

Chapter 3 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

Agricultural Resources – The site is not in agricultural use or zoned for agricultural use. No important farmland or agricultural operations are onsite or adjacent to the site.

Community Impacts – The proposed project would include open space and recreational amenities for the public. The project has been designed to minimize impacts to the residences along Noyo Point Road and to Native American groups that utilize portions of the site. Issues associated with the historical and current use of the Mill Site by Native Americans is considered in the Cultural Resource, botanical resources, and land use sections of this EIR. Construction of the multi-use trail along Glass Beach Drive and along the southern edge of Glass Beach Headlands will limit access to this existing State Park for two to three months during project construction.

Growth – The proposed project is identified in local government and the Coastal Commission's existing planning documents. The project would result in short-term construction jobs, but would not result in direct long-term employment opportunities. The project is unlikely to foster significant growth in the tourism sector as there are many similar recreational facilities throughout Mendocino County. The proposed project would not remove obstacles to growth or facilitate other activities that would significantly affect the environment.

Mineral Resources – The proposed project would not result in the loss of known mineral resources nor conflict with existing or potential future mineral resource recovery or processing facilities.

Noise – Ambient noise levels at the project site are relatively low and associated with limited automobile traffic or existing trail users on the Glass Beach Headlands. Land uses are generally recreational, although some residences exist on Glass Beach Drive. Noise generated by the proposed project would be short-term and construction-related. There would be up to 50 truck trips per day from the Dredge Sands site at the Noyo Harbor, along the dredge sands access road to Noyo Point Road and onto the project site. This activity could disturb residential and visitor serving accommodations at Noyo Point Road. Construction of the Elm Street parking lot and improvements along Glass Beach Drive could impact adjacent residents with short term noise impacts. These noise impacts will be minimized by limiting the use of heavy equipment to between the hours of 8:00 am and 5:00 pm. Construction would not include pile driving or use of explosives.

Paleontological Resources – A Paleontological Resources Survey Report (SWCA 2010) prepared for the project area concluded that due to the underlying geologic formations and lack of fossils identified, the proposed project would not encounter paleontological resources.

Population and Housing – The proposed project would not induce growth, displace housing or require construction of new housing.

Public Services – Wastewater and other utilities would be required at the proposed restrooms. These utilities would tie into existing utilities on Elm Street. Emergency access to the project site would be via existing paved roads, either Glass Beach Drive, Cypress Street Gate, and the paved areas of the Mill Site. Emergency vehicle gates will be installed at regular intervals along the property fence line to allow easy access for rescue equipment and personnel.

Recreation – The proposed project is a recreational facility which would potentially have a physical impact on the environment. These potential impacts will be evaluated in the relevant section of the ER (i.e., biological resources, cultural resources).

Timberland – The proposed project is an urbanized area and not located within or adjacent to lands designated for timber production or processing (the Mill Site is being decommissioned).

Utilities and Service Systems – The proposed project would include three restrooms (one at the North Parkland and two at the South Parkland). These facilities would use ultra-low flow toilets and water-conserving sinks. Water consumption and wastewater production would be insignificant when compared to the existing demands within the City.

Wild and Scenic Rivers – The proposed project is not within the vicinity of designated Wild and Scenic Rivers.

3.1 Human Environment

The following analyses are generally organized by project component –Glass Beach Drive, Elm Street Extension, the North Parkland, and the South Parkland. In some cases, due to the nature of the environmental issues to be discussed, these components were not treated individually. If components have been combined for purposes of the analysis, it is clearly described in the applicable section.

3.1.1 Land Use

3.1.1.1 Affected Environment

The project is located on the western edge of the City, in Mendocino County, California. The project site includes the following three parcels and a portion of a public right-of-way: Glass Beach Headlands, North Parkland, South Parkland, and Glass Beach Drive City-owned ROW. There are no other developments proposed for the immediate vicinity of the project site.

3.1.1.2 Existing Land Uses

Glass Beach Headlands

Glass Beach Headlands is a 37-ac day use area located at the southernmost portion of MacKerricher State Park. It is currently largely undeveloped, but has been used, in part, for a municipal waste disposal site, animal grazing, gravel or rock quarrying, and by off-road motor vehicles in the past. There are a few large culverts that channel City storm drain runoff onto and/or under the property and a gravel access road to the former dump site along the southern edge. The site is currently used by pedestrians for beach, bluff, and ocean access and includes populations of sensitive plants and coastal habitats.

The Glass Beach Headlands is designated Parks and Recreation in the City's General Plan Land Use Element. The Parks and Recreation land use designation is intended for public parks and recreational facilities. Typical uses include passive and active recreational facilities, including trails, playgrounds, parking lots, interpretive facilities, restrooms, storage sheds, and other structures needed to accommodate public use or provide for maintenance of the land and recreational facilities.

North Parkland

The North Parkland is a 29-ac site located on the Mill Site immediately south of the Glass Beach Headlands. This area was formerly used, in part, for finished lumber storage, Mill Site waste disposal, a golf course, dynamite storage, and a scrap yard. The site is currently a vacant former industrial site, which is not in use. Approximately 80% of this parcel is covered by pavement and/or gravel. It also includes a small "dynamite shack" signage and access roads. The North Parkland is currently impacted by stormwater from the remainder of the Mill Site, resulting in concentrated areas of bluff erosion. The site includes sensitive species, habitats, and cultural resources. There is currently no public access to this site.

The North Parklands (and the entire Mill Site) is designated Timber Resources Industrial (IT). This designation is intended primarily for timber resource and forest products related manufacturing. It allows a variety of industrial uses relating to forest products processing such as log yards, manufacturing wood products, planing mills, storage of forest by-products, commercial seedling nurseries, and related support activities including railroad lines, truck

shipping facilities, boiler and powerhouse operations, and related uses. Open space, public parks, and recreation use types and public facilities are also permitted in the IT district.

South Parkland

The South Parkland site is 79-ac located on the south western edge of the Mill Site, which includes the 4-acre Johnson Property and the 75 acre South Parkland parcel. The area was formerly used, in part for fill disposal, an airstrip, log storage, and for a small historic cemetery. About 80% of the site is currently undeveloped and includes large areas of invasive and native plant populations. The remaining 20% of the site is covered with pavement and/or hard packed gravel, an abandoned runway, and developed dirt and gravel access roads. The site has sensitive species, habitats, and historic and cultural resources. The site is currently not in use by the general public and public access is restricted. The site receives occasional visitation from Native Americans that reside to the south of the site on Noyo Point Road or that access the site from Noyo Point Road through relationships with the four families who live at Noyo Point Road. Visitation by Native Americans is primarily for the purpose of gathering plants, marine resources and cultural resource materials (bird feathers, shells, etc.).

The South Parklands are designated IT (Timber Industrial zone), and allowable land uses are the same as the North Parklands site. The City's wastewater treatment plant is located immediately north of the South Parkland parcel. The City's 12 acre Noyo Center site is located immediately to the east of the parcel and is currently undergoing restoration. The City has approved a coastal development permit to construct a marine research facility and public interpretive and exhibition facility on this site. This project is in the planning stages and is not yet funded.

