



Siskiyou County Planning Commission Staff Report January 19, 2022

Agenda Item Number 1

Purvis Zone Change (Z-21-07) and Use Permit (UP-22-01)

Applicant: Jonathan & Marianne Purvis

Property Owners: Jonathan W & Marianne L Purvis
PO Box 285
Dunsmuir, CA 96025-0285

Representatives: Nicholas Riddle, PE
Mt. Shasta Engineering, Inc.
508 Chestnut St., Suite 3
Mt. Shasta, CA 96067

Project Summary The applicant is requesting approval of the following:

- Zone change from Rural Residential Agricultural (R-R) to Planned Development (P-D) for a proposed roofing contractor's yard
- Use permit for a proposed roofing contractor's yard

Location: The project site is located on Mott Airport Road, between Dunsmuir Municipal-Mott Airport and Interstate 5 on APN 037-410-230; Township 40 North, Range 4 West, Section 35, MDB&M.

General Plan: Building Foundation Limitations: Severe Pressure Limitations Soils; Wildfire Hazard; Woodland Productivity

Current Zoning: Rural Residential Agricultural (R-R)

Proposed Zoning: Planned Development (P-D)

Exhibits:

- A. Draft Resolution PC 2021-032
A Resolution of the Planning Commission of the County of Siskiyou, State of California, Conditionally Approving the Purvis Use Permit (UP-22-01) and Recommending that the Siskiyou County Board of Supervisors Determine the Project Exempt from the California Environmental Quality Act and Approve the Purvis Zone Change (Z-21-07) by Adopting a Draft Ordinance Rezoning 2.1 Acres (APN 037-410-230) from R-R to P-D
 - A-1. Notations and Recommended Conditions of Approval
 - A-2. Recommended Findings
- B. Comments
- C. Table 2A – Primary Compatibility Criteria
- D. Table 2B – Noise Compatibility Criteria
- E. Appendix D – Compatibility Guidelines for Specific Land Uses
- F. Master Development Plan

Background

Jonathan and Marianne Purvis have applied for a zone change to facilitate the use of the project site for a roofing contractor's yard and construction of an approximately 2,160 square foot shop. The property is on Mott Airport Road between Interstate 5 to the west and Dunsmuir Municipal-Mott Airport to the east. Due to the proximity of the adjacent airport, the property is within the "B" airport compatibility zone.

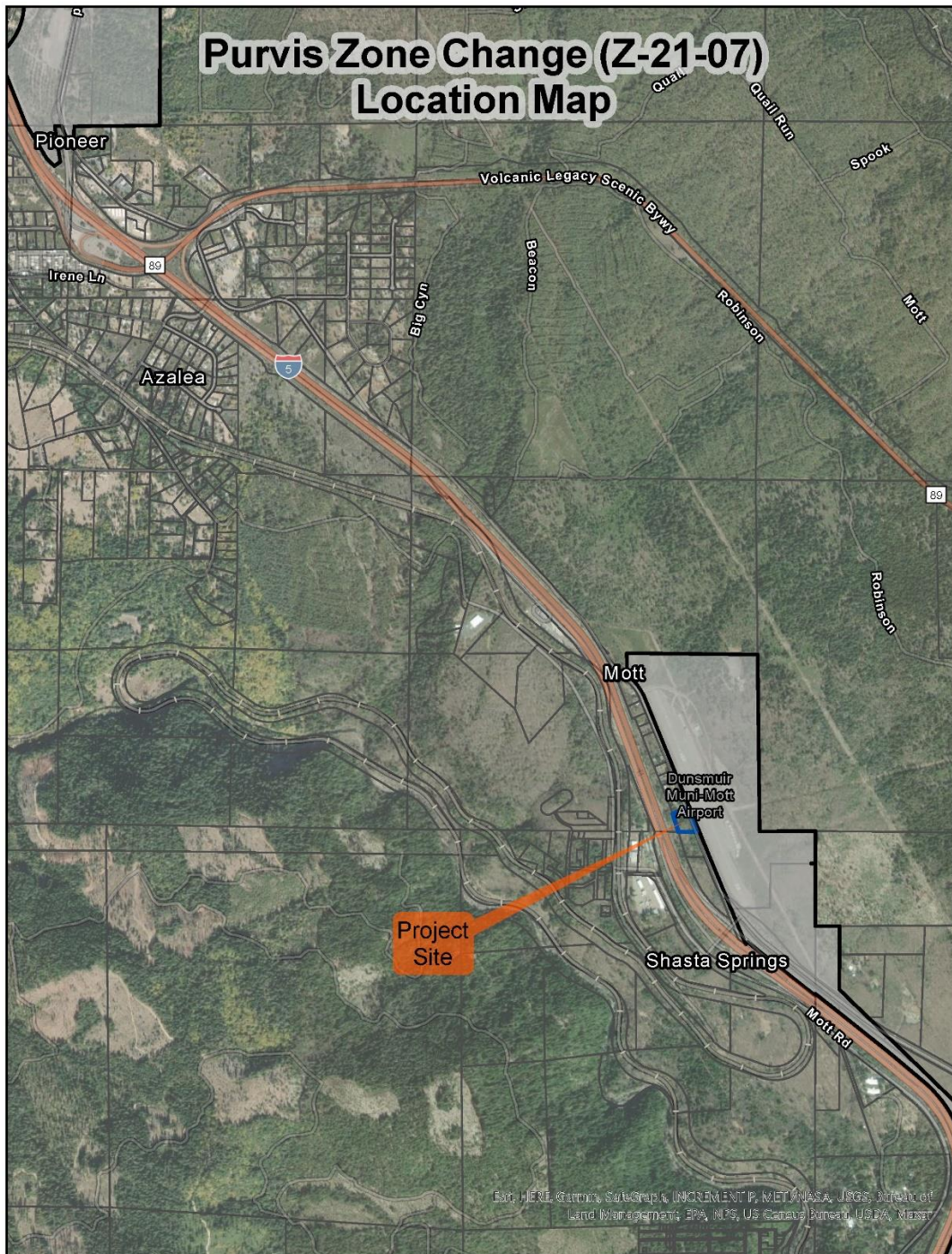


Figure 1: Location Map

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The undeveloped subject property is a legal parcel originally created by Grant Deed as recorded in the Siskiyou County Official Records on July 22, 1955 in Volume 353 at Page 262. It was subsequently modified when a portion of the property was deeded to the State of California on March 27, 1972 as recorded in the Siskiyou County Official Records on May 9, 1972 in Book 662 at Page 53.

The project site is sloped at approximately 6% grade from Mott Airport Road towards Interstate 5. Vegetation on the project site is generally around the perimeter of the property and consists of smaller shrubs, with pine and cedar trees to the north and a few large oak trees to the southeast. The soil consists of Neer-Ponto stony sandy loam, which is not prime farmland.

Surrounding parcels are zoned with a wide variety of zoning districts and are partially developed.

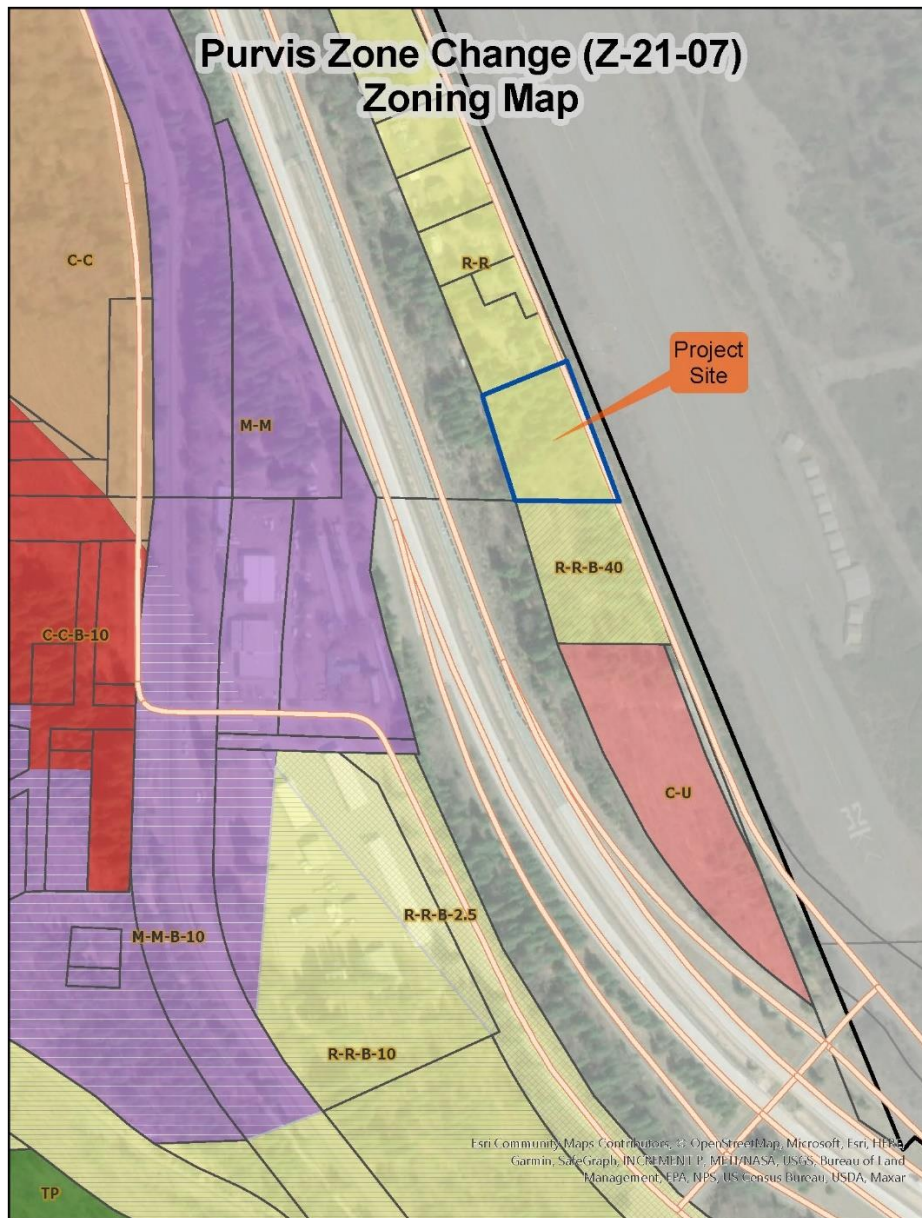


Figure 2: Existing Zoning Map

Analysis

The subject parcel is zoned Rural Residential Agricultural (R-R). Subject to the applicant's original proposed zone change, the entire parcel would be rezoned to Light Industrial (M-M), which would then permit the use of the property for the proposed contractor's yard. However, there are uses allowed by right within the M-M district that are not compatible uses within the Siskiyou County Airport Land Use Compatibility Plan (ALUCP), i.e., bulk storage of hazardous materials. Therefore, staff recommended that the original proposed zone change to the M-M district be instead a Planned Development (P-D). The proposed P-D would be designed to allow for the same uses allowed within the M-M district with but would exclude the uses that are not compatible with the ALUCP. It would also include commercial uses that are compatible with the ALUCP. This change was discussed with the applicants and their representative, and they were agreeable.

Additionally, Siskiyou County Code Section 10-6.1183(c) requires that use permits be required for all uses within a multi-use P-D district. Therefore, as part of this project, a conditional use permit is also required in order to utilize the property for the proposed roofing contractor's yard. A Master Development Plan (see Exhibit F) has been developed for this project site and details the uses that would be conditionally permitted upon approval of this proposed zone change.

Pursuant to Siskiyou County Code (SCC) Section 10-6.1181, P-D districts allow for flexibility of design and development of land to promote its most appropriate use. The zone change would result in a P-D district for which the proposed use of a roofing contractor's yard is in compliance with County Code and with the ALUCP. The applicant proposes to have an average of 10 individuals on site with negligible public use.

