

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2023020217

Project Title: Draft Program EIR for the Update of the Land Use and Safety Elements of the Ferndale General Plan

Lead Agency: City of Ferndale

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Project Location: City of Ferndale, Humboldt county
City *County*

Project Description (Proposed actions, location, and/or consequences).

City Ferndale, Humboldt county, zip code 95536. The Project is city-wide.

See attached Project Description excerpted from the Notice of Availability concurrently filed with the OPR Summary Form.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See attachment titled Potentially Significant Effects and Proposed Mitigation Measures

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Potential impacts to biological resources was raised as issued by CDFW.

Provide a list of the responsible or trustee agencies for the project.

Air Resources Board, Calif. Highway Patrol, Caltrans District #1, Coastal Commission, Calif Dept of Fish & Wildlife Region #1, Regional WQCB #1, and Native American Heritage Commission

PROJECT DESCRIPTION

The Project will update and amend the City's existing General Plan Land Use and Safety Elements. The Project will update the goals, policies, and implementation programs that articulate the vision for the City's long-term physical and economic development, while preserving open space areas and enhancing the quality of life for residents. These elements have been prepared to comply with the requirements of California Government Code Section 65300 which mandates that each city and county adopt a comprehensive, long-range, internally consistent plan for future development. The objectives of the Project are to:

- Satisfy new State mandates and objectives for General Plans that have been issued since the General Plan was last updated;
- Encourage infill development to preserve agricultural lands and open space in the City;
- Establish a stream protection zone along Francis Creek to maintain its riparian habitat values and prevent soil erosion;
- Adjust to climate change and promote sustainability;
- Resolve inconsistencies between existing land uses and the General Plan; and
- Resolve inconsistencies between the General Plan and other City plans that have been revised in recent years.
- Targeted increases in land use density and increases in the allowable uses and development standards to provide adequate housing sites, promote fair and equal housing opportunities, and resolve inconsistencies with the City's adopted 2019 Housing Element;
- Remove governmental constraints to housing investment.

LAND USE ELEMENT

The Land Use Element will continue to include the general distribution, location, and extent of the uses of land for housing, business, industry, open space, agriculture, natural resources, public buildings and grounds, and other categories of public and private uses of land within the City. As the Land Use Element was last updated in 1986, the data, analyses, and policies in the plan will be updated to reflect the current conditions and vision of the City. The intent of the proposed Land Use Element is to provide more flexibility in housing options while still protecting the historic character of the area. The Land Use Element will also continue to accommodate projections of population and economic growth using infill principles. The City's anticipated growth during the planning period is expected to be contained within the present City boundary and concentrated largely within already developed residential areas and planned development areas as identified in the Element. Targeted increases in land use density (or increases in the allowable uses and development standards) will be necessary in portions of the City to be consistent with the policies and programs set forth in the City's 6th Cycle Housing Element that was adopted in 2019.

SAFETY ELEMENT

The Safety Element will continue to identify potential risks to persons and property resulting from fires, floods, earthquakes, landslides, and other hazards. The Safety Element is intended to provide an overview of potential hazards in the area and provide policies to help improve City infrastructure to be more resilient against hazards. The Safety Element Update includes new State-mandated safety considerations for climate change and

emergency evacuation routes to comply with CGC Section 65302(g) and SB 375. Ferndale may experience some effects from climate change such as changing precipitation patterns which can lead to more intense flooding, increased chance of wildfire to the south, and changing drainage patterns due to sea level rise. The Public Safety Element will acknowledge the context of other relevant plans at the regional and state level and align City goals and policies with these efforts. The City is currently included in the Humboldt County Local Hazard Mitigation Plan (adopted 2020) and County-wide Climate Action Plan (in progress).

POTENTIALLY SIGNIFICANT EFFECTS AND PROPOSED MITIGATION MEASURES

SUMMARY OF IMPACTS AND MITIGATION MEASURES

This PEIR evaluates the potential for the Project to significantly affect the physical environment described in the setting for each respective resource category. Potential impacts are identified and characterized and, where feasible, mitigation measures are identified to avoid or reduce significant impacts to a less than significant level.

Significance thresholds for each environmental resource category are presented in each section of Chapter 4. The significance thresholds are based on the Appendix G of the 2023 CEQA Guidelines. For the impact analyses, the following categories are used to identify impact significance:

No Impact. This determination is made if a resource is absent or if a resource exists within the study area but there is no potential that the Project could affect the resource.