Glass Beach Drive

The Glass Beach Drive ROW is a 60-ft wide public access way that extends from the end of Pudding Creek Trestle Bridge to Elm Street. The ROW is currently developed with a 5-ft wide sidewalk (eastside), the 34-ft wide Glass Beach Drive, and a drainage swale and associated infrastructure. An informal gravel parking area exists on the southern edge of the ROW, adjacent to Glass Beach Headlands, and an 18-space developed parking lot is located at the northern terminus of Glass Beach Drive at the Pudding Creek Trestle Bridge.

Glass Beach Drive provides access to land designated General Commercial, Low Density Residential, and High Density Residential – although the project would be limited within the road ROW. It provides access to the Glass Beach Headlands, the northern end of the Mill Site, a small commercial area, and residential areas east of the Glass Beach Headlands.

Surrounding Land Uses

The project site is a relatively long narrow corridor stretching from Pudding Creek to Noyo Bay. It is bounded on the west by the Pacific Ocean and State Park's Glass Beach headlands and on the south by Noyo Bay. North of Pudding Creek, the land uses include visitor serving commercial (hotels), scattered residential uses, and the remainder of MacKerricher State Park. Urban areas of the city are located east of the project corridor as follows:

- North Parklands – heavy industrial, low density residential and central business district;
- South Parklands – heavy industrial, general commercial, very high density residential, and parks and recreation.

3.1.1.3 Future Land Uses

Future land uses within the city are most affected due to the potential future redevelopment of the Mill Site. The Mill Site is immediately adjacent to the proposed project, covers an approximately 360-ac area, and is the location where the majority of new development could potentially occur within the city over the next 30 years if a Specific Plan and LCP amendment are approved for the rezoning of the site. The City began processing a Specific Plan for the site in 2008, however the property owner, Georgia-Pacific, withdrew that application in 2012. It is unclear whether or not the City, or some future property owner of the site, may proceed with a Specific Plan at a future date. As the current plan has been withdrawn, it is also uncertain what future rezoning for this site might entail.

3.1.1.4 Consistency with State, Regional, and Local Plans

Several land use plans are applicable within the land use study area for the proposed project. A brief description of these planning documents follows. Table 3-1 includes a list of plans and policies relevant to the proposed project. A determination of the consistency of the project alternatives is not included specifically in the table. However, because both alternatives are reduced versions of the proposed project, the consistency determination for the proposed project is applicable to the alternatives as well.

Coastal Zone

The proposed project is within the State Coastal Zone. The Coastal Zone Management Act of 1972 (CZMA) is the primary federal law enacted to preserve and protect coastal resources. The CZMA sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the CZMA; they include the protection and expansion of public access and recreation, the protection, enhancement and restoration of environmentally sensitive areas, protection of agricultural lands, the protection of scenic beauty, and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs (LCPs). This project is subject to the City's local coastal program. The LCP determines the short- and long-term use of coastal resources in the City's jurisdiction consistent with the California Coastal Act goals. The City's Local Coastal Program includes the Coastal Land Use and Development Code, the Coastal General Plan, and the zoning map.

City of Fort Bragg Coastal General Plan

Every city and county in California is required by State law to have a General Plan. A General Plan is a legal document that serves as the community's "constitution" for land use, development and conservation. A General Plan must be comprehensive and long term, outlining proposals for the physical development of the city and any land outside its

boundaries which in the City's judgment bears relation to its planning. The Coastal General Plan achieves these goals for the Coastal Zone in the City of Fort Bragg. All of the City's land use regulations for the Coastal Zone, including zoning and subdivision regulations, specific plans, and redevelopment plans must conform to the Coastal General Plan. Relevant policies from the City's Coastal General Plan have been included in Table 3-1.

City of Fort Bragg Draft Coastal Trail Master Plan

The Coastal Trail Master Plan was drafted to define the Fort Bragg Coastal Trail system from Soldiers Bay to Pudding Creek, ensure connectivity between this project and the remainder of MacKerricher State Park, align the Fort Bragg Coastal Trail project with the California Coastal Trail, and to build upon previous planning activities. The Master Plan is intended to be adopted by the City Council and used to guide future development and management decisions for the City's portion of the Fort Bragg Coastal Trail and Parklands. It will also be presented as a set of recommendations to State Parks for the Glass Beach Headlands portion of the trail, which is also part of MacKerricher Park. The Master Plan has not been adopted by the City but was used to provide guidance for development of the proposed project design.

Mendocino County Regional Transportation Plan

Regional Transportation Plans (RTP) are planning documents required by State legislation and are developed by regional transportation planning agencies (in this case the Mendocino County Council of Governments) in cooperation with Caltrans and other stakeholders. RTPs are developed to provide a clear vision of the regional transportation goals, policies, objectives, and strategies. The Mendocino County RTP planning process is a long-range (one to 20 year) planning effort that involves federal, state, regional, local, and tribal governments, public and private organizations, and individuals working together to plan how future regional transportation needs can be met. The most recent update was in 2005. The proposed project is identified in the RTP as the Fort Bragg Coastal Trail.

MacKerricher State Park General Plan

The park general plan directs the long-range development and management of the park by providing broad policy and program guidance to the park's managers and its staff and to the public. A California State Park must have an approved general plan before any major park facilities can be developed. At the time the General Plan was prepared in 1995, the Glass Beach Headlands was not a part of the MacKerricher State Park, but, for purposes of this review, it is considered the most appropriate policy document to use. The document includes a number of goals intended to guide developments throughout the park. These goals include managing the park's vegetation toward a natural condition, reducing exotic plants established in the park, and protecting and perpetuating native wildlife species, among other things. The plan includes specific recommendations for each unit within the park as well. Relevant directives are shown in Table 3-1.

California Department of Parks and Recreation (State Parks) Natural Resources Chapter of the Operations Manual

The Natural Resources Chapter of the Operations Manual is the basic natural resource policy document for the State Park System. The policies, definitions, processes, and procedures contained in the manual guide the management of the natural resources under the jurisdiction of the Department of Parks and Recreation, including naturally occurring physical and biological resources and associated intangible values, such as natural sounds and scenic qualities. The chapter guides and directs the various programs of the Department that affect the recognition, protection, restoration, and maintenance of natural resources so that their heritage values may be effectively perpetuated and enjoyed by present and future generations of State Park System visitors.

3.1.1.5 Avoidance, Minimization, and/or Mitigation Measures

The proposed project would not result in significant adverse impacts to current Native American use of the site, as that use is largely limited to families and friends of families who live on Noyo Point Road. However, the project includes the designation of a “Noyo Headlands Reserve”, on a four acre peninsula south of Soldier Point, that has been utilized historically and pre-historically by Native Americans. This reserve would be protected from general public access through the installation of a fence and locked access gate. Through the consultation process with the Sherwood Valley Rancheria, the City of Fort Bragg has further limited access to this area to Native Americans, City staff, and science researchers. As this site also has important botanical and marine mammal resources, utilization by these groups shall be limited according to the following mitigation measures.

LU Impact 1: Opening the use of the Fort Bragg Coastal Trail project to public access may impact cultural uses of the site by Native Americans.