As shown in Figure 2, the project site is located adjacent to parcels zoned Rural Residential (R-R), Neighborhood Commercial (C-U), and Light Industrial (M-M). Subsequent to the zone change, the zoning of the project site would remain consistent with adjacent industrial and commercially zoned parcels. Further, the parcel would meet County lot design standards and all future structures would be required to meet standard Light Industrial setbacks as part of the Master Development Plan.

Airport Land Use Compatibility

The subject property is adjacent to Dunsmuir Municipal-Mott Airport and is within the Zone B compatibility zone. Zone B is described within the ALUCP as the "areas both immediately beyond the runway protection zones and adjacent to the runways."

Within the ALUCP, the Primary Compatibility Criteria matrix in Table 2A (see Exhibit C) gives guidance on compatible uses and densities. The maximum density for uses other than residential for Zone B is 25 people per acre. The project site is 2.1 acres and would allow for a maximum density of 52 individuals, which far exceeds the 10 individuals proposed to be onsite for this project. The use of the property for a contractor's yard is not a prohibited use pursuant to Table 2A.

Noise compatibility is delineated in the Noise Compatibility Criteria in Table 2B (see Exhibit D). Clearly acceptable land uses are those for which the activities associated with the specified land use can be carried out with essentially no interference from the noise exposure. Normally acceptable land uses are those for which noise is a factor to be considered in that slight interference with outdoor activities may occur. Light industrial land use is a "Clearly Acceptable" land use up to a Community Noise Equivalent Level (CNEL) of 60dB and is "Normally Acceptable" up to 65dB. Pursuant to the Noise Impacts map (Exhibit 5E of the ALUCP), the majority of the subject property is within the 60 CNEL area, with the

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southwestern portion of the property being within the 55 CNEL area. Therefore, light industrial uses on the subject property are compatible with the noise impacts from the Dunsmuir Municipal-Mott Airport.

Since Siskiyou County’s M-M district allows for a wide variety of uses that may not necessarily be considered an industrial use, further evaluation was deemed necessary. Appendix D is the “Compatibility Guidelines for Specific Land Uses” within the ALUCP (see Exhibit E). Each use listed within the M-M district as a permitted use, a conditionally permitted use, or a conditionally permitted use listed in Article 15, General Provisions, was analyzed to determine if it truly was a compatible use pursuant to Appendix D. The uses that were determined to be compatible were incorporated in the Master Development Plan (see Exhibit F) for this proposed zone change.

General Plan Consistency

The Land Use Element of the Siskiyou County General Plan identifies the project site as being with the mapped resource overlay areas for Building Foundation Limitation: Severe Pressure Limitations Soils, Wildfire Hazard, and Woodland Productivity. Planning staff has identified that Composite Overall Policies 41.3(b), 41.3(e), 41.3(f), 41.3(g), 41.5 through 41.10, and 41.18 apply to the proposed project.

Staff has conducted a detailed analysis of each of the required findings and has found that the proposed project is consistent with the applicable General Plan policies governing the subject site. Additionally, the use would be compatible with the surrounding land uses, would have adequate roadway access for transportation and public health and safety provisions, and would not create environmental impacts to on- or off-site resources. The recommended findings are detailed in the General Plan Consistency Findings section of Exhibit A-2 attached to this staff report and are submitted for the commissioners’ review, consideration, and approval.

Based on staff’s analysis of the proposed use, staff believes that the necessary findings can be made for the approval of this application.

Environmental Review

The project site is planned to be developed with a roofing contractor’s yard. The project site is currently zoned Rural Residential Agricultural (R-R) and was originally proposing to be rezoned to Light Industrial (M-M). However, due to the subject property’s location within Zone B of the ALUCP, staff is recommended that the property be instead rezoned to Planned Development (P-D) in order to exclude the uses that are not compatible with that zone. Uses proposed to be conditionally permitted within this P-D are detailed in the Master Development Plan (see Exhibit F).

Staff evaluated the project’s potential for environmental impacts by reviewing the project relative to Appendix G of the CEQA Guidelines. Based on this review, it was determined that the rezone and associated use permit, as proposed, would not adversely impact the environment.

Because there is not substantial evidence, in light of the whole record before the County, that the proposed zone change and use permit may have a significant effect on the environment, staff is recommending that the Planning Commission and Board of Supervisors make the finding that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to the “common sense exemption” of CEQA Guidelines Section 15061(b)(3), which states that “CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.” Additionally, staff is recommending this project

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be determined exempt pursuant to the Class 3 exemption that is applicable to *New Construction or Conversion of Small Structures* (Section 15303(c)). This section applies to projects which involve the construction of structures that have a floor area no greater than 2500 square feet.

The proposed CEQA exemptions must be considered together with any comments received during the public review process. Further, the exemptions can only be approved if the finding is made, based on the whole record before it, that there is not substantial evidence that there are unusual circumstances (including future activities) which might reasonably result in the project having a significant effect on the environment.

Comments

A Preliminary Project Review was circulated to Siskiyou County Reviewing Agencies and State Responsible Agencies. A Notice of Public Hearing was published in the Siskiyou Daily News on December 1, 2021 and mailed to property owners within 300 feet of the applicant's property. No public comments have been received at the time this staff report was written.

Siskiyou County Environmental Health Division – July 27, 2021

Environmental Health has no objection to the proposed zone change and proposed improvement to this property. This parcel has been reviewed and approved for conventional onsite sewage disposal. Water will be supplied by a proposed groundwater well to be drilled in the future.

Planning Response: No response necessary.

California Department of Transportation (Caltrans) – August 23, 2021

Caltrans submitted comments regarding their requirement for the submission of drainage report prepared by a registered civil engineer to Caltrans upon any change to the project site.

Planning Response: A requirement has been added to the Master Development Plan that, upon any proposed change to the project site, a drainage report showing that State facilities will not be adversely impacted shall be prepared by a registered civil engineer and submitted to Caltrans for review.

California Department of Forestry and Fire Protection (Cal Fire) – August 24, 2021

Cal Fire has no comment regarding change in zoning for this project. Cal Fire requires future building on the parcel to be compliant with the applicable code section of Public Resources Code 4290.

Planning Response: Condition of Approval No. 3 was added to require that the development of the property shall comply with all adopted rules and regulations of all local and state regulatory agencies.

Siskiyou County General Services – Director of Airports – January 7, 2022

The Director of Airports provided information regarding the Federal Aviation Administration (FAA) review process for development of property adjacent to any airport in the United States.

Planning Response: A notation regarding the requirement that the FAA review process be followed was added to the Physical Facilities section of the Development Plan.

Planning Staff Recommendations

- Adopt Resolution PC 2021-032 taking the following actions:
 - Conditionally approve the proposed Use Permit based on the recommended findings and subject to the recommended conditions of approval; and
 - Recommend the Board of Supervisors approve the Zone Change request based on the recommended findings and subject to the recommended conditions of approval; and
 - Recommend the Board of Supervisors determine the project exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15061(b)(3) and Section 15303(c) of the CEQA Guidelines.

Suggested Motion

I move that we adopt Resolution PC 2021-032, A Resolution of the Planning Commission of the County of Siskiyou, State of California, Conditionally Approving the Purvis Use Permit (UP-22-01) and Recommending that the Siskiyou County Board of Supervisors Determine the Project Exempt from the California Environmental Quality Act and Approve the Purvis Zone Change (Z-21-07) by Adopting a Draft Ordinance Rezoning 2.1 Acres (APN 037-410-230) from R-R to P-D.

Preparation

Prepared by the Siskiyou County Planning Division.

For project specific information or to obtain copies for your review, please contact:

Rachel Jereb, Senior Planner
Siskiyou County Planning Division
806 S. Main Street
Yreka, California 96097

Resolution PC 2021-032

A Resolution of the Planning Commission of the County of Siskiyou, State of California, Conditionally Approving the Purvis Use Permit (UP-22-01) and Recommending that the Siskiyou County Board of Supervisors Determine the Project Exempt from the California Environmental Quality Act and Approve the Purvis Zone Change (Z-21-07) by Adopting a Draft Ordinance Rezoning 2.1 Acres (APN 037-410-230) from R-R to P-D

Whereas, an application has been received from Jonathan and Marianne Purvis to rezone approximately 2.1 acres (APN 037-410-230) from Rural Residential District to Light Industrial District; and

Whereas, the project site is currently undeveloped; and

Whereas, the project site is adjacent to the Dunsmuir Municipal-Mott Airport and within the Zone B compatibility zone of the Siskiyou County Airport Land Use Compatibility Plan; and

Whereas, certain uses allowed within the Light Industrial District are not compatible with Zone B, which resulted in a modification of the project to rezone the subject parcel to a Planned Development; and

Whereas, the Master Development Plan for this zone change was designed for Light Industrial and Commercial uses that are not incompatible with the Zone B compatibility zone; and

Whereas, a use permit shall be required for any and all uses within a multi-use P-D District, and

Whereas, a Notice of Public Hearing was published in the Siskiyou Daily News on December 1, 2021; and

Whereas, public hearing notices were provided pursuant to Siskiyou County Code Section 10-6.2805 *et seq.*; and

Whereas, the December 15, 2021 public hearing for this project was continued, without the project being discussed, to the January 19, 2022; and

Whereas, comments received on the project resulted in conditions of approval being recommended by staff; and

Whereas, the Planning Division presented its oral and written staff report on the Purvis Zone Change (Z-21-07) and Use Permit (UP-22-01) at a regular meeting of the Planning Commission on January 19, 2022; and

Whereas, the Planning Division recommended that the project be determined exempt from the California Environmental Quality Act (CEQA) based on the “common sense” that CEQA only applies to projects with the potential to result in a significant impact on the environment in accordance with CEQA Guidelines Section 15061(b)(3); and

Whereas, the Planning Division recommended that the project be determined exempt from CEQA pursuant to the New Construction or Conversion of Small Structures (Section 15303(c)), which consists of construction and location of limited numbers of new, small facilities or structures; and

Whereas, the Planning Division recommends approval of the Purvis Zone Change (Z-21-07) and Use Permit (UP-22-01) subject to the conditions of approval included in Attachment A-1 to this resolution; and

Whereas, on January 19, 2022, the chair of the Planning Commission opened the duly noticed public hearing on the Purvis Zone Change (Z-21-07) and Use Permit (UP-22-01) to receive testimony both oral and written, following which the Chair closed the public hearing and the Commission discussed the project; and

Whereas, there is no substantial evidence, in light of the whole record before the County, that the proposed tentative parcel map would have a significant effect on the environment; and

Whereas, on January 19, 2022, the Commission discussed Z-20-04 and UP-22-01 prior to reaching its decision.

Now, Therefore, Be It Resolved that the Planning Commission adopts the recommended findings set forth in Exhibit A-2 of the written staff report; and

Be It Further Resolved that the Planning Commission, based on the evidence in the record and the findings set forth in Exhibit A-2, hereby takes the following actions on the Purvis Zone Change (Z-21-07) and Use Permit (UP-22-01):

1. Conditionally approves the proposed Use Permit based on the recommended findings and subject to the recommended conditions of approval; and
2. Recommends that the Board of Supervisors of Siskiyou County determine the project categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) and Section 15303(c); and
3. Recommends that the Board of Supervisors of Siskiyou County approve Zone Change (Z-21-07), subject to the conditions of approval contained in Attachment A-1 to this resolution.