Less than Significant Impact. This determination applies if there is a potential for some limited impact on a resource but the impact is not significant under the significance threshold.

Less than Significant Impact after Mitigation Incorporated. This determination applies if there is the potential for a substantial adverse effect in accordance with the significance threshold but mitigation is available to reduce the impact to a less-than-significant level.

Significant and Unavoidable Impact. This determination applies to impacts that are significant, even after mitigation has been included to reduce the impact. Under this determination, no additional feasible mitigation is available to reduce the impact to a less-than-significant level.

Table 1 below identifies, by resource category, the significant Project impacts, proposed mitigation measures, and post-mitigation significance. Additional information about the impacts and mitigation measures can be found in Chapter 4: Sections 2 through 21 of this DEIR, as referenced for each resource category.

Table 1

| Impact | Project Significance | Mitigation Measure | After-Mitigation Significance |
|--|------------------------------------|--|------------------------------------|
| 4.4 Air Quality | | | |
| <p>Impact AQ-02: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard?</p> | <p>Significant and unavoidable</p> | <p>Mitigation Measure AQ-01: PM₁₀ Adopt the Ferndale General Plan Draft Air Quality Element and implement the policies contained therein. The Draft Air Quality Element policies with the greatest potential to mitigate PM₁₀ emissions impacts include:</p> <p>Land Use</p> <ul style="list-style-type: none"> • Promote incentives to minimize PM₁₀ emissions from fireplaces and woodstoves such as the NCUAQMD's Woodsmoke Reduction Pilot Program. • Preserve established trees where possible. • Reduce energy use in City-owned assets. <p>Transportation</p> <ul style="list-style-type: none"> • Provide incentives for public, commercial and residential design that supports the charging of electric vehicles, or refueling of alternative fuel vehicles. • Modify the City procurement policy to specify high fuel efficiency for each vehicle class for City Government vehicles. <p>Construction</p> <ul style="list-style-type: none"> • Require adherence to NCUAQMD Best Management Practices to reduce emissions of dust and other sources of PM₁₀ from construction activities. | <p>Significant and unavoidable</p> |

| Impact | Project Significance | Mitigation Measure | After-Mitigation Significance |
|--|----------------------|--|-------------------------------|
| 4.5 Biological Resources | | | |
| Impact BIO-01: Would the Project 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? | Significant impact | Mitigation Measure BIO-1: Revised Policies and Implementation Programs Revise the biological resource protections for sensitive species and riparian habitat in Policy LU-3.2, LU-4.2, LU-IP2, LU-IP6 and Safety Element Program 2j for consistency and clarity and to minimize potential environmental impacts of new development on sensitive species, riparian habitats and sensitive natural communities. Suggested revisions can be found in Section 4.5. | Less than significant |
| Impact BIO-02: Would the Project 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 U.S. Fish and Wildlife Service? | Significant impact | Mitigation Measure BIO-1: Revised Policies and Implementation Programs Revise the biological resource protections for sensitive species and riparian habitat in Policy LU-3.2, LU-4.2, LU-IP2, LU-IP6 and Safety Element Program 2j for consistency and clarity and to minimize potential environmental impacts of new development on sensitive species, riparian habitats and sensitive natural communities. Suggested revisions can be found in Section 4.5. | Less than significant |

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|---|---------------------------|---|-------------------------------|
| 4.5 Biological Resources | | | |
| <p>Impact BIO-03: Would the Project 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?</p> | <p>Significant impact</p> | <p>Mitigation Measure BIO-1: Revised Policies and Implementation Programs Revise the biological resource protections for sensitive species and riparian habitat in Policy LU-3.2, LU-4.2, LU-IP2, LU-IP6 and Safety Element Program 2j for consistency and clarity and to minimize potential environmental impacts of new development on sensitive species, riparian habitats and sensitive natural communities. Suggested revisions can be found in Section 4.5.</p> <p>Mitigation Measure BIO-2: New Policy – Wetland Delineation Requirement Adds Policy LU-3.8 – Wetland Delineation Requirement which says “Any application for new development involving ground disturbance on a parcel where wetlands may be present according to the National Wetland Inventory or other site-specific evidence shall include a wetland reconnaissance and delineation report prepared by a qualified professional. The site plan shall show all proposed new development is located outside of any wetlands that exist on the subject property and appropriate wetland buffers based upon analyses and recommendations in the site-specific study. New development proposed within wetlands or wetland buffer areas shall require consultation and required regulatory approvals from the U.S. Army Corps of Engineers (USACE), the North Coast Regional Water Quality Control Board (NCRWQCB), and/or California Department of Fish and Wildlife (CDFW).”</p> | <p>Less than significant</p> |