LU/mm-1: Site access to the Noyo Headlands Preserve shall be limited through a locked gate to: 1) people of Native American descent who are tribal members of Sherwood Valley Rancheria; 2) scientists that are studying the coastal prairie, marine environment or intertidal environment and who require access to this Noyo Headlands Preserve to conduct scientific research; and 3) City staff engaged in site maintenance, restoration or patrol. The City shall change the combination lock on the gate if non-authorized people access the site. Additionally, SVR Rancheria members will be allowed to continue tribal gathering of plant material, feathers and marine resources as provided by law. The City will undertake a long term (5 year) monitoring plan for cultural resources

LU Impact 2: The use of the Noyo Headlands Preserve for cultural purposes could potentially impact botanical and biological resources.

LU/mm-2: LU/mm-2: Site access during the marine mammal pupping season shall be prohibited if marine mammal pups are in evidence, unless the appropriate federal permits have been obtained. During the Marine Mammal Pupping season, City staff shall complete a marine mammal survey to determine if pups are present and shall prohibit all Native American and City Staff access if pups are present and install a sign warning of that condition.

LU/mm-3: In order to protect the botanical resources on the site, access shall be limited to twenty people at one time. No camping, picnicking, games, or other activities that would result in excessive trampling of the vegetation are permitted. Use shall be limited to walking, collecting, gathering and small gatherings of twenty or fewer people. No vehicular access is permitted.

Further discussion regarding avoidance, minimization, and mitigation measures for significant impacts to a resource (i.e., air quality, biological resources, etc.) are included in that respective section.

Additionally, the proposed project includes the construction of a six foot high concrete wall between the project site and the four residences on Noyo Point Road. The concrete wall will provide a visual buffer and access barrier between the four Native American homes and the Coastal Trail project. This project has a beneficial effect on this adjacent land use as this visual privacy and access protection will also minimize any impacts from any future development that may occur on the Mill Site north of the coastal trail property.

3.1.1.6 Cumulative Impacts

Potential cumulative adverse impacts would be avoided by complying with applicable local and state land use regulations and policies. Potential cumulative adverse land use effects would be avoided or minimized through implementation of the design standards and procedures incorporated into the proposed project. Cumulative impacts related to other impact areas (e.g., biological resources, air quality, etc.) are analyzed and discussed in the relevant impact sections of this EIR.

Table 3-1. Consistency with Plans and Policies

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
Land Use Element of the Fort Bragg Coastal General Plan (July 2008)		
Goal LU-5. Maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and the constitutionally protected rights of property owners.	The proposed project seeks to maximize recreational uses along coastal bluffs of the City of Fort Bragg. Mitigation measures are proposed in the EIR to minimize impacts on sensitive resources, consistent with this policy.	Consistent
Policy LU-5.3. Lower Cost Facilities. Protect, encourage, and, where feasible, provide lower-cost visitor and recreational facilities for persons and families of low and moderate income.	Access to the trails, recreational areas, informational plazas and natural habitat areas associated with the proposed project will be available to visitors at no charge, consistent with this policy.	Consistent
Policy LU-5.4. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.	The project proposes various recreational uses, as well as sensitive habitat restoration, preservation, and educational awareness along the City's oceanfront lands, consistent with this policy.	Consistent
Policy LU-5.5. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.	Access to the trails, recreational areas, informational plazas and natural habitat areas associated with the proposed project will be available to visitors at no charge, consistent with this policy.	Consistent
Policy LU-5.7. Adequate parking should be provided to serve coastal access and recreation uses to the extent feasible. Existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided.	The Glass Beach Drive component of the project includes elimination of the informal parking area at the southern end of Glass Beach Drive and the existing parking area on the eastern end of Glass Beach Drive. However, the project also proposes construction of a 41-space parking lot at the end of Elm Street.	Consistent
Policy LU-10.4. Ensure Adequate Services and Infrastructure for New Development. Development shall only be approved when it has been demonstrated that the development will be served with adequate water and wastewater treatment. Lack of adequate services to serve the proposed development shall be grounds for denial of the development.	The project would require limited water service. Three restrooms are proposed. Services would be provided by the City.	Consistent
Policy LU-10.5. Minimize Impacts on Air Quality and Green House	Minimal impacts to air quality are expected to result from the	Consistent