It is Hereby Certified that the foregoing Resolution PC-2021-032 was duly adopted on a motion by Commissioner _____ and seconded by Commissioner _____ at a regular meeting of the Siskiyou County Planning Commission held on the 19th day of January 2022 by the following vote:

Ayes:
Noes:
Absent:
Abstain:

Siskiyou County Planning Commission

_____, Chair

Witness, my hand and seal this 19th day of January 2022

Hailey Lang, Secretary of the Commission

Exhibit A-1 to Resolution PC 2021-032
Notations and Recommended Conditions of Approval

Notations

1. Within ten (10) days following the date of the decision of the Siskiyou County Planning Commission, the decision may be appealed to the Siskiyou County Board of Supervisors. The appeal shall be filed with the Clerk of the Board of Supervisors.
2. Upon adoption of the categorical exemption, a check in the amount of \$50 made payable to the Siskiyou County Clerk and submitted to the Siskiyou County Planning Division is necessary in order to file the Notice of Exemption. Failure to file the Notice of Exemption extends the statute of limitations for legal challenges to the categorical exemption from 35 days to 180 days.
3. If timber is to be commercially harvested as part of the zone change, the conditions set forth in the California Forest Practice Rules pertaining to Conversion of Timberland (Title 14, CCR, Article 7, Section 1104.02) shall be adhered to.
4. If any timber operations (as defined by PRC Section 4527) are involved with a project, they must be approved by Cal Fire prior to undertaking operations. A Timber Harvesting Plan (THP) may be required. A Timberland Conversion Permit (TCP) may also be required.
5. If a proposed project will result in the conversion of greater than three (3) acres of timberland to non-timber use, a TCP is required prior to undertaking any conversion operations. Provisions and procedures for filing an application for a TCP are found in Article 9, Division 4, Chapter 8 of the Public Resources Code. If the area to be converted is less than three acres, the project may qualify for a "Less Than 3-Acre Conversion Exemption" under 14CCR 1104.

Conditions of Approval

1. The project shall substantially conform to the project description and Master Plan reviewed by the Planning Commission on January 19, 2022. Any proposed amendment(s) shall be submitted for consideration to the Deputy Director of Planning to determine the review process pursuant to the Siskiyou County Code. Minor amendments to the use permit shall be considered by the Community Development Director. Major amendments to the use permit shall be considered by the Planning Commission.
2. Any future development or land uses shall comply with the P-D zoning district and associated Master Plan.
3. Development of the subject property shall comply with all adopted rules and regulations of the Siskiyou County Code and all other local and state regulatory agencies.
4. The zone change shall be reviewed by the Siskiyou County Airport Land Use Commission prior to review by the Siskiyou County Board of Supervisors.
5. The zone change shall be reviewed by the Siskiyou County Board of Supervisors only after the dedication and recording of an avigation easement as required by Siskiyou County Code in Section 10-1.10(b).
6. The applicant shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding (collectively, "Action") against the County, its agents (including consultants), officers or employees to attack, set aside, void, or annul the approvals, or any part thereof, or any decision, determination, or Action, made or taken approving, supplementing, or sustaining, the project or any part thereof, or any related approvals or project conditions imposed by the County or any of its agencies, departments, commissions, agents (including consultants), officers or employees, concerning the project, or to impose personal liability against such agents (including consultants), officer or employees resulting from their non-negligent involvement in the project, which action is brought within the time period provided by law, including any claim for private attorney general fees claimed by or awarded to any party from the County. Said responsibilities shall be pursuant to the County's standard Agreement for Indemnification in effect at the time of application approval or Agreement for Indemnification if signed and effective prior to the date the application is approved. In the event that the applicant fails to comply with the terms of the applicable agreement, the applicant does hereby consent and agree to all remedies in said agreement and does hereby agree and consent to the County rescinding all applicable project approvals.

Findings

Zoning Consistency Findings

1. The proposed zone change is consistent with the applicable elements and policies of the Siskiyou County General Plan, as documented herein.
2. The proposed zone change application is consistent with Siskiyou County Code, Title 10, Chapter 6, Article 28.
3. The proposed zone change from Rural Residential Agricultural (R-R) to Planned Development (P-D) is consistent with existing and permitted land uses surrounding the project site.
4. The proposed zone change is compatible with the surrounding zoning of Rural Residential Agricultural (R-R), Neighborhood Commercial (C-U), Light Industrial (M-M), and Town Center (C-C).
5. The Planning Commission has considered all written and oral comments received and based on its analysis of the public testimony and staff's analysis, the Commission has determined that the project as designed and conditioned would be compatible with existing and planned uses of the area.

Development Plans Findings (Siskiyou County Code Section 10-6.1189)

1. The proposed development of the property with a single 2,160 square foot building with associated parking lot and utilities can be substantially completed within four (4) years after the district is established.
2. A single development phase is proposed and can exist as an independent unit capable of creating an environment of sustained desirability and stability. The use of the property for a contractor's yard is not detrimental to present and potential surrounding uses (residential to the north, airport to the east, vacant Forest Service property to the south, Interstate 5 to the west). The residential property to the north is not along the path of travel for access to this property. The City of Dunsmuir has tentative long-range plans to take ownership of the Forest Service property to the south for use as an auxiliary City water source (municipal groundwater well). The proposed uses were reviewed by the City for compatibility with the well. Any uses that had the potential to be incompatible were removed from the Development Plan. The proposed uses will have a beneficial effect which could not be achieved under another zoning district because there are no zoning districts in the County where all of the allowed uses are compliant with Zone B of the Airport Land Use Compatibility Plan, including the current Rural Residential district.
3. No streets or thoroughfares are proposed as part of this project. The subject property is adjacent to Mott-Airport Road, a public road, that is adequate for the immediate and cumulative traffic impacts of the project.
4. No residential development is proposed as part of this project as Zone B of the Airport Land Use Compatibility Plan requires a minimum of 5 acres per dwelling unit. The subject parcel is less than 5 acres and therefore does not meet the minimum parcel size for residential use.
5. The proposed development of the property for a contractor's yard conforms to the applicable standards and constitutes an efficient well-organized development that will not adversely affect adjacent or surrounding development as the proposed use, as well as the conditionally permitted uses within the Development Plan, have been analyzed and found to be in compliance with Zone B of the Airport Land Use Compatibility Plan.

6. The area surrounding the proposed P-D District can be planned and zoned in coordination and substantial compatibility with the proposed development as the surrounding area is also within Zone B of the Airport Land Use Compatibility Plan.
7. The proposed P-D District conforms with the General Plan of the County as documented in the General Plan Consistency Findings below.
8. Adequate utility service can be supplied to the area of the P-D District as the project site has been reviewed by Environmental Health for on-site groundwater well and septic systems and found to be sufficient. Electric and communication utilities have been developed in the area and are available on Mott-Airport Road.

General Plan Consistency Findings

Composite Overall Policies

Policy 41.3(e) All proposed uses of the land shall be clearly compatible with the surrounding and planned uses of the area.

The proposed zone change of the existing parcel is clearly compatible with the surrounding area. The neighboring parcels are zoned and developed with a mix of residential, commercial, and industrial uses, which is consistent with the light industrial and commercial uses in the proposed planned development zone change.

Policy 41.3(f) All proposed uses of the land may only be allowed if they clearly will not be disruptive or destroy the intent of protecting each mapped resource.

The uses of the land within the proposed planned development will bring the currently residentially zoned parcel into compliance with the Airport Land Use Compatibility Plan and will not be disruptive or destroy the intent of protecting each mapped resource.

Policy 41.5 All development will be designed so that every proposed use and every individual parcel of land created is a buildable site, and will not create erosion, runoff, access, fire hazard or any other resource or environmentally related problems.

The subject is buildable site that has been approved by Environmental Health for an on-site well and septic system. The proposed roofing contractor's yard site plan is designed to collect storm water and redirect it to an on-site detention/infiltration basin with surface discharge to the on-site vegetation buffer. As part of the proposed Master Plan, upon any proposed change to the project site, a drainage report shall be prepared by a registered civil engineer and submitted to the California Department of Transportation for review. As part of building permit review and approval, CalFire will verify that the proposed project meets State standards for access and fire hazards.

Policy 41.6 There shall be a demonstration to the satisfaction of the Siskiyou County Health Department and/or the California Regional Water Quality Control Board that sewage disposal from all proposed development will not contaminate ground water.

The subject parcel has been reviewed and approved by Environmental Health for an on-site septic system that will not contaminate ground water.

Policy 41.7 Evidence of water quality and quantity acceptable to the Siskiyou County Health Department must be submitted prior to development approval.

The subject parcel has been reviewed and approved by Environmental Health for an on-site well. As part of the building permit process, evidence of water quality and quantity is required prior to development approval.

Policy 41.9 Buildable, safe access must exist to all proposed uses of land. The access must also be adequate to accommodate the immediate and cumulative traffic impacts of the proposed development.

The subject parcel has immediate access to Mott Airport Road, a public road that is adequate for the immediate and cumulative traffic impacts of the project.

Policy 41.18 Conformance with all policies in the Land Use Element shall be provided, documented, and demonstrated before the County may make a decision on any proposed development.

Staff has reviewed all Land Use Element policies and has determined that the project is consistent with the Siskiyou County General Plan as documented herein.

Map 3: Building Foundation Limitations

Policy 8 – Enforce building construction standards (uniform building code) and public works requirements.

Any future development will be required to meet building code standards.

Map 10: Wildfire Hazard

Policy 30 - All development proposed within a wildfire hazard area shall be designed to provide safe ingress, egress, and have an adequate water supply for fire suppression purposes in accordance with the degree of wildfire hazard.

A Dunsmuir Fire Department station is approximately 2.9 miles south of the project site. A Mt. Shasta Fire Protection District station and a Mt. Shasta City Fire Department station are each approximately 5.2 miles north of the project site. The nearest hydrant is approximately 1.2 miles from the project site at the St. Germain Foundation property on Mott Road. Additionally, any future development must comply with fire safe standards enacted pursuant to Public Resources Code (PRC) Section 4290 and California Code of Regulations, Title 14, Fire Safe Regulations, to the satisfaction of Cal Fire.

Map 11: Woodland Productivity

Policy 31 – The minimum parcel size shall be one acre on 0-15% slope, and 5 acres on 16-29% slope.

No new parcels are being created or reconfigured as part of the proposed zone change and use permit. However, the existing 2.1-acre parcel exceeds the one-acre minimum parcel size for its approximately 6% slope.

Policy 32 – Single family residential, light commercial, light industrial, open space, non-profit and non-organizational in nature recreational uses, commercial/recreational uses, and public or quasi-public uses only may be permitted.

The permitted uses will not create erosion or sedimentation problems.

The light industrial and commercial uses allowed within the proposed zoning district are permitted uses per Policy 32 and will not create erosion or sedimentation problems.

Policy 33 – All land uses and densities shall be designed so as not to destroy timber productivity on large parcels of high suitability woodland soils. (Class I and II.)

The existing 2.1-acre parcel is not a large parcel for timber productivity purposes and the land uses are permitted uses per Policy 32.

Airport Land Use Compatibility Findings

2.4.1 Primary Land Use Compatibility Criteria – The primary criteria for assessing whether a land use plan, ordinance, or development proposal is to be judge compatible with a nearby airport are set forth in the Primary Compatibility Criteria matrix, Table 2A.

1. The subject parcel is within Zone B of the Dunsmuir Municipal-Mott Airport compatibility zone.
2. The proposed zone change would rezone the subject property from the Rural Residential Agricultural (R-R) district to a P-D which has light industrial and commercial uses that exclude prohibited uses, making it compatible with the Compatibility Plan.
3. The maximum density allowed on-site for non-residential uses is 25 individuals per acre.
4. The subject property is 2.1 acres, which would allow for a site-specific maximum density of 52 individuals.
5. The total number of on-site individuals proposed for the subject property is 10, which is less than the maximum density for the subject property.

California Environmental Quality Act (CEQA) Findings

1. Pursuant to CEQA Guidelines, Section 15061(b)(3), because there is not substantial evidence, in light of the whole record before the County, that the project would have a significant effect on the environment, this use permit project is exempt pursuant to the California Environmental Quality Act (CEQA) in accordance with Section 15061(b)(3) of the CEQA Guidelines.
2. Pursuant to CEQA Guidelines, Section 15303, Class 3 projects consist of construction and location of limited numbers of new, small facilities or structures. Because subsection (c) allows for the construction of structures not exceeding 2500 square feet, this project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15303(c).
3. In making its recommendation, the Planning Commission has reviewed and considered the proposed project and all comments submitted and has determined that the record, as a whole, demonstrates that there is no evidence that the proposed project will have an individually or cumulatively significant effect.
4. The Planning Commission has determined that the custodian of all documents and material which constitute the record of proceedings shall rest with the County of Siskiyou Community Development Department.

