER: ANSAR, Ghulam
 APN: 003-430-81
 APLCT: Ghulam Ansar
 AGENT: Whitchurch Engineering
 ADDRESS: 1550 S. State Street, Ukiah

-  City Limits
-  Zoning Districts
-  Public Roads

 REZONE FROM: C-1 (Limited Commercial)
 TO: C-2 (General Commercial)



MENDOCINO COUNTY PLANNING DEPARTMENT - 2/17/2021