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>Gasses. New development shall: (1) be consistent with the requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development, and (2) minimize energy consumption and vehicle miles traveled.</p>	<p>proposed project. Additionally, mitigation measures, including preparation of a dust control plan and Best Management Practices for reducing PM10 are proposed in the EIR, consistent with this policy.</p>	
<p>Conservation, Open Space, Energy, and Parks Element of the Fort Bragg Coastal General Plan (July 2008)</p>		
<p>Goal OS-1. Preserve and Enhance the City's Environmentally Sensitive Habitat Areas.</p>	<p>A primary objective of the proposed project is to enhance and protect the sensitive habitats that comprise the project location through native habitat restoration, development of trails to keep visitors on designated paths, and education of users to sensitive plant and animal species within the area.</p>	<p>Consistent</p>
<p>Policy OS-1.1. Definition of ESHA. "Environmentally sensitive habitat area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.</p> <p>Fort Bragg has several environmentally sensitive habitat areas including, but not limited to, portions of coastal bluffs, biologically rich tide pools, nesting grounds, kelp beds, wetlands, riparian habitats, and rare, threatened, or endangered plants or plant communities. Areas that may contain environmentally sensitive habitat areas include, but are not limited to, areas indicated by Map OS-1: Open Space and Environmentally Sensitive Habitat Areas.</p>	<p>Portions of the project area are indicated by Map OS-1: Open Space and Environmentally Sensitive Habitat Areas, and the project is located in an area where rare and especially valuable plant and animal habitats are present.</p> <p>A primary objective of the proposed project is to enhance and protect the sensitive habitats that comprise the project location through native habitat restoration, development of trails to keep visitors on designated paths, and education of users to sensitive plant and animal species within the area.</p>	<p>Consistent</p>
<p>Policy OS-1.3. Development in ESHA Wetlands. Diking, filling, and dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following uses:</p> <ul style="list-style-type: none"> a. New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities. b. Maintaining existing or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. c. New or expanded boating facilities and the placement of 	<p>The proposed parking areas, recreational field and picnic areas do not encroach on ESHA wetlands. No diking, filling, or dredging activities are proposed within wetland areas, consistent with this policy. Additionally, mitigation measures in the Biological Resources section have been proposed to minimize impacts to ESHA.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>structural pilings for public recreational piers that provide public access and recreational opportunities.</p> <p>d. Incidental public service purposes, including but not limited to burying cables and pipes or inspection of piers and maintenance of existing intake and outfall pipelines.</p> <p>e. Restoration purposes.</p> <p>f. Nature study, aquaculture, or similar resource dependent activities.</p>		
<p>Policy OS-1.6. Development within Other Types of ESHA shall protect ESHA against any significant disruption of habitat values and shall be limited to the following uses:</p> <p>a. Resource Dependent Uses. Public nature trails within riparian ESHA are considered a resource dependent use provided that: (1) the length of the trail within the riparian corridor shall be minimized; (2) the trail crosses the stream at right angles to the maximum extent feasible; (3) the trail is kept as far up slope from the stream as possible; (4) trail development involves a minimum of slope disturbance and vegetation clearing; and (5) the trail is the minimum width necessary. Interpretive signage may be used along permissible nature trails accessible to the public to provide information about the value and need to protect sensitive resources.</p> <p>b. Restoration projects where the primary purpose is restoration of the habitat.</p> <p>c. Invasive plant eradication projects if they are designed to protect and enhance habitat.</p>	<p>The proposed project's restoration activities, invasive plant eradication projects, and public nature trails fall within the specifically numerated developments allowed within ESHA areas under this policy. Restoration and removal of exotics is proposed.</p>	<p>Consistent</p>
<p>Policy OS-1.7. Development in areas adjacent to Environmentally Sensitive Habitat Areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.</p>	<p>The primary objectives of the proposed project are to restore degraded habitat areas in the area through native habitat restoration, invasive plant eradication, development of trails to provide recreational opportunities and keep visitors on designated paths, and education of users to sensitive plant and animal species within the area. Mitigation measures proposed in the EIR will minimize project-related impacts to the greatest extent feasible, consistent with this policy.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>Policy OS-1.10. Policy OS-1.10: <u>Permitted Uses within ESHA Buffers.</u> Development within an Environmentally Sensitive Habitat Area buffer shall be limited to the following uses:</p> <ul style="list-style-type: none"> a. Wetland Buffer. <ul style="list-style-type: none"> i. Uses allowed within the adjacent Wetland ESHA pursuant to Policy OS-1.3. ii. Nature trails and interpretive signage designed to provide information about the value and protection of the resources iii. Invasive plant eradication projects if they are designed to protect and enhance habitat values. b. Riparian Buffer. <ul style="list-style-type: none"> i. Uses allowed within the adjacent River and Stream ESHA pursuant to Policy OS-1.5. ii. Uses allowed within the adjacent ESHA pursuant to Policy OS-1.6. iii. Buried pipelines and utility lines. iv. Bridges. v. Drainage and flood control facilities. c. Other types of ESHA Buffer. <ul style="list-style-type: none"> i. Uses allowed within the adjacent ESHA pursuant to Policy OS-1.6. ii. Buried pipelines and utility lines. iii. Bridges. iv. Drainage and flood control facilities. 	<p>The proposed project would be located within ESHA buffers, and would result in temporary and permanent impacts to ESHA. However, the impacts are associated with trails, invasive plant eradication, and drainage facilities, which are all permissible activities within ESHAs. Further, the project would result in a net increase of ESHA due to the substantial amount of restoration proposed.</p>	<p>Consistent</p>
<p>Policy OS-1.12. Drainage and Erosion Control Plan. Permissible development on all properties containing environmentally sensitive habitat, including but not limited to those areas identified as ESHA Habitat Areas on Map OS-1, shall prepare a drainage and erosion control plan for approval by the City. The plan shall include measures to minimize erosion during project construction, and to minimize erosive runoff from the site after the project is completed. Any changes in runoff volume, velocity, or duration that may affect sensitive plant and animal populations, habitats, or buffer areas for those populations or habitats,</p>	<p>Federal, state, and local regulations, required by the City and the RWQCB, require the City to prepare an erosion control plan and SWPPP prior to initiation of project activities. The Best Management Practices (BMPs) in these plans include measures such as sandbag barriers, straw bale barriers, sediment traps, and fiber rolls to stabilize soils; hydraulic mulch, hydro seeding, and geotextiles to control sediments; portable water and straw mulch for wind erosion control; street sweeping and entrance/outlet tire washing; and vehicle</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>shall be reviewed by a qualified biologist to ensure that there will not be adverse hydrologic or, erosion, or sedimentation impacts on sensitive species or habitats. Mitigation measures shall be identified and adopted to minimize potential adverse runoff impacts. All projects resulting in new runoff to any streams in the City or to the ocean shall be designed to minimize the transport of pollutants from roads, parking lots, and other impermeable surfaces of the project.</p>	<p>and equipment cleaning, concrete waste management, and contaminated soil management. See the project plans to view a description of the bio-swales which will be installed for on-site storm water treatment and infiltration. Additionally, the south parking lots will be paved with permeable materials.</p>	
<p>Policy OS-1.14. Vegetation Removal in ESHA. Prohibit vegetation removal in Environmentally Sensitive Habitat Areas and buffer areas except for:</p> <ol style="list-style-type: none"> a. Vegetation removal authorized through coastal development permit approval to accommodate permissible development, b. Removal of trees for disease control, c. Vegetation removal for public safety purposes to abate a nuisance consistent with Coastal Act Section 30005, or d. Removal of firewood for the personal use of the property owner at his or her residence to the extent that such removal does not constitute development pursuant to Coastal Act Section 30106. <p>Such activities shall be subject to restrictions to protect sensitive habitat values.</p>	<p>The project must receive a Coastal Development Permit Amendment in order to proceed and so shall meet the requirements of this Policy under item a.</p>	<p>Consistent</p>
<p>Policy OS-1.16. Biological Report Required. a) Permit applications for development within or adjacent to Environmentally Sensitive Habitat Areas including areas identified in Map OS-1 or other sites identified by City Staff which have the possibility of containing environmentally sensitive habitat shall include a biological report prepared by a qualified biologist which identifies the resources and provides recommended measures to ensure that the requirements of the Coastal Act and the City of Fort Bragg's Local Coastal Program are fully met. The required content of the biological report is specified in the Coastal Land Use and Development Code.</p>	<p>Numerous Biological Resources reports have been prepared for the project and and/or sites. Refer to the Biological Resources section for more information. The reports were prepared by qualified biologists and meet City and Coastal Act requirements.</p>	<p>Consistent</p>
<p>Policy OS-2.1. Riparian Habitat. Prevent development from destroying riparian habitat to the maximum feasible extent. Preserve, enhance, and restore existing riparian habitat in new development unless the preservation will prevent the establishment of all permitted uses on the property.</p>	<p>A primary objective of the proposed project is to preserve, enhance, and restore existing degraded riparian habitat through native habitat restoration, invasive species eradication, and education about sensitive species and habitats, consistent with this policy. In addition, mitigation</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
	measures proposed in the Biological Resources section have been proposed to minimize potential impacts to the greatest extent feasible.	
<p>Policy OS-3.1. Soil Erosion. Minimize soil erosion to prevent loss of productive soils, prevent landslides, and maintain infiltration capacity and soil structure.</p>	<p>The proposed project would include limited topographic alteration. Cut and fill slopes would generally be no greater than a few feet, with maximum slopes of 2H:1V or flatter. The largest of the cutslopes, approximately five feet tall would be necessary to allow for the construction of the multi-use path near the parking area at the north end of the Glass Beach Drive. The restoration activities would include importing fill to create soil for re-vegetation efforts while protecting cultural resources. Paved areas will be restored with native habitat and a stormwater system has been designed to address stormwater runoff in a manner that would reduce erosion and bluff retreat.</p>	Consistent
<p>Policy OS-4.1. Preserve Archaeological Resources. New development shall be located and/or designed to avoid archaeological and paleontological resources where feasible, and where new development would adversely affect archaeological or paleontological resources, reasonable mitigation measures shall be required.</p>	<p>Project objectives include the restoration and protection of the site's cultural resources, and the establishment of a designated trail system and storm water management system to minimize/reduce impacts to cultural resources. The trail has been situated to avoid cultural resources to the extent possible; however, extensive subsurface cultural resources are present at the Mill Site. To minimize impacts to these areas a "capping system" has been proposed whereby a layer of culturally sterile soil would be laid down above the areas where resources are known or believed to exist. This soil will also support the proposed re-vegetation efforts. Additionally the stormwater management system has been designed to minimize impacts, through the replacement of existing culverts, the location of new culverts out of cultural resource areas, and the development of above ground storm water conveyance systems. Refer to the Cultural Resources section for more information.</p>	Consistent
<p>Policy OS-5.1. Native Species. Preserve native plant and animal species and their habitat.</p>	<p>A primary objective of the proposed project is the enhancement, recovery, and preservation of native plant and animal species. The proposed project proposes to achieve this objective through native habitat restoration, invasive species eradication, and education about sensitive species</p>	Consistent