SISKIYOU COUNTY COMMUNITY DEVELOPMENT DEPARTMENT
LAND DEVELOPMENT REVIEW

OWNER PURVIS, JONATHAN & MARIANNE

FILE # 037-410-230

LOCATION MOTT AIRPORT

T 40N , R 4W ,

SEC. 35

PD# Z2107

REQUIREMENTS:

Sewage Disposal Test/Information:

() None Required : Connection to Approved Sewage System

() Engineered Percolation Tests –
Parcels # _____

() Wet Weather Testing

() Engineered Sewage Disposal System

() Other _____

Water Supply Tests/Information:

() None Required : Connection to Approved Water System

() Well Logs (Existing Wells) () Well Logs for Adjoining Property

() Drilled Well – Parcels # _____ () Spring Source-Verification

() Pump Test (Static Level) _____ Hours

() Bacteriological Analysis () Chemical Analysis () Physical Analysis

() Other _____

Project Information:

() Location Map () Mark Project Area () Contour Map

() Food Establishment Plans () Swim Pool/Spa Plans

() Waste Information (Non-Sewage)

() Other _____

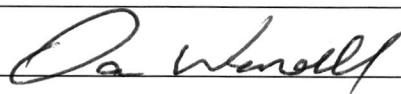
Comments/Conditions:

Environmental Health has no objection to the proposed zone change and proposed improvement to this property.

This parcel has been reviewed and approved for conventional onsite sewage disposal.

Water will be supplied by a proposed ground water well to be drilled in the future.

REHS



DATE 7/27/2021

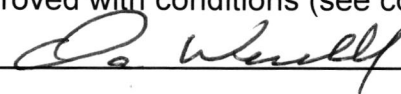
ENVIRONMENTAL HEALTH ACTION

(x) Application Accepted () Application Rejected as Incomplete (see comments)

(x) Approved () Recommended for Denial

() Approved with conditions (see comments)

REHS



DATE 7/27/2021

Date sent to Planning:

Dianne Johnson

From: Thorne, Steve@DOT <steve.thorne@dot.ca.gov>
Sent: Monday, August 23, 2021 2:06 PM
To: Gonzalez, Marcelino@DOT; Dianne Johnson
Cc: Pascal, Anthony C@DOT; GAIDO, CHRIS S@DOT; Grah, Kathy M@DOT; Battles, Michael@DOT
Subject: RE: Sis-5-5.91 Purvis Benson Roofing : Z2107

Just to clarify: A drainage report prepared by a registered civil engineer will be required regardless showing that any changes have not adversely impacted State facilities.

Thank you,

Steve Thorne, P.E.

Caltrans North Region – Redding – Engineering Services R2
Design Hydraulics, Stormwater & Landscape Architecture Branch Chief
District 2 Hydraulics Engineer NR/D2 Design Stormwater Coordinator
Cell and Telework: (530) 945-8389

From: Gonzalez, Marcelino@DOT <marcelino.gonzalez@dot.ca.gov>
Sent: Monday, August 23, 2021 1:19 PM
To: Dianne Johnson <dmjohnson@co.siskiyou.ca.us>
Cc: Pascal, Anthony C@DOT <anthony.pascal@dot.ca.gov>; GAIDO, CHRIS S@DOT <Chris.GAIDO@dot.ca.gov>; Thorne, Steve@DOT <steve.thorne@dot.ca.gov>; Grah, Kathy M@DOT <kathy.grah@dot.ca.gov>; Battles, Michael@DOT <Michael.Battles@dot.ca.gov>
Subject: Sis-5-5.91 Purvis Benson Roofing : Z2107

Caltrans recommends that the applicants be aware.

Advisory note: The site plan shows a stormwater detention basin for stormwater management. If any increased stormwater will be directed to the State's drainage facilities, a drainage report prepared by a registered civil engineer is required for Caltrans review.

From: Dianne Johnson <dmjohnson@co.siskiyou.ca.us>
Sent: Friday, August 20, 2021 9:35 AM
To: Thomas Deany <tdeany@co.siskiyou.ca.us>; Pisano, Nicholas@CALFIRE <Nicholas.Pisano@fire.ca.gov>; Gonzalez, Marcelino@DOT <marcelino.gonzalez@dot.ca.gov>; Ed Valenzuela <evalenzuela@co.siskiyou.ca.us>; Brian Christensen <bchristensen@co.siskiyou.ca.us>; Craig Kay <ckay@co.siskiyou.ca.us>; Eric Olson <eolson@co.siskiyou.ca.us>; Jennifer Taylor <jtaylor@co.siskiyou.ca.us>; Kayla Harris <kharris@co.siskiyou.ca.us>; Phil Bray <pbray@co.siskiyou.ca.us>
Cc: Jon Purvis <jproofingpro@gmail.com>
Subject: RE: Z2107 15 DAY REVIEW PACKAGE

EXTERNAL EMAIL. Links/attachments may not be safe.

Good morning,

Please see attached 15 Day Review. Please note, all responses to the application must be received by **September 6, 2021**.

Thank you,

Dianne Johnson

Permit Technician
Siskiyou County Community Development
806 S. Main Street, Yreka, CA 96097
530-841-2148

Dianne Johnson

From: Gonzalez, Marcelino@DOT <marcelino.gonzalez@dot.ca.gov>
Sent: Monday, August 23, 2021 1:19 PM
To: Dianne Johnson
Cc: Pascal, Anthony C@DOT; GAIDO, CHRIS S@DOT; Thorne, Steve@DOT; Grah, Kathy M@DOT; Battles, Michael@DOT
Subject: Sis-5-5.91 Purvis Benson Roofing : Z2107
Attachments: Sis-5-5.91 Purvis Benson Roofing Z2107_15DayReviewPkg.pdf

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Thank you,

Dianne Johnson

Permit Technician
Siskiyou County Community Development
806 S. Main Street, Yreka, CA 96097
530-841-2148

**DEPARTMENT OF FORESTRY AND FIRE PROTECTION**

1809 Fairlane Road
P.O. Box 128
Yreka, CA 96097
(530) 842-3516
Website: www.fire.ca.gov



8/24/2021

Siskiyou County Department of Public
Health and Community Development
806 South Main Street
Yreka, CA 96097-3321

Attention: Dianne Johnson, Permit Technician

Subject: Purvis Zone Change (Z2107)

CAL FIRE has no comment regarding change in zoning for this project. CAL FIRE requires future building on the parcel to be compliant with the applicable code sections of Public Resource Code 4290.

If you have any questions, please call Keith Dietz, Jake Burgess or Nicholas Pisano at 530-842-3516.

A handwritten signature in blue ink, appearing to be 'NP'.

Nicholas Pisano
Fire Captain Specialist
Prevention

For: Phillip Anzo
Siskiyou Unit Chief

Attachment

cc: file

SRA Fire Safe Regulations

Board of Forestry and Fire Protection



FOR INFORMATIONAL USE ONLY

View the official California Code of Regulations online at
govt.westlaw.com/calregs

As of July 28, 2020

California Code of Regulations
Title 14 Natural Resources
Division 1.5 Department of Forestry
Chapter 7 - Fire Protection
Subchapter 2 SRA Fire Safe Regulations
Articles 1-5

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Article 1 Administration

§ 1270.00. Title

These regulations shall be known as the "SRA Fire Safe Regulations," and shall constitute the basic wildfire protection standards of the California Board of Forestry and Fire Protection.

§ 1270.01. Purpose

(a) These regulations have been prepared and adopted for the purpose of establishing minimum wildfire protection standards in conjunction with building, construction and development in the State Responsibility Area (SRA).

(b) The future design and construction of structures, subdivisions and developments in the SRA shall provide for basic emergency access and perimeter wildfire protection measures as specified in the following articles.

(c) These measures shall provide for emergency access; signing and building numbering; private water supply reserves for emergency fire use; and vegetation modification. The fire protection standards which follow shall specify the minimums for such measures.

§ 1270.02. Scope

(a) These regulations shall apply to:

(1) the perimeters and access to all residential, commercial, and industrial building construction within the SRA approved after January 1, 1991 except as set forth below in subsections (b.)through (d), inclusive, and (f);

(2) the siting of newly installed commercial modulars, manufactured homes, mobilehomes, and factory-built housing, as defined in Health and Safety Code sections 18001.8, 18007, 18008, and 19971, except where being sited or installed as an accessory or junior accessory dwelling unit as set forth in subsection (d) below; (3) all tentative and parcel maps or other developments approved after January 1, 1991; and

(4) applications for building permits on a parcel approved in a pre-1991 parcel or tentative map to the extent that conditions relating to the perimeters and access to the buildings were not imposed as part of the approval of the parcel or tentative map.

(b) These regulations do not apply where an application for a building permit is filed after January 1, 1991 for building construction on a parcel that was formed from a parcel map or tentative map (if the final map for the tentative map is approved within the time prescribed by the local ordinance) approved prior to January 1, 1991, to the extent that conditions relating to the perimeters and access to the buildings were imposed by the parcel map or final tentative map approved prior to January 1, 1991.

(c)(1) At the discretion of the local jurisdiction, and subject to any requirements imposed by the local jurisdiction to ensure reasonable ingress, egress, and capacity for evacuation and emergency response during a wildfire, these regulations shall not apply to the reconstruction or repair of legally constructed residential, commercial, or industrial buildings due to a wildfire, to the extent that the reconstruction or repair does not:

(A) increase the square footage of the residential, commercial, or industrial building or buildings that previously existed; or

(B) change the use of the building or buildings that had existed previously; or

(C) construct a new building or buildings that did not previously exist on the site.

(2) Nothing in this subsection shall be construed to alter the extent to which these regulations apply to the reconstruction or repair of a legally constructed residential, commercial, or industrial building for reasons unrelated to a wildfire.

(d) These regulations do not apply to the creation of accessory or junior accessory dwelling units that comply with Government Code sections 65852.2 or 65852.22, or any local

ordinances enacted thereunder, as applicable, including any local ordinances requiring provisions for fire and life safety.

(e) Unless otherwise exempt pursuant to this subchapter, affected activities include, but are not limited to:

- (1) permitting or approval of new parcels, excluding lot line adjustments as specified in Government Code (GC) section 66412(d);
- (2) application for a building permit for new building construction;
- (3) application for a use permit; and
- (4) road construction.

(f) EXEMPTION: Roads used solely for agricultural, mining, or the management and harvesting of wood products.

§ 1270.03. Provisions for Application of These Regulations.

This subchapter shall be applied as follows:

(a) the local jurisdictions shall provide the Director of the California Department of Forestry and Fire Protection (CAL FIRE) or their designee with notice of applications for building permits, tentative parcel maps, tentative maps, and installation or use permits for construction or development within the SRA.

(b) the Director or their designee may review and make fire protection recommendations on applicable construction or development permits or maps provided by the local jurisdiction.

(c) the local jurisdiction shall ensure that the applicable sections of this subchapter become a condition of approval of any applicable construction or development permit or map.

§ 1270.04. Local Ordinances.

(a) Nothing contained in these regulations shall be considered as abrogating the provisions of any ordinance, rule or regulation of any state or local jurisdiction provided that such ordinance, rule, or regulation is equal to or exceeds these minimum standards.

(b) Counties may submit their local ordinances for certification via email to the Board, and the Board may certify them as equaling or exceeding these regulations when they provide the same practical effect. If the Board determines that the local requirements do not equal or exceed these regulations, it shall not certify the local ordinance.

(c) When the Board grants certification, the local ordinances, in lieu of these regulations, shall be applied as described in 14 CCR § 1270.02 and used as the basis for inspections performed under 14 CCR § 1270.05.