| Impact | Project Significance | Mitigation Measure | After-Mitigation Significance |
|---|---------------------------|---|-------------------------------|
| 4.5 Biological Resources | | | |
| <p>Impact BIO-04: Would the Project 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?</p> | <p>Significant impact</p> | <p>Mitigation Measure BIO-1: Revised Policies and Implementation Programs Revise the biological resource protections for sensitive species and riparian habitat in Policy LU-3.2, LU-4.2, LU-IP2, LU-IP6 and Safety Element Program 2j for consistency and clarity and to minimize potential environmental impacts of new development on sensitive species, riparian habitats and sensitive natural communities. Suggested revisions can be found in Section 4.5.</p> <p>Mitigation Measure BIO-2: New Policy – Wetland Delineation Requirement Adds Policy LU-3.8 – Wetland Delineation Requirement which says “Any application for new development involving ground disturbance on a parcel where wetlands may be present according to the National Wetland Inventory or other site-specific evidence shall include a wetland reconnaissance and delineation report prepared by a qualified professional. The site plan shall show all proposed new development is located outside of any wetlands that exist on the subject property and appropriate wetland buffers based upon analyses and recommendations in the site-specific study. New development proposed within wetlands or wetland buffer areas shall require consultation and required regulatory approvals from the U.S. Army Corps of Engineers (USACE), the North Coast Regional Water Quality Control Board (NCRWQCB), and/or California Department of Fish and Wildlife (CDFW).”</p> | <p>Less than significant</p> |

| Impact | Project Significance | Mitigation Measure | After-Mitigation Significance |
|---|-----------------------------|--|-------------------------------|
| 4.9 Greenhouse Gas Emissions | | | |
| Impact GHG-01: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | Significant and unavoidable | Mitigation Measure GHG-1: Implement Safety Element Program 4.h Safety Element Program 4.h commits the City to participating in the Regional Climate Action Plan development and implement the GHG reduction measures that are feasible and under the City’s control. | Significant and unavoidable |
| Impact GHG-02: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | Significant and unavoidable | Mitigation Measure GHG-1: Implement Safety Element Program 4.h Safety Element Program 4.h commits the City to participating in the Regional Climate Action Plan development and implement the GHG reduction measures that are feasible and under the City’s control. | Significant and unavoidable |
| 4.11 Hydrology and Water Quality | | | |
| Impact HYD-03: Would the Project 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: <ul style="list-style-type: none"> i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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 iv) impede or redirect flood flows? | Significant impact | Mitigation Measure HYD-01: Add the following <i>italicized text to Land Use Element Policy LU-3.2</i> Policy LU-3.2 – Improve Drainage: Incorporate drainage improvements and low impact development in all areas of the City to increase onsite retention and reduce flooding. <i>The quality of runoff from urban and suburban development shall be improved through use of appropriate and feasible Best Management Practices (BMPs) including, but not limited to, bioretention basins, artificial wetlands, grassy swales, oil/grit separators, with an emphasis on a Low Impact Development approach to stormwater management.</i> <ul style="list-style-type: none"> a) <i>New development shall be required to minimize increases in stormwater peak flows and/or volume, to the extent feasible.</i> b) <i>New development projects shall be designed to minimize drainage concentrations, maximize permeable surfaces, and maintain, to the extent feasible, natural site drainage conditions.</i> | Less than significant |

| Impact | Project Significance | Mitigation Measure | After-Mitigation Significance |
|--|-----------------------------|--|-------------------------------|
| 4.18 Transportation and Circulation | | | |
| Impact TRAN-02: Would the Project conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)? | Significant and unavoidable | <p>Mitigation Measure TRANS-01: The City shall work with HCAOG to incorporate findings and recommendations of the ongoing Multimodal and Vibrant Neighborhood Planning Project, or other similar HCAOG planning efforts, to develop and implement policies and programs to be included in the City General Plan, or other appropriate plans, and projects related to the City’s transportation system to reduce automobile dependency for local trips which may include but are not limited to funding pedestrian, bicycle, or public transit infrastructure projects; the acquisition of transit vehicles and other related equipment; or regional car and bike sharing services.</p> | Significant and unavoidable |