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	and habitats, consistent with this policy. In addition, mitigation measures in the Biological Resources section have been proposed to minimize potential impacts to the greatest extent feasible.	
<p>Policy OS-7.1. Participate in Regional Planning to Improve Air Quality. Continue to cooperate with the Mendocino County Air Quality Management District (MCAQMD) in implementing the Regional Clean Air Plan.</p>	<p>Operational emissions were not quantified as the proposed project is a trail system and is considerably smaller than a recreational project that would typically exceed operational emissions thresholds established by the MCAQMD. Regardless, mitigation measures proposed in the EIR include measures to reduce potential impacts to air quality through coordination with the MCAQMD, including preparation of a dust control plan for construction activities at the project site pursuant to the requirements of the MCAQMD.</p>	Consistent
<p>Policy OS-7.2. Air Quality Standards. Seek to comply with State and Federal standards for air quality.</p>	<p>Minimal impacts to air quality are expected to result from the proposed project. Additionally, mitigation measures, including preparation of a dust control plan and Best Management Practices for reducing PM10, which the county is currently in non-attainment, are proposed in the EIR, consistent with this policy.</p>	Consistent
<p>Policy OS-9.1. Minimize Increases of Pollutants. Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes) to the extent feasible.</p>	<p>Primary pollutants associated with the proposed project include stormwater and erosion, and hazardous materials utilized during construction and waste handling. In order to accommodate the large volume of stormwater from the paved portions of the Mill Site area, six detention basins have been proposed to collect and temporarily detain stormwater. The basins would be relatively shallow and naturalized with wetland plants to encourage filtration of stormwater pollutants. The use of hazardous materials would be subject to federal, state, and local health and safety requirements; consequently, no substantial adverse impacts are anticipated. Further, the proposed project does not include use of potentially hazardous materials. Therefore, the project would not expose trail users to hazardous materials. Bio-swales are part of the project description and will minimize runoff, infiltrate on site and complete biological treatment of storm water runoff.</p>	Consistent

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<p>Policy OS-9.2. Minimize Increases in Stormwater Runoff. Development shall be designed and managed to minimize post-project increases in stormwater runoff volume and peak runoff rate, to the extent feasible, to avoid adverse impacts to coastal waters.</p>	<p>The Drainage Report prepared for the proposed project notes that installation of berms and diversions will be critical to control stormwater runoff during and after construction. Mitigation measures have also been recommended to ensure the coordination of the restoration activities with the agency-required erosion control plan/SWPPP. These measures would mitigate any potential adverse water quality and stormwater effects resulting from construction activities. The project also proposes several long-term stormwater improvements in each area of the project site, which will be designed in accordance with the Mendocino and Sonoma County SUSMP (Standard Urban Stormwater Mitigation Plan).</p>	<p>Consistent</p>
<p>Policy OS-10.1. Construction-phase Stormwater Runoff Plan. All development that requires a grading permit shall submit a construction-phase erosion, sedimentation, and polluted runoff control plan. This plan shall evaluate potential construction-phase impacts to water quality and coastal waters, and shall specify temporary Best Management Practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, and prevent contamination of runoff by construction chemicals and materials.</p>	<p>Federal, state, and local regulations, required by the City and the RWQCB, require the City to prepare an erosion control plan and SWPPP prior to initiation of project activities. Mitigation measures have also been recommended to ensure the coordination of the restoration activities with the agency-required erosion control plan/SWPPP. These measures would mitigate any potential adverse water quality and stormwater effects resulting from construction activities.</p>	<p>Consistent</p>
<p>Policy OS-11.2. Preserve Functions of Natural Drainage Systems. Development shall be sited and designed to preserve the infiltration, purification, detention, and retention functions of natural drainage systems that exist on the site, where appropriate and feasible. Drainage shall be conveyed from the developed area of the site in a non-erosive manner.</p>	<p>The proposed project would not affect the hydrology of the Glass Beach Headlands. Natural drainage conditions would not be changed. Stormwater would be accommodated onsite as it is currently, and runoff would occur within natural drainage features, over the bluff edge as sheet flow, or by percolation into the perched dunes. The drainage swale along Glass Beach Drive is not natural. The proposed project would modify this drainage, however, according to the Wetland Delineation prepared for the project, the function and value of the drainage would be equivalent to existing conditions</p> <p>Natural drainage systems on the North and South Parkland are almost non-existent due to previous topographic modifications and paving. The proposed project would to some degree, restore a more natural drainage system, although due to the drainage constraints, biological and</p>	<p>Consistent</p>

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	<p>cultural resources constraints, complete restoration of a natural drainage system is infeasible.</p> <p>Mitigation measures proposed in the EIR also include the construction of vegetated swales, maximization of onsite filtration through use of micro-topography, and gravel check dams. The project's restoration and stormwater improvements would increase pervious surfaces and allow for more natural "treatment" of stormwater. In addition, proposed native habitat revegetation would allow for more natural treatment of stormwater. Impervious surfaces will be removed by the project, and stormwater will be infiltrated close to its source to reduce the alteration of the site's natural flow regime.</p>	
<p>Policy OS-11.3: Minimize Impervious Surfaces. Development shall minimize the creation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and roof-tops), especially directly connected impervious areas, where feasible. Redevelopment shall reduce the impervious surface site coverage, where feasible. Directly connected impervious areas include areas covered by a building, impermeable pavement, and/or other impervious surfaces, which drain directly into the storm drain system without first flowing across permeable land areas (e.g., lawns).</p>	<p>The Elm Street extension and welcome area is the only component of the proposed project that would result in substantial impervious surfaces, although these areas are already impervious. Project components would result in the overall decrease in the amount of impervious surfaces at the project location, including removal of gravel and asphalt in the North Parkland and South Parkland areas, consistent with this policy.</p>	Consistent
<p>Policy OS-11.7. Avoid Steep Slopes with Highly Erodible Soil. Where feasible, development shall be sited and designed to avoid areas on steep slopes (i.e., 12% or greater) with highly erodible soil.</p>	<p>The project site does not generally include any steep slopes, except for the very steep, highly erodible coastal bluffs along the western boundary of the project site. The project has incorporated a recommended setback from the steep, erodible coastal bluffs that would allow for the safe use and maintenance of a blufftop trail for up to 150 years, assuming bluff retreat continues at current rates. This setback is in excess of that required by the City's local coastal program policy (which is to provide 100-year protection from bluff retreat).</p>	Consistent
<p>Policy OS-16.1. Coastal Access. Maximum access and recreational opportunities shall be provided consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. Provide public open space and</p>	<p>The objectives of the proposed project are consistent with this policy in that it will provide coastal access and recreational opportunities to the public, protect coastal habitats and provide educational opportunities related to the</p>	Consistent