(d) The Board's certification of local ordinances pursuant to this section is rendered invalid when previously certified ordinances are subsequently amended by local jurisdictions, or the regulations are amended by the Board, without Board re-certification of the amended ordinances. The Board's regulations supersede the amended local ordinance(s) when the amended local ordinance(s) are not re-certified by the Board. Amendments made by local jurisdictions to previously certified ordinances shall be submitted for re-certification.

§ 1270.05. Inspections.

Inspections shall conform to the following requirements:

(a) Inspection shall be made by:

- (1) the Director, or
- (2) local jurisdictions that have assumed state fire protection responsibility on SRA lands, or
- (3) local jurisdictions where the inspection duties have been formally delegated by CAL

FIRE to the local jurisdiction.

- (b) Nothing in this section abrogates CAL FIRE's authority to inspect and enforce state forest and fire laws even when the inspection duties have been delegated pursuant to this section.
- (c) Reports of violations shall be provided to the CAL FIRE Unit headquarters that administers SRA fire protection in the local jurisdiction.
- (d) When inspections are conducted, they shall occur prior to: the issuance of the use permit or certificate of occupancy; the recordation of the parcel map or final map; the filing of a notice of completion; or the final inspection of any project or building permit.

§ 1270.06. Exceptions to Standards.

(a) Upon request by the applicant, exceptions to standards within this subchapter or to local jurisdiction certified ordinances may be allowed by the inspection entity listed in 14 CCR § 1270.05, where the exceptions provide the same practical effect as these regulations towards providing defensible space. Exceptions granted by the inspection entity listed in 14 CCR § 1270.05 shall be made on a case-by-case basis only. Exceptions granted by the inspection entity listed in 14 CCR § 1270.05 shall be forwarded to the appropriate CAL FIRE Unit Office that administers SRA fire protection in that county and shall be retained on file at the Unit Office.

(b) Requests for an exception shall be made in writing to the inspection entity listed in 14 CCR § 1270.05 by the applicant or the applicant's authorized representative. At a minimum, the request shall state the specific section(s) for which an exception is requested, material facts supporting the contention of the applicant, the details of the exception proposed, and a map showing the proposed location and siting of the exception. Local jurisdictions listed in 14 CCR section 1270.05 may establish additional procedures or requirements for exception requests.

(c) Where an exception is not granted by the inspection entity, the applicant may appeal such denial to the local jurisdiction. The local jurisdiction may establish or utilize an appeal process consistent with existing local building or planning department appeal processes.

(d) Before the local jurisdiction makes a determination on an appeal, the inspection authority shall be consulted and shall provide to that local jurisdiction documentation outlining the effects of the requested exception on wildfire protection.

(e) If an appeal is granted, the local jurisdiction shall make findings that the decision meets the intent of providing defensible space consistent with these regulations. Such findings shall include a statement of reasons for the decision. A written copy of these findings shall be provided to the CAL FIRE Unit headquarters that administers SRA fire protection in that local jurisdiction.

§ 1271.00. Definitions

Agriculture: Land used for agricultural purposes as defined in a local jurisdiction's zoning ordinances.

Building: Any structure used or intended for supporting or sheltering any use or occupancy, except Utility and Miscellaneous Group U buildings.

CAL FIRE: California Department of Forestry and Fire Protection.

Dead-end road: A road that has only one point of vehicular ingress/egress, including cul-de-sacs and looped roads.

Defensible space: The area within the perimeter of a parcel, development, neighborhood or community where basic wildland fire protection practices and measures are implemented, providing the key point of defense from an approaching wildfire or defense against encroaching wildfires or escaping structure fires. The perimeter as used in this regulation is the area encompassing the parcel or parcels proposed for construction and/or development, excluding the physical structure itself. The area is characterized by the establishment and

maintenance of emergency vehicle access, emergency water reserves, road names and building identification, and fuel modification measures.

Development: As defined in section 66418.1 of the California Government Code.

Director: Director of the Department of Forestry and Fire Protection or their designee.

Driveway: A vehicular access that serves up to two (2) parcels with no more than two (2) residential units and any number of non-commercial or industrial buildings on each parcel.

Note: Driveway standard includes up to a total of four (4) residential Units on one (1) parcel- Board of Forestry

Distance Measurements: All specified or referenced distances are measured along the ground, unless otherwise stated.

Exception: An alternative to the specified standard requested by the applicant that may be necessary due to health, safety, environmental conditions, physical site limitations or other limiting conditions, such as recorded historical sites, that provides mitigation of the problem.

Fire valve: see hydrant.

Fuel modification area: An area where the volume of flammable vegetation has been reduced, providing reduced fire intensity and duration.

Greenbelts: A facility or land-use, designed for a use other than fire protection, which will slow or resist the spread of a wildfire. Includes parking lots, irrigated or landscaped areas, golf courses, parks, playgrounds, maintained vineyards, orchards or annual crops that do not cure in the field.

Hammerhead/T: A road or driveway that provides a "T" shaped, three-point turnaround space for emergency equipment, being no narrower than the road that serves it.

Hydrant: A valved connection on a water supply or storage system, having either one two and a half (2 1/2) inch or one four and a half (4 1/2) inch outlet, with male American National Fire Hose Screw Threads (NH), used to supply fire apparatus and hoses with water.

Local Jurisdiction: Any county, city/county agency or department, or any locally authorized district that issues or approves building permits, use permits, tentative maps or tentative parcel maps, or has authority to regulate development and construction activity.

Occupancy: The purpose for which a building, or part thereof, is used or intended to be used.

One-way road: A minimum of one traffic lane width designed for traffic flow in one direction only.

Residential unit: Any building or portion thereof which contains living facilities, including provisions for sleeping, eating, cooking and/or sanitation for one or more persons. Manufactured homes, mobilehomes, and factory-built housing are considered residential units for the purposes of mandatory measures required in 14 CCR § 1270.01(c), unless being sited or installed as an accessory or junior accessory dwelling unit in accordance with 14 CCR § 1270.02(d).

Road: Vehicular access to more than two (2) parcels; more than four (4) residential units; or access to any industrial or commercial occupancy. Includes public and private streets and lanes.

Road or driveway structures: Bridges, culverts, and other appurtenant structures which supplement the traffic lane or shoulders.

Same Practical Effect: As used in this subchapter, means an exception or alternative with the capability of applying accepted wildland fire suppression strategies and tactics, and provisions for fire fighter safety, including:

- (a) access for emergency wildland fire equipment,
- (b) safe civilian evacuation,
- (c) signing that avoids delays in emergency equipment response,
- (d) available and accessible water to effectively attack wildfire or defend a structure from wildfire, and

(e) fuel modification sufficient for civilian and fire fighter safety.

Shoulder: Vehicular access adjacent to the traffic lane.

State Board of Forestry and Fire Protection (Board): As defined in Public Resources Code section 730.

State Responsibility Area (SRA): As defined in Public Resources Code sections 4126-4127; and the California Code of Regulations, title 14, division 1.5, chapter 7, article 1, sections 1220-1220.5.

Structure: That which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

Subdivision: As defined in section 66424 of the Government Code.

Traffic lane: The portion of a road or driveway that provides a single line of vehicle travel.

Turnaround: A road or driveway, unobstructed by parking, which allows for a safe opposite change of direction for emergency equipment. Design of such area may be a hammerhead/T or terminus bulb.

Turnouts: A widening in a road or driveway to allow vehicles to pass.

Utility and Miscellaneous Group U building: A structure of an accessory character or a miscellaneous structure not classified in any specific occupancy permitted, constructed, equipped, and maintained to conform to the requirements of Title 24, California Building Standards Code.

Vertical clearance: The minimum specified height of a bridge or overhead projection above the road or driveway.

Wildfire: As defined in Public Resources Code Section 4103 and 4104.

Article 2 Emergency Access and Egress

§ 1273.00. Intent

Roads and driveways, whether public or private, unless exempted under 14 CCR § 1270.02(d), shall provide for safe access for emergency wildfire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a wildfire emergency consistent with 14 CCR §§ 1273.00 through 1273.09.

§ 1273.01. Width.

(a) All roads shall be constructed to provide a minimum of two ten (10) foot traffic lanes, not including shoulder and striping. These traffic lanes shall provide for two-way traffic flow to support emergency vehicle and civilian egress, unless other standards are provided in this article or additional requirements are mandated by local jurisdictions or local subdivision requirements. Vertical clearances shall conform to the requirements in California Vehicle Code section 35250.

(b) All one-way roads shall be constructed to provide a minimum of one twelve (12) foot traffic lane, not including shoulders. The local jurisdiction may approve one-way roads.

(1) All one-way roads shall, at both ends, connect to a road with two traffic lanes providing for travel in different directions, and shall provide access to an area currently zoned for no more than ten (10) residential units.

(2) In no case shall a one-way road exceed 2,640 feet in length. A turnout shall be placed and constructed at approximately the midpoint of each one-way road.

(c) All driveways shall be constructed to provide a minimum of one (1) ten (10) foot traffic lane, fourteen (14) feet unobstructed horizontal clearance, and unobstructed vertical clearance of thirteen feet, six inches (13' 6").

§ 1273.02. Road Surfaces

- (a) Roads shall be designed and maintained to support the imposed load of fire apparatus weighing at least 75,000 pounds and provide an aggregate base.
- (b) Driveways and road and driveway structures shall be designed and maintained to support at least 40,000 pounds.
- (c) Project proponent shall provide engineering specifications to support design, if requested by the local authority having jurisdiction.

§ 1273.03. Grades

- (a) At no point shall the grade for all roads and driveways exceed 16 percent.
- (b) The grade may exceed 16%, not to exceed 20%, with approval from the local authority having jurisdiction and with mitigations to provide for same practical effect.

1273.04. Radius

- (a) No road or road structure shall have a horizontal inside radius of curvature of less than fifty (50) feet. An additional surface width of four (4) feet shall be added to curves of 50-100 feet radius; two (2) feet to those from 100-200 feet.
- (b) The length of vertical curves in roadways, exclusive of gutters, ditches, and drainage structures designed to hold or divert water, shall be not less than one hundred (100) feet.

§ 1273.05. Turnarounds

- (a) Turnarounds are required on driveways and dead-end roads.
- (b) The minimum turning radius for a turnaround shall be forty (40) feet, not including parking, in accordance with the figures in 14 CCR §§ 1273.05(e) and 1273.05(f). If a hammerhead/T is used instead, the top of the "T" shall be a minimum of sixty (60) feet in length.
- (c) Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the driveway. Where the driveway exceeds 800 feet, turnouts shall be provided no more than 400 feet apart.
- (d) A turnaround shall be provided on driveways over 300 feet in length and shall be within fifty (50) feet of the building.
- (d) Each dead-end road shall have a turnaround constructed at its terminus. Where parcels are zoned five (5) acres or larger, turnarounds shall be provided at a maximum of 1,320 foot intervals.
- (e) Figure A. Turnarounds on roads with two ten-foot traffic lanes.