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<p>shoreline access in the Coastal Zone. Acquisitions for coastal access shall not preclude the potential development of necessary infrastructure to support coastal-dependent uses.</p>	<p>special plant and animal habitats in the area.</p>	
<p>Policy OS-16.16. Priority to Beach Rather than Bluff Access North of Glass Beach. Where public access to both beach and blufftop areas is feasible, give a higher priority to public use of the beaches rather than to the bluffs in the design and development of accesses and the location and placement of directional signs. This policy applies to bluffs north of Glass Beach to the mouth of Pudding Creek and then easterly to the Pudding Creek Trestle.</p>	<p>The welcome plaza and parking area at the end of the Elm Street extension include interpretive signage regarding Glass Beach and development of cable stairs leading to the beach, consistent with this policy. Designated, signed beach access points have been proposed and interpretive signage will address the fragility of the bluff habitat. The trail component on Glass beach Headland is constrained to the southern and eastern edge of the parcel and so complies with this policy.</p>	<p>Consistent</p>
<p>Policy OS-16.17. Coastal Trails. Develop a continuous trail system throughout the City which connects to the California Coastal Trail system.</p>	<p>The trail is considered a portion of the California Coastal Trail. The north end of the trail would connect to the Pudding Creek Trestle and the Haul Road which continue north through MacKerricher State Park. The southern segment of the trail will connect to the Noyo Bridge sidewalk and Pomo Bluffs Park which is the southern portion of the California Coastal Trail within the city of Fort Bragg.</p>	<p>Consistent</p>
<p>Policy OS-17.3. Recreational Facilities. Provide recreational facilities to meet the needs of all Fort Bragg citizens, especially children and teenagers.</p>	<p>A major project objective is to provide enhanced recreational opportunities along the bluffs from Noyo Bay to Pudding Creek. The project includes construction of more than 4.5 miles of new multi-use and pedestrian-only trails stretching from Pudding Creek Trestle Bridge south to Soldier Bay, and from the City's wastewater treatment facility to the Noyo Bridge. The project also includes development of a 10-ac recreational field, two picnic areas, and preservation of the 2,800-ft long airstrip for passive recreational activities such as skating, biking, skateboarding, community events, etc.</p>	<p>Consistent</p>
<p>Policy OS-18.3. Public Participation. Actively solicit public participation in the selection, design, and facilities planning for existing and future park sites.</p>	<p>In 2002, the City initiated a community-based planning process that identified the Coastal Trail as the most important community goal for the re-use of the Mill Site. In 2006, the Fort Bragg community participated in a three-day design charrette to create a cohesive plan for the North Parkland. In 2010, Fort Bragg's community participated in a variety of planning activities for the South Parkland parcel,</p>	<p>Consistent</p>

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	including, three walking workshops (attended by over 300 people), a three-hour community design Charrette workshop, an open-house, and a community survey returned by 94 residents. The results of these community processes and over 30 subsequent City Council workshops form the basis of the project design, and the project description for this EIR.									
Circulation Element of the Fort Bragg Coastal General Plan (July 2008)										
<p>Policy C-1.1. Level of Service Standards. Establish the following Level of Service (LOS) standards:</p> <table border="0" data-bbox="247 634 877 971"> <tr> <td data-bbox="247 662 562 703">Signalized and All-Way-Stop Intersections Along Highway One</td> <td data-bbox="562 662 877 703">LOS D</td> </tr> <tr> <td data-bbox="247 716 562 768">Side Street Stop Sign Controlled Intersections Along Highway One (Side Street Approach)</td> <td data-bbox="562 716 877 800">LOS D, or LOS F if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.</td> </tr> <tr> <td data-bbox="247 816 562 868">Signalized and All-Way Stop Intersections Not Along Highway One</td> <td data-bbox="562 816 877 868">LOS C</td> </tr> <tr> <td data-bbox="247 881 562 933">Side Street Stop Sign Controlled Intersections Not Along Highway One (Side Street Approach)</td> <td data-bbox="562 881 877 966">LOS C, or LOS E if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.</td> </tr> </table>	Signalized and All-Way-Stop Intersections Along Highway One	LOS D	Side Street Stop Sign Controlled Intersections Along Highway One (Side Street Approach)	LOS D, or LOS F if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.	Signalized and All-Way Stop Intersections Not Along Highway One	LOS C	Side Street Stop Sign Controlled Intersections Not Along Highway One (Side Street Approach)	LOS C, or LOS E if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.	<p>According to the City's General Plan, Highway 1 between Laurel Street and Elm Street is among the most congested sections of street within the City. The Main Street/Elm Street intersection currently operates at LOS level A during both AM and PM peaks, which is above the City's desired operating level of LOS D at signalized intersections. The City's Circulation Element also notes that segments of Highway 1 operate at levels below D during peak summer periods. However as noted in Policy C-1.1, peak LOS levels of F are acceptable on stop sign controlled intersections along Highway One. The Cypress Street Road intersection was found to operate at a LOS C. These levels of service will not be impacted by the project (see Traffic Analysis section and it would comply with the City's required LOS.</p>	Consistent
Signalized and All-Way-Stop Intersections Along Highway One	LOS D									
Side Street Stop Sign Controlled Intersections Along Highway One (Side Street Approach)	LOS D, or LOS F if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.									
Signalized and All-Way Stop Intersections Not Along Highway One	LOS C									
Side Street Stop Sign Controlled Intersections Not Along Highway One (Side Street Approach)	LOS C, or LOS E if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.									
<p>Policy C-1.3. Do not permit new development that would result in the exceedance of roadway and intersection Levels of Service standards unless one of the following conditions is met:</p> <ol style="list-style-type: none"> Revisions are incorporated in the proposed development project which prevent the Level of Service from deteriorating below the adopted Level of Service standards; or Funding of prorated share of the cost of circulation improvements and/or the construction of roadway improvements needed to maintain the established Level of Service is included as a condition or development standard of project approval. 	<p>According to the City's General Plan, Highway 1 between Laurel Street and Elm Street is among the most congested sections of street within the City. The Main Street/Elm Street intersection currently operates at LOS level A during both AM and PM peaks, which is above the City's desired operating level of LOS D at signalized intersections. The City's Circulation Element also notes that segments of Highway 1 operate at levels below D during peak summer periods. However as noted in Policy C-1.1, peak LOS levels of F are acceptable. See above discussion for Policy C-1.1</p> <p>Traffic-related impacts associated with the proposed project consist of short-term construction impacts. This increase in trips would be temporary and would not adversely affect the LOS. Impacts to Average Daily Traffic would be minimal and</p>	Consistent								

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	below any level of significance. The project is anticipated to create 300 new average daily trips per day. This amounts to a 0.7% increase over current Average Daily Traffic.	
Policy C-9.3. Where feasible, incorporate pedestrian facilities into the design and construction of all road improvements.	The proposed project would double the number and miles of multi-use and pedestrian trails in the City of Fort Bragg. The added size of the trail system and increased connectivity resulting from the proposed project would increase alternative and recreational transportation options within the City of Fort Bragg.	Consistent
Policy C-9.5. Pedestrian Paths. Develop a series of continuous pedestrian walkways throughout the commercial districts and residential neighborhoods.	The proposed project would result in a substantial increase in the number of multi-use and pedestrian trails in the City of Fort Bragg. The added size of the trail system and increased connectivity resulting from the proposed project would increase alternative and recreational transportation options within the City of Fort Bragg.	Consistent
Policy C-9.6. Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.	The trail has been aligned around wetlands to the extent feasible. Some impacts to wetlands will occur for the Glass Beach Drive extension, as an existing drainage ditch will be relocated. Environmentally Sensitive Habitat Areas have been avoided where feasible by the project. Only .019 acres of ESHA will experience temporary impacts from the project. In some cases limited impacts will occur to a small number of special status plants, however the project will result in a net gain of ESHA habitat for these plants and includes mitigation of replanting special status plants. Permanent impacts to ESHA include zero acres on the North Parkland and 0.09 acres on the South Parkland. Impacts to cultural resources area have been minimized by routing the trail away from these areas where feasible, and constructing the trail above a protective cultural resources cap where the trail cannot be rerouted.	Consistent
Policy C-10.1. Comprehensive Bikeway System. Establish a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.	The proposed project includes a safe multi-use trail system which will accommodate bicycles and increase connectivity from the Mill Site to MacKerricher State Park to the north and Pomo Bluffs Park to the south.	Consistent

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Policy C-10.5. Bicycle Parking. Provide adequate and secure bicycle parking at public transit facilities, park and ride lots, schools, the library, parks, City offices, and commercial areas.	The welcome area includes development of two new parking areas, which would also include bicycle parking, consistent with this policy.	Consistent
Policy C-11.2. Handicapped Access. In conformance with State and Federal regulations, continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access.	The Multi-Use trail will be handicapped accessible along its length, although the side trails will not be handicapped accessible. In addition, three handicapped accessible restrooms will be developed at the Elm Street parking area, the turnaround area by the Waste Water Treatment Plant and the Runway parking area. Handicapped parking will be provided at the Trestle Bridge parking area, the Elm Street Parking Area and the Runway parking area.	Consistent
Community Design Element of the Fort Bragg Coastal General Plan (July 2008)		
Policy CD-1.1. Visual Resources. Permitted development shall be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance scenic views in visually degraded areas.	The project is located in an area with numerous high quality visual resources; however, it has been designed to protect views and scenic vistas along the ocean. The proposed improvements are generally limited to restoration, trail building activities, minimum drainage improvements, and limited signage and other improvements (kiosk, interpretive panels). The only structures being proposed are three restroom/maintenance buildings, which are small in scale compared to the expansive scenic vistas and will utilize non-obtrusive colors and materials. Signage and fencing improvements have been minimized and are generally 48-inches tall or less. Given that the project would include numerous acres of ecological restoration, the proposed project would have a beneficial effect on the onsite visual character.	Consistent
Policy CD-1.4. New development shall be sited and designed to minimize adverse impacts on scenic areas visible from scenic roads or public viewing areas to the maximum feasible extent.	The project is located in an area with numerous high quality visual resources; however, it has been designed to protect views and scenic vistas along the ocean. The proposed improvements are generally limited to restoration, trail building activities, minimum drainage improvements, and limited signage and other improvements (kiosk, interpretive panels). The only structures being proposed are three restroom/maintenance buildings, which are small in scale	Consistent

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	<p>compared to the expansive scenic vistas and will utilize non-obtrusive colors and materials. Signage and fencing improvements have been minimized and are generally 48-inches tall or less. Given that the project would include numerous acres of ecological restoration, the proposed project would have a beneficial effect on the onsite visual character.</p>	
<p>Policy CD-1.5. All new development shall be sited and designed to minimize alteration of natural landforms by:</p> <ol style="list-style-type: none"> 1. Conforming to the natural topography. 2. Preventing substantial grading or reconfiguration of the project site. 3. Minimizing flat building pads on slopes. Building pads on sloping sites shall utilize split level or stepped-pad designs. 4. Requiring that man-made contours mimic the natural contours. 5. Ensuring that graded slopes blend with the existing terrain of the site and surrounding area. 6. Minimizing grading permitted outside of the building footprint. 7. Clustering structures to minimize site disturbance and to minimize development area. 8. Minimizing height and length of cut and fill slopes. 9. Minimizing the height and length of retaining walls. 	<p>The project has been designed to protect views and scenic vistas along the ocean. The project components will conform to the natural topography of the site to the greatest extent feasible. Minimal grading and cut and fill activities will be required. The most substantial structures, three restrooms and maintenance building, will be situated adjacent to the existing wastewater treatment plant or in parking lots, and would not have an impact on existing resources.</p>	<p>Consistent</p>
<p>Policy CD-1.7. Bluff Face and Bluff Retreat Setback Development. Development on the bluff face and within the bluff retreat setback shall be limited to the following uses with a conditional use permit where there is no feasible less environmentally damaging alternative, feasible mitigation measures have been provided to minimize all adverse environmental impacts, and allowable structures are designed be visually compatible with the surrounding area to the maximum extent feasible.</p> <ol style="list-style-type: none"> a. Engineered accessways or staircases to beaches, boardwalks, viewing platforms, and trail alignments for public access purposes, b. Pipelines to serve coastal dependent industry, c. Habitat restoration, 	<p>The proposed project includes components for a beach access way and staircase, trail alignments for public access purposes, and habitat restoration, consistent with this policy. Additionally, the project has been designed to protect visual resources as discussed above.</p>	<p>Consistent</p>

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<p>d. Hazardous materials remediation, and</p> <p>e. Landform alterations where such alterations re-establish natural landforms and drainage patterns that have been eliminated by previous development activities.</p>		
Safety Element of the Fort Bragg Coastal General Plan (July 2008)		
<p>Policy SF-1.1. Minimize Hazards. New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard; and (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.</p>	<p>Improvements include the construction of parking facilities, road extension, multi-use trails, pedestrian trails, the cable stairs to the beach, drainage improvements, and utility extensions and connections. The only structures proposed include three approximately 99 square foot (ft²) restroom/maintenance buildings. No habitable structures and no structures with high occupancy rates are proposed. In general, due to the type and limited scale of the improvements proposed, the flat topographic conditions, and relatively shallow depth to bedrock, geologic and seismic hazards can be avoided or minimized by employing sound engineering practice in the final design and construction. Drainage improvements have been incorporated into the project design to mitigate flood hazards to the greatest extent feasible. No protective devices or alterations to natural landforms or bluffs and cliffs will be required, consistent with this policy.</p>	Consistent
<p>Policy SF-1.2. All ocean-front and blufftop development shall be sized, sited, and designed to minimize risk from wave run-up, flooding, and beach and bluff erosion hazards, and avoid the need for a shoreline protective structure at any time during the life of the development.</p>	<p>The project has incorporated a recommended setback from the steep, erodible coastal bluffs that would allow for the safe use and maintenance of a blufftop trail for up to 150 years, assuming bluff retreat continues at current rates. This setback is in excess of that required by the City's local coastal program policy (which is to provide 100-year protection from bluff retreat).</p>	Consistent
<p>Policy SF-1.4. Blufftop Setback. All development located on a blufftop shall be setback from the bluff edge a sufficient distance to ensure that it will be stable for a projected 100-year economic life. Stability shall be defined as maintaining a minimum factor of safety against sliding of 1.5 (static) or 1.1 (pseudostatic), as described in Section 18.54.040(F) of the Coastal Land Use and Development Code. This requirement shall apply</p>	<p>The project has incorporated a recommended setback from the steep, erodible coastal bluffs that would allow for the safe use and maintenance of a blufftop trail for up to 150 years, assuming bluff retreat continues at current rates. This setback is in excess of that required by the City's local coastal program policy (which is to provide 100-year</p>	Consistent