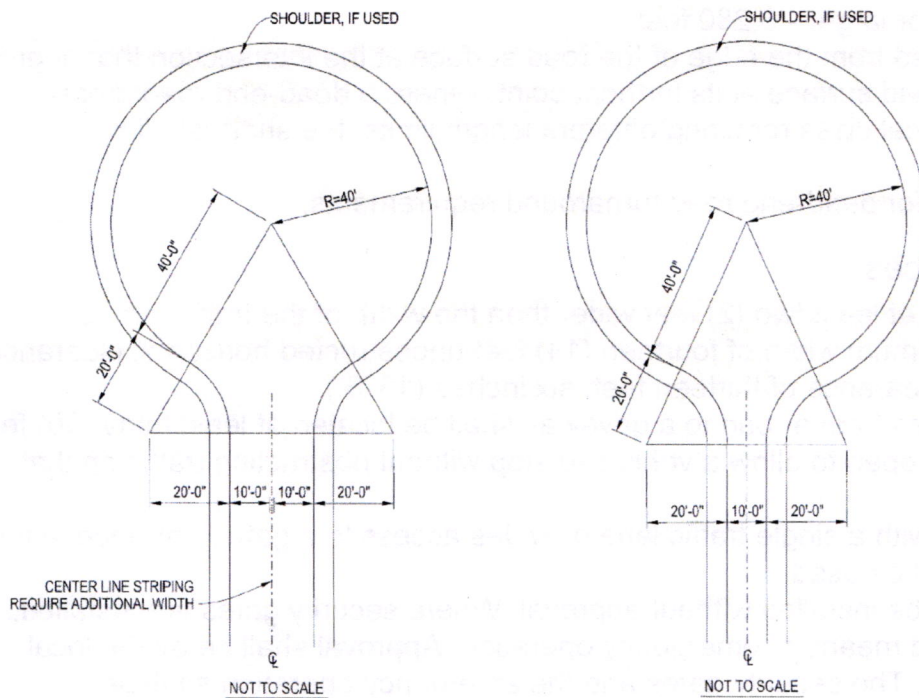


FIGURE FOR 14 CCR § 1273.05. TURNAROUND EXAMPLES

§ 1273.06. Turnouts

Turnouts shall be a minimum of twelve (12) feet wide and thirty (30) feet long with a minimum twenty-five (25) foot taper on each end.

§ 1273.07. Road and Driveway Structures

(a) Appropriate signing, including but not limited to weight or vertical clearance limitations, one-way road or single traffic lane conditions, shall reflect the capability of each bridge.

(b) Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with the American Association of State and Highway Transportation Officials Standard Specifications for Highway Bridges, 17th Edition, published 2002 (known as AASHTO HB-17), hereby incorporated by reference. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the local authority having jurisdiction.

(c) Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, barriers, or signs, or both, as approved by the local authority having jurisdiction, shall be installed and maintained.

(d) A bridge with only one traffic lane may be authorized by the local jurisdiction; however, it shall provide for unobstructed visibility from one end to the other and turnouts at both ends.

§ 1273.08. Dead-end Roads

(a) The maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed the following cumulative lengths, regardless of the number of parcels served:

parcels zoned for less than one acre - 800 feet

parcels zoned for 1 acre to 4.99 acres - 1,320 feet
parcels zoned for 5 acres to 19.99 acres - 2,640 feet
parcels zoned for 20 acres or larger - 5,280 feet

All lengths shall be measured from the edge of the road surface at the intersection that begins the road to the end of the road surface at its farthest point. Where a dead-end road crosses areas of differing zoned parcel sizes requiring different length limits, the shortest allowable length shall apply.

(b) See 14 CCR § 1273.05 for dead-end road turnaround requirements.

§ 1273.09. Gate Entrances

(a) Gate entrances shall be at least two (2) feet wider than the width of the traffic lane(s) serving that gate and a minimum width of fourteen (14) feet unobstructed horizontal clearance and unobstructed vertical clearance of thirteen feet, six inches (13' 6").

(b) All gates providing access from a road to a driveway shall be located at least thirty (30) feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that road.

(c) Where a one-way road with a single traffic lane provides access to a gated entrance, a forty (40) foot turning radius shall be used.

(d) Security gates shall not be installed without approval. Where security gates are installed, they shall have an approved means of emergency operation. Approval shall be by the local authority having jurisdiction. The security gates and the emergency operation shall be maintained operational at all times.

Article 3 Signing and Building Numbering

§ 1274.00. Intent

To facilitate locating a fire and to avoid delays in response, all newly constructed or approved roads and buildings shall be designated by names or numbers posted on signs clearly visible and legible from the road. This section shall not restrict the size of letters or numbers appearing on road signs for other purposes.

§ 1274.01. Road Signs.

(a) Newly constructed or approved roads must be identified by a name or number through a consistent system that provides for sequenced or patterned numbering and/or non-duplicative naming within each local jurisdiction. This section does not require any entity to rename or renumber existing roads, nor shall a road providing access only to a single commercial or industrial occupancy require naming or numbering.

(b) The size of letters, numbers, and symbols for road signs shall be a minimum four (4) inch letter height, half inch (.5) inch stroke, reflectorized, contrasting with the background color of the sign.

§ 1274.02. Road Sign Installation, Location, and Visibility.

(a) Road signs shall be visible and legible from both directions of vehicle travel for a distance of at least one hundred (100) feet.

(b) Signs required by this article identifying intersecting roads shall be placed at the intersection of those roads.

(c) A sign identifying traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end roads, one-way roads, or single lane conditions, shall be placed:

(i) at the intersection preceding the traffic access limitation, and

- (ii) no more than one hundred (100) feet before such traffic access limitation.
- (d) Road signs required by this article shall be posted at the beginning of construction and shall be maintained thereafter.

§ 1274.03. Addresses for Buildings.

- (a) All buildings shall be issued an address by the local jurisdiction which conforms to that jurisdiction's overall address system. Utility and miscellaneous Group U buildings are not required to have a separate address; however, each residential unit within a building shall be separately identified.
- (b) The size of letters, numbers, and symbols for addresses shall conform to the standards in the California Fire Code, California Code of Regulations title 24, part 9.
- (c) Addresses for residential buildings shall be reflectorized.

§ 1274.04. Address Installation, Location, and Visibility.

- (a) All buildings shall have a permanently posted address which shall be plainly legible and visible from the road fronting the property.
- (b) Where access is by means of a private road and the address identification cannot be viewed from the public way, an unobstructed sign or other means shall be used so that the address is visible from the public way.
- (c) Address signs along one-way roads shall be visible from both directions.
- (d) Where multiple addresses are required at a single driveway, they shall be mounted on a single sign or post.
- (e) Where a road provides access solely to a single commercial or industrial business, the address sign shall be placed at the nearest road intersection providing access to that site, or otherwise posted to provide for unobstructed visibility from that intersection.
- (f) In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter.

Article 4 Emergency Water Standards

§ 1275.00. Intent

Emergency water for wildfire protection shall be available, accessible, and maintained in quantities and locations specified in the statute and these regulations in order to attack a wildfire or defend property from a wildfire.

§ 1275.01. Application

The provisions of this article shall apply in the tentative and parcel map process when new parcels are approved by the local jurisdiction having authority.

§ 1275.02. Water Supply.

- (a) When a water supply for structure defense is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when alternative methods of protection are provided and approved by the local authority having jurisdiction.
- (b) Water systems equaling or exceeding the California Fire Code, California Code of Regulations title 24, part 9, or, where a municipal-type water supply is unavailable, National Fire Protection Association (NFPA) 1142, "Standard on Water Supplies for Suburban and Rural Fire Fighting," 2017 Edition, hereby incorporated by reference, shall be accepted as meeting the requirements of this article.

(c) Such emergency water may be provided in a fire agency mobile water tender, or naturally occurring or man made containment structure, as long as the specified quantity is immediately available.

(d) Nothing in this article prohibits the combined storage of emergency wildfire and structural firefighting water supplies unless so prohibited by local ordinance or specified by the local fire agency.

(e) Where freeze or crash protection is required by local jurisdictions having authority, such protection measures shall be provided.

§ 1275.03. Hydrants and Fire Valves.

(a) The hydrant or fire valve shall be eighteen (18) inches above the finished surface. Its location in relation to the road or driveway and to the building(s) or structure(s) it serves shall comply with California Fire Code, California Code of Regulations title 24, part 9, Chapter 5, and Appendix C.

(b) The hydrant head shall be a two and half (2 1/2) inch National Hose male thread with cap for pressure and gravity flow systems and four and a half (4 1/2) inch for draft systems.

(c) Hydrants shall be wet or dry barrel and have suitable freeze or crash protection as required by the local jurisdiction.

§ 1275.04. Signing of Water Sources.

(a) Each hydrant, fire valve, or access to water shall be identified as follows:

(1) if located along a driveway, a reflectorized blue marker, with a minimum dimension of three (3) inches shall be located on the driveway address sign and mounted on a fire retardant post, or

(2) if located along a road,

(i) a reflectorized blue marker, with a minimum dimension of three (3) inches, shall be mounted on a fire retardant post. The sign post shall be within three (3) feet of said hydrant or fire valve, with the sign no less than three (3) feet nor greater than five (5) feet above ground, in a horizontal position and visible from the driveway, or

(ii) as specified in the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.

Article 5 Fuel Modification Standards

§ 1276.00 Intent

To reduce the intensity of a wildfire by reducing the volume and density of flammable vegetation, the strategic siting of fuel modification and greenbelts shall provide for increased safety for emergency fire equipment and evacuating civilians by its utilization around structures and roads, including driveways, and a point of attack or defense from a wildfire.

§ 1276.01. Setback for Structure Defensible Space.

(a) All parcels shall provide a minimum thirty (30) foot setback for all buildings from all property lines and/or the center of a road.

(b) When a thirty (30) foot setback is not possible for practical reasons, which may include but are not limited to parcel dimensions or size, topographic limitations, or other easements, the local jurisdiction shall provide for same practical effect.

(i) Same practical effect requirements shall reduce the likelihood of home-to-home ignition.

(ii) Same practical effect options may include, but are not limited to, noncombustible block walls or fences; five (5) feet of noncombustible material horizontally around the

structure; installing hardscape landscaping or reducing exposed windows on the side of the structure with a less than thirty (30) foot setback; or additional structure hardening such as those required in the California Building Code, California Code of Regulations title 24, part 2, Chapter 7A.

(c) Structures constructed in the SRA are required to comply with the defensible space regulations in Title 14. Natural Resources Division 1.5. Department of Forestry and Fire Protection Chapter 7. Fire Protection Subchapter 3. Fire Hazard.

§ 1276.02. Maintenance of Defensible Space Measures.

To ensure continued maintenance of commonly owned properties in conformance with these standards and to assure continued availability, access, and utilization of the defensible space provided by these standards during a wildfire, provisions for annual maintenance shall be provided in emergency access covenants or similar binding agreements.

§ 1276.03 Disposal of Flammable Vegetation and Fuels

Disposal, including chipping, burying, burning or removal to a site approved by the local jurisdiction, of flammable vegetation and fuels caused by site development and construction, road and driveway construction, and fuel modification shall be completed prior to completion of road construction or final inspection of a building permit.

§ 1276.04 Greenbelts

Subdivision and other developments, which propose greenbelts as a part of the development plan, shall locate said greenbelts strategically as a separation between wildland fuels and structures. The locations shall be approved by the local authority having jurisdiction and may be consistent with the CAL FIRE Unit Fire Management Plan or Contract County Fire Plan.



Siskiyou County
Department of General Services
190 Greenhorn Road
Yreka, California 96097
Phone: (530) 842-8220 Fax: (530) 841-2800

January 7th, 2022

Siskiyou County Planning Division
806 Main Street
Yreka, Ca 96097

Application Z-21-07 (Jonathan & Marianne Purvis)

To the Siskiyou County Planning Department,

The County of Siskiyou General Services Department manages 5 rural airports within Siskiyou County; Happy Camp Airport (36S), Weed Airport (O46), Siskiyou Airport (SIY), Butte Valley Airport (A32), and the Scott Valley Airport (A30). The Dunsmuir Municipal-Mott Airport is operated and owned by the City of Dunsmuir.

As the Director of Airports for Siskiyou County, the proper path to development around any airport in the United States should follow the FAA protocol for construction and filing a 7460 via the OE/AAA website, linked here,
<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

The judgment for the proposed development or construction of this project should factor in the results and determination from the FAA for the form 7460 for this project.

Thank you

Jason Ledbetter
County of Siskiyou
Executive Director of General Services
Director of Airports

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Zone	Location	Maximum Densities		Additional Criteria	
		Residential (du/ac) ¹	Other Uses (people/ac) ²	Prohibited Uses ³	Other Development Conditions ⁴
A	Runway Protection Zone or within Bldg. Restriction Line	0	10	<ul style="list-style-type: none"> ▶ All structures except ones with location set by aeronautical function ▶ Assemblages of people ▶ Objects exceeding FAR Part 77 height limits ▶ Aboveground bulk storage of hazardous materials ▶ Hazards to flight⁵ 	<ul style="list-style-type: none"> ▶ Avigation easement dedication
B	Approach/Departure Zone and Adjacent to Runway	0.2 (5-acre parcel)	25	<ul style="list-style-type: none"> ▶ Children's schools,⁶ day care centers,⁷ libraries ▶ Hospitals, nursing homes ▶ Highly noise-sensitive uses (e.g. outdoor theaters) ▶ Aboveground bulk storage of hazardous materials⁸ ▶ Hazards to flight⁵ 	<ul style="list-style-type: none"> ▶ Locate structures maximum distance from extended runway centerline ▶ Airspace review required for all objects⁹ ▶ Avigation easement dedication
C1	Common Traffic Pattern (rural areas)	0.4 (2½-acre parcel)	75	<ul style="list-style-type: none"> ▶ Children's schools,⁶ day care centers,⁷ libraries ▶ Hospitals, nursing homes ▶ Hazards to flight⁵ 	<ul style="list-style-type: none"> ▶ Deed notice required ▶ Airspace review required for objects >50 feet tall
C2	Common Traffic Pattern (existing urbanized areas near low-activity airports)	5	75	<ul style="list-style-type: none"> ▶ Hazards to flight⁵ 	<ul style="list-style-type: none"> ▶ Avoid children's schools, day care centers, libraries, hospitals, nursing homes in areas closest to extended runway centerline ▶ Airspace review required for objects >50 feet tall
D	Other Airport Environs	No Limit	No Limit	<ul style="list-style-type: none"> ▶ Hazards to flight⁵ 	<ul style="list-style-type: none"> ▶ Airspace review required for objects >150 feet tall
*	Height Review Overlay	Same as Underlying Compatibility Zone		Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> ▶ Airspace review required for all objects >35 feet tall⁹ ▶ Avigation easement dedication

Table 2A

Primary Compatibility Criteria
Siskiyou County Airport Land Use Compatibility Plan

Land Use Category	CNEL (dB)				
	50-55	55-60	60-65	65-70	70-75
<i>Residential</i>					
single-family, nursing homes, mobile homes	++	+	o	--	--
multi-family, apartments, condominiums	++	+	o	--	--
<i>Public</i>					
schools, libraries, hospitals	+	o	-	--	--
churches, auditoriums, concert halls	+	o	o	-	--
transportation, parking, cemeteries	++	++	++	+	o
<i>Commercial and Industrial</i>					
offices, retail trade	++	+	o	o	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
<i>Agricultural and Recreational</i>					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	-
parks, playgrounds, zoos	++	+	+	o	-
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	-
amphitheaters	+	o	-	--	--

Land Use Acceptability	Interpretation/Comments
++ <i>Clearly Acceptable</i>	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+ <i>Normally Acceptable</i>	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o <i>Marginally Acceptable</i>	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
- <i>Normally Unacceptable</i>	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
-- <i>Clearly Unacceptable</i>	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Siskiyou County Airport Land Use Compatibility Plan (Adopted July 10, 2001)

Table 2B

Noise Compatibility Criteria
Siskiyou County Airport Land Use Compatibility Plan

Compatibility Guidelines for Specific Land Uses

Siskiyou County Airport Land Use Compatibility Plan

The compatibility evaluations listed below for specific types of land uses can be used by Siskiyou County and any other affected jurisdictions as guidelines in implementation of the general compatibility criteria listed in Table 2A. These evaluations are not regarded as adopted ALUC policies or criteria. In case of any conflicts between these evaluations of specific land uses and the policies and criteria in Chapters 2 and 3 of this document, the contents of Chapters 2 and 3 shall prevail.

Land Use	Compatibility Zones				
	A	B	C1	C2	D
Agricultural Uses					
Truck and Specialty Crops	0	+	+	+	+
Field Crops	0	+	+	+	+
Pasture and Rangeland	0	+	+	+	+
Vineyards	0	+	+	+	+
Orchards	-	0	+	+	+
Dry Farm and Grain	0	+	+	+	+
Tree Farms, Landscape Nurseries and Greenhouses	-	0	+	+	+
Fish Farms	-	0	+	+	+
Feed Lots and Stockyards	-	0	+	+	+
Poultry Farms	-	0	+	+	+
Dairy Farms	-	0	+	+	+
Natural Uses					
Fish and Game Preserves	0	0	0	0	0
Land Preserves and Open Space	0	+	+	+	+
Flood and Geological Hazard Areas	0	+	+	+	+
Waterways: Rivers, Creeks, Canals, Wetlands, Bays, Lakes	0	0	0	0	+

-
- Incompatible
 - 0 Potentially compatible with restrictions (see Table 2A)
 - + Compatible

Land Use	Compatibility Zones				
	A	B	C1	C2	D
Residential					
Rural Residential (1 du / 5 acres)	-	+	+	+	+
Rural Residential (1 du / 2½ acres)	-	-	+	+	+
Single-Family Residential (1 du / acre)	-	-	-	+	+
Single-Family Residential (5 du / acre)	-	-	-	+	+
Multi-Family Residential (>5 du / acre)	-	-	-	-	+
Mobile Home Parks	-	-	-	-	+
Institutional					
Schools, Colleges and Universities	-	-	-	-	+
Day Care Centers	-	-	-	0	+
Hospitals and Residential Care Facilities	-	-	-	-	+
Recreational					
Golf Courses	0	0	+	+	+
Parks - low intensity; no group activities	0	+	+	+	+
Playgrounds and Picnic Areas	-	0	0	+	+
Athletic Fields	-	0	0	+	+
Riding Stables	-	0	+	+	+
Marinas and Water Recreation	-	0	+	+	+
Health Clubs and Spas	-	-	0	0	+
Tennis Courts	-	0	+	+	+
Swimming Pools	-	0	0	0	+
Fairgrounds and Race Tracks	-	-	-	-	+
Resorts and Group Camps	-	-	0	0	+
Industrial					
Research and Development Laboratories	-	0	0	+	+
Warehouses and Distribution Facilities	-	0	+	+	+
Manufacturing and Assembly	-	0	0	0	+
Cooperage and Bottling Plants	-	0	+	+	+
Printing, Publishing and Allied Services	-	0	+	+	+
Chemical, Rubber and Plastic Products	-	-	0	0	+
Food Processing	-	-	0	0	+

- Incompatible
- 0 Potentially compatible with restrictions (see Table 2A)
- + Compatible

Land Use	Compatibility Zones				
	A	B	C1	C2	D
Commercial Uses					
Low-Intensity Retail (e.g., auto, furniture sales)	-	0	+	+	+
Retail Stores (one story)	-	0	0	0	+
Retail Stores (two story)	-	-	0	0	+
Large Shopping Malls (500,000+ sq. ft.)	-	-	-	0	+
Restaurants and Drinking Establishments (no take-out)	-	0	0	0	+
Food Take-Outs	-	-	-	0	+
Auto and Marine Services	-	0	+	+	+
Building Materials, Hardware and Heavy Equipment	-	0	+	+	+
Office Buildings (one story)	-	0	+	+	+
Multiple-Story Retail, Office and Financial	-	-	0	0	+
Banks and Financial Institutions	-	0	0	+	+
Repair Services	-	0	0	+	+
Gas Stations	-	0	0	+	+
Government Services / Public Buildings	-	0	0	+	+
Motels (one story)	-	-	0	0	+
Hotels and Motels (two story)	-	-	0	0	+
Theaters, Auditoriums and Assembly Halls	-	-	0	0	+
Outdoor Theaters	-	-	-	0	+
Memorial Parks / Cemeteries	-	+	+	+	+
Truck Terminals	-	+	+	+	+
Transportation, Communications and Utilities					
Aircraft Storage	0	+	+	+	+
Automobile Parking	0	+	+	+	+
Highway and Street Right-of-Ways	0	+	+	+	+
Railroad and Public Transit Facilities	0	+	+	+	+
Taxi, Bus and Train Terminals	-	0	+	+	+
Reservoirs	-	0	0	0	+
Power Lines	-	0	0	0	+
Water Treatment Facilities	-	0	+	+	+
Sewage Treatment and Disposal Facilities	-	0	0	0	+
Electrical Substations	-	0	0	0	+
Power Plants	-	-	0	0	+
Sanitary Landfills	-	-	-	-	0

- Incompatible
- 0 Potentially compatible with restrictions (see Table 2A)
- + Compatible

**Purvis Zone Change
(Z-21-07)**

**Planned Development (P-D)
Master Plan**

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1.0 Development Objectives and Schedule

The principal development objective is development of the subject property (APN: 037-410-230), which is adjacent to the Dunsmuir Municipal-Mott Airport, with light industrial and commercial uses that are compatible with the project site. To accomplish this objective, it is necessary to rezone the property to a Planned Development (P-D) district as there are uses allowed by right within the Light Industrial (M-M) district that are incompatible with the Siskiyou County Airport Land Use Compatibility Plan (ALUC). The initial development of the subject property is expected to begin in 2022 and be completed by 2025. Any future development or change in use may be allowed provided it is consistent with P-D intent and confirmed as such via the review procedure outlined in Section 6.0.

2.0 Subject Property

The property to which this P-D zone applies consists of a single legal parcel originally created by Grant Deed as recorded in the Siskiyou County Official Records on July 22, 1955 in Volume 353 at Page 262. It was subsequently modified when a portion of the property was deed to the State of California on March 27, 1972, as recorded in the Siskiyou County Official Records on May 9, 1972 in Book 662 at Page 53. The project site is identified with Assessor Parcel Number 037-410-230. The property is currently owned by or otherwise fully controlled by Jonathan W. Purvis and Marianne L. Purvis. The location of the subject property is shown in Figure 1.