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to the principal structure and accessory or ancillary structures. Slope stability analyses and erosion rate estimates shall be performed by a licensed Certified Engineering Geologist or Geotechnical Engineer.	protection from bluff retreat).	
Policy SF-1.5. Siting and design of new blufftop development and shoreline protective devices shall take into account anticipated future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered. Development shall be set back a sufficient distance landward and elevated to a sufficient foundation height to eliminate or minimize to the maximum extent feasible hazards associated with anticipated sea level rise over the expected 100-year economic life of the structure.	Sea level rise will have an impact on the project site because it could result in accelerated rates of erosion. The project has incorporated a recommended setback from the steep, erodible coastal bluffs that would allow for the safe use and maintenance of a blufftop trail for up to 100 years, assuming bluff retreat continues at current rates. All components are located at 40+ feet above sea level. Therefore anticipated sea level rise of 5 to 7 feet within the next 100 years will not have a direct impact on the project site.	Consistent
Policy SF-1.7. Alterations to Landforms. Minimize, to the maximum feasible extent, alterations to cliffs, bluff tops, faces, or bases, and other natural land forms in the Coastal Zone. Permit alteration in landforms only if erosion/runoff is controlled and if there is no other feasible environmentally superior alternative or where such alterations re-establish natural landforms and drainage patterns that have been eliminated by previous development activities.	Alterations to natural landforms associated with the proposed project are minimal and the project has been designed to preserve natural drainage patterns. Additionally, mitigation measures have been proposed in the EIR that minimize the threat of erosion and stormwater pollution to the greatest extent feasible, consistent with this policy.	Consistent
Policy SF-1.8. Floodplain Development. Limit new development in floodplains in the Coastal Zone, including but not limited to those floodplain areas shown on Map SF-2, to those uses allowed in the Open Space land use designation consistent with all other applicable requirements of the LCP.	No project components are located within the 100-year Flood Zone. Pocket beaches, located on the down bluff portion of the site are located within the 100-year flood zone. However no project improvements are slated for these areas. The Open Space and Timber Resources Industrial Land Uses permit passive and active recreational features and supportive structures. Allowable uses also include restrooms, storage sheds and other structures required to provide for maintenance of land and/or in support of recreational uses. Proposed development activities associated with the proposed project are consistent with these uses, and include habitat restoration, recreational trail development, and rehabilitation of degraded coastal bluffs, interpretive natural resource signage, stormwater improvements, and a restroom/storage building. These developments are in support of recreational uses. Additional development proposed, including access roads, parking, a welcome plaza and recreational field would be located outside of flood zone	Consistent

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	areas.	
<p>Policy SF-1.9. Bluff Face and Bluff Retreat Setback. Prohibit development on the bluff face and within the bluff retreat setback because of the fragility of this environment and the potential for resultant increase in bluff and beach erosion due to poorly-sited development except that the following uses may be allowed with a conditional use permit:</p> <ul style="list-style-type: none"> a. Engineered accessways or staircases to beaches, boardwalks, viewing platforms, and trail alignments for public access purposes; b. Habitat restoration; c. Hazardous materials remediation. 	The project proposes development of a staircase to the beach, beach accessways, and trail alignments for public access purposes, as well as habitat restoration, consistent with this policy.	Consistent
<p>Policy SF-2.1. Seismic Hazards. Reduce the risk of loss of life, personal injury, and damage to property resulting from seismic hazards.</p>	The only structures proposed include three approximately 99 ft ² restroom/maintenance buildings. No habitable structures are proposed. In general, due to the type and limited scale of the improvements proposed, the flat topographic conditions, and relatively shallow depth to bedrock, geologic and seismic hazards can be avoided or minimized by employing sound engineering practice in the final design and construction.	Consistent
<p>Policy SF-2.2. Require professional inspection of foundations and excavations, earthwork, and other geotechnical aspects of site development during construction on those sites specified in soils, geologic, and geotechnical studies as being prone to moderate or high levels of seismic hazard.</p>	The project site is not considered as being prone to moderate or high levels of seismic hazard. In general, due to the type and limited scale of the improvements proposed, the flat topographic conditions, and relatively shallow depth to bedrock, geologic and seismic hazards can be avoided or minimized by employing sound engineering practice in the final design and construction.	Consistent
<p>Policy SF-3.1. Flood Hazards. Ensure adequate standards for development in the 100-year floodplain.</p>	Very limited portions of the project area are located within the 100-year flood zone. Some passive recreational uses would potentially occur within the flood zone.	Consistent
<p>Policy SF-3.2. Storm Drainage. Continue to maintain effective flood drainage systems and regulate construction to minimize flood hazards.</p>	The Drainage Report prepared for the proposed project notes that installation of berms and diversions will be critical to control stormwater runoff during and after construction.	Consistent

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
	<p>This has been done to some extent already. Mitigation measures have also been recommended to ensure the coordination of the restoration activities with the agency-required erosion control plan/SWPPP. These measures would mitigate any potential adverse water quality and stormwater effects resulting from construction activities. The project also proposes several long-term stormwater improvements in each area of the project site.</p>	
<p>Policy SF-8.1. Protection from Hazardous Waste and Materials. Provide measures to protect the public health from the hazards associated with the transportation, storage, and disposal of hazardous wastes (TSD Facilities).</p>	<p>Primary pollutants associated with the proposed project include stormwater and erosion, and hazardous materials utilized during construction and waste handling. In order to accommodate the large volume of stormwater from the paved portions of the Mill Site area, six detention basins have been proposed to collect and temporarily detain stormwater. The basins would be relatively shallow and naturalized with wetland plants to encourage filtration of stormwater pollutants. The use of hazardous materials would be subject to federal, state, and local health and safety requirements; consequently, no substantial adverse impacts are anticipated. Further, the proposed project does not include use of potentially hazardous materials. The site has been remediated under a cleanup order from DTSC to a level appropriate for passive recreation use. The project mitigations include compliance with a soil management plan, which will result in less than significant impacts for construction workers. Therefore, the project would not expose trail users or construction workers to hazardous materials. Tribal gathering of plants will be guided by DTSC recommendations.</p>	<p>Consistent</p>
<p>MacKerricher State Park General Plan (Directives)</p>		
<p>The primary objective of vegetation management in MacKerricher State park shall be to manage toward a natural condition with a minimum of disruption to natural processes. In order to perpetuate the natural diversity of native flora and fauna, a secondary objective shall be to restore and perpetuate native communities to the condition that would currently exist had they not been disrupted by Euroamerican influence.</p>	<p>The Project includes construction