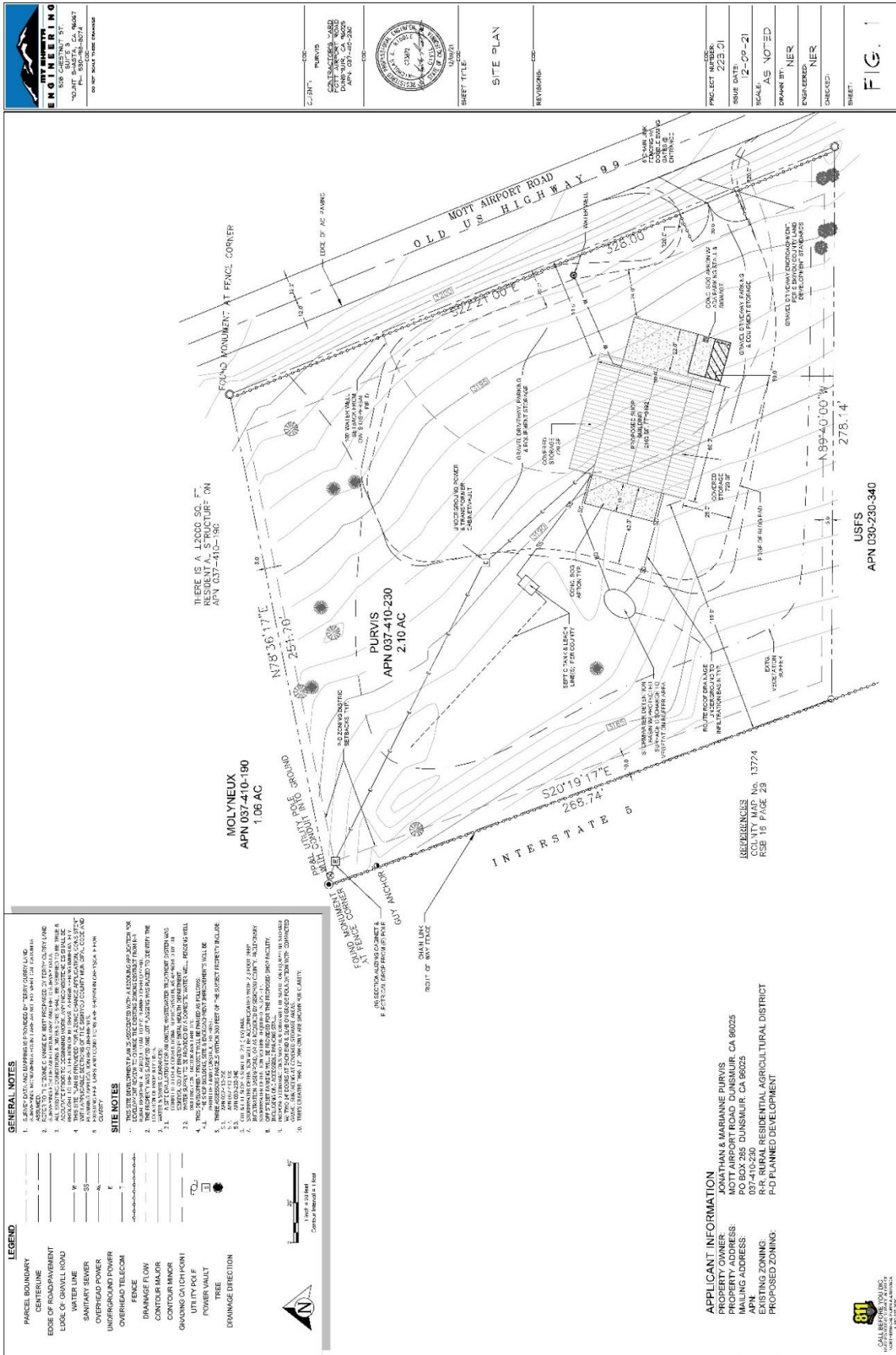


Figure 1: Site Plan

3.0 Uses Allowed

Facility capacities assumed, limitations on placement, as well as uses allowed on the subject property are described below. Uses not specifically described may be allowed provided they are consistent with P-D intent and confirmed as such via the review procedure outlined in Section 6.0.

Any residential use or a use which involves the bulk storage of fuels, lubricants, flammables, explosives, or materials which create dust, noxious odors, or hazardous fumes is expressly prohibited. Additional prohibitions include any use or development that may result in hazards to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, or those uses or development which may cause the attraction of birds.

3.1 Site Capacity

The total maximum number of people is limited by Zone B maximum densities as listed within Table 2A of the ALUC. The number of people permitted includes all people who may be on the property (e.g., employees, customers, visitors, etc.) at any point in time. Non-residential uses are permitted to have 25 people per acre. As the project site has been measured to be 2.1 acres, the maximum site capacity at any one time is 52 individuals.

3.2 Structures and Parking Envelope

Building structures and parking on the subject property shall be located within the structures and parking envelope shown in Figure 2.

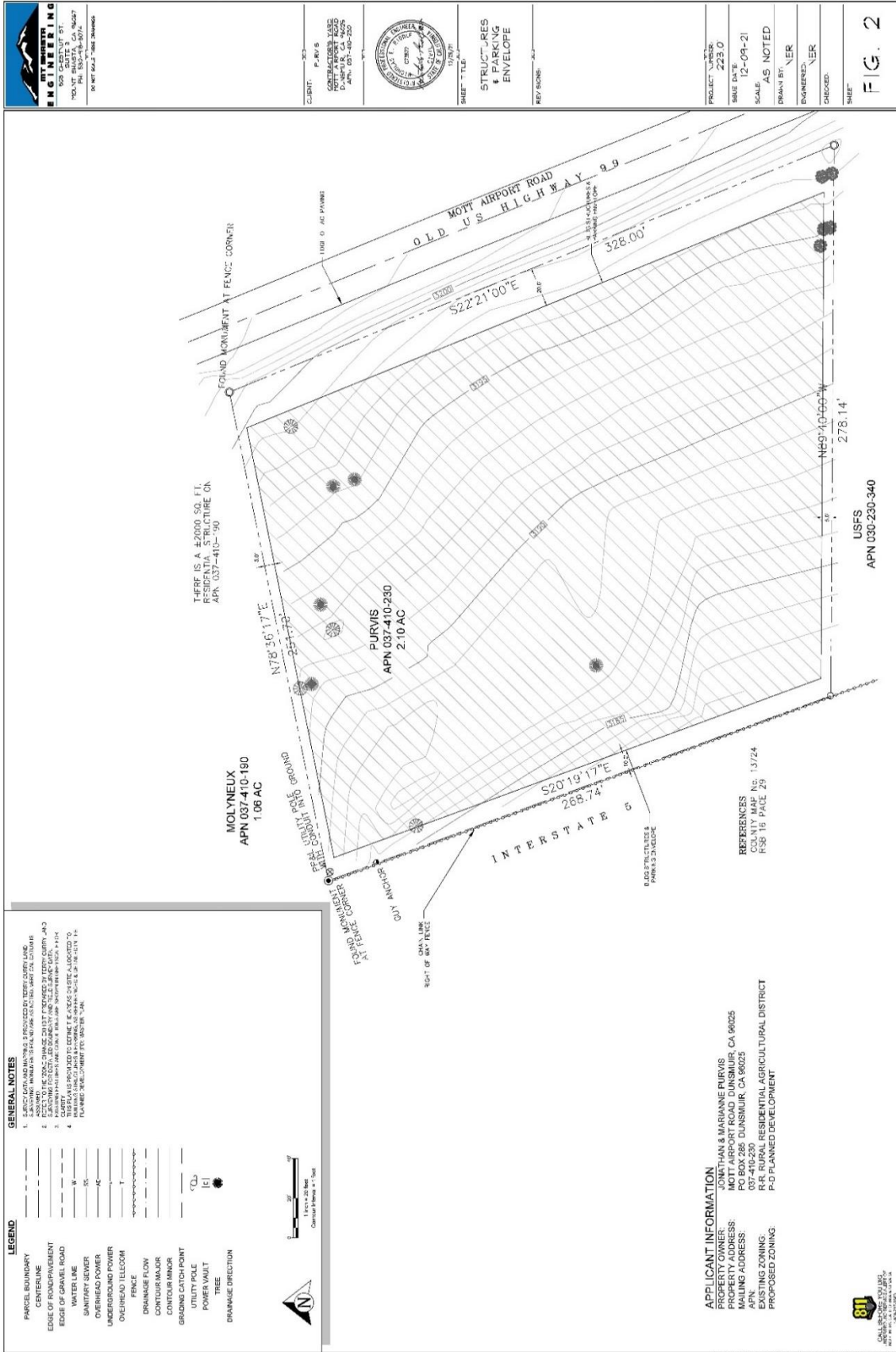


Figure 2: Structures and Parking Envelope

3.3 Conditional Uses Permitted

- a. Animal hospitals, pounds, and kennels
- b. Nurseries, but excluding greenhouses
- c. Saw shops provided all operations occur within a building
- d. Vehicle repair services, excluding body shops and lubrication centers, and provided all operations occur within a building
- e. Miscellaneous repairs shops and related services provided all operations occur within a building
- f. Equipment rental and leasing provided all equipment is screened by a wall, fence, and/or landscaping screen not less than six (6') feet in height
- g. Off-site construction, maintenance services, and contractors' yards, including building, electrical, plumbing, heating, roofing, painting, landscaping, excavation, janitorial, and similar services, but excluding septic tank pumping, fumigation, and other similar services
- h. Welding shops, machine shops, and sheet metal shops provided all operations occur within a building
- i. Lumber yards, woodworking shops, and cabinet shops
- j. Feed stores
- k. Assembly plants which are not objectionable, obnoxious, or offensive by reason of the emission of noise, smoke, dust, odors, fumes, or other materials, or which do not involve the handling or storage of flammable explosives or dangerous materials
- l. Wholesale storage and distribution of foods and materials, including warehouses, moving services, delivery services, and similar uses
- m. Sales in conjunction with permitted or conditionally permitted uses
- n. Towing services, excluding disabled vehicle storage, junk yards, wrecking yards, and auto dismantling
- o. Large and mini-storage facilities
- p. Professional offices and laboratories
- q. Wood planing mills
- r. Single story retail establishments of a nature designed principally to serve surrounding uses, such as convenience stores (no retail fuel sales) and dine-in restaurants (no take-out)
- s. On- and off- sale liquor establishments
- t. Micro-distilleries, micro-wineries, and micro-breweries
- u. Emergency response services
- v. Electric vehicle charging station

3.4 Physical Facilities

Facilities of a nature compatible with the uses listed above are allowed. These facilities a) shall not cause attendance to exceed site capacity b) shall not exceed the support capacities of sewage disposal, water supply, access road(s), and parking infrastructure, and c) shall be in accordance with all applicable County codes and policies. The compliance review procedure outlined in Section 6.0 shall be followed in determining the compatibility of a proposed use with the P-D zone.

Any proposed change to the project site requires that a drainage report, prepared by a registered civil engineer, be submitted to the California Department of Transportation for review. The drainage report shall show that the State facilities will not be adversely impacted.

Any proposed development of the project site requires that Federal Aviation Administration (FAA) protocol be followed for Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) pursuant to Title 14, Chapter I, Subchapter E, Subsection 77.9 of the Code of Federal Regulations (14 CFR Part 77.9). **Confirmation of compliance with 14 CFR Part 77.9 is required prior to Planning approval of any Building Permit Application.**

4.0 Infrastructure Support Capacities

4.1 Sewage Disposal

- a. Current capacity: n/a
- b. Planned capacity: 10 individuals per day
- c. Potential capacity: As determined under the building permit process by the County of Siskiyou Environmental Health Division or the City of Dunsmuir upon connection to the City of Dunsmuir sewer system

4.2 Water Supply

- a. Current capacity: n/a
- b. Planned capacity: 10 individuals per day
- c. Potential capacity: As determined under the building permit process by the County of Siskiyou Environmental Health Division or the City of Dunsmuir upon connection to the City of Dunsmuir water system

4.3 Parking

Parking standards shall conform to Siskiyou County Code Section 10-6.5610.

5.0 Dimensional Standards

- a. Maximum Height: Thirty-five feet (35')¹
- b. Maximum Percent of Site Coverage (Aggregate Building Coverage): 75%
- c. Setbacks (in feet)
 - a. Front: 20
 - b. Side: 5
 - c. Rear: 10

6.0 Compliance Review Procedure

The property owner, their authorized representative, or the County may desire to review the consistency of a particular use or improvement proposal with the P-D zone. Should any of the above parties wish a determination of compliance, administrative review may be accomplished as follows:

- 6.1** The property owner or authorized representative shall provide an adequately detailed description of the proposed use or improvement to the County Planning Director for consideration.
- 6.2** The County Planning Director shall review the submittal and may inspect the site, request additional information, and suggest modifications and/or limitations as appropriate.
- 6.3** The property owner or authorized representative shall respond accordingly by hosting inspection, providing additional information, and confirming in writing the incorporation of modifications and/or limitations as called for by Planning Director.
- 6.4** If the Planning Director deems the proposal consistent with the P-D, the property owner or authorized representative shall be advised accordingly in writing. The property owner or authorized representative will then be free to proceed with the use and/or construction of the improvement subject to the satisfaction of other agency requirements and/or the issuance of a County building permit as applicable.
- 6.5** If the Planning Director deems the proposal potentially inconsistent with the P-D zone or that the use/facility contemplated is of such a nature that a use permit is required, other established County procedures shall apply.

¹ Airspace review is required for all objects pursuant to 14 CFR Part 77.9. Objects up to 35' in height may be permitted; however, the Federal Aviation Administration may require marking and lighting of certain objects.
Exhibit F – Master Development Plan
Purvis Zone Change (Z-21-07) and Use Permit (UP-22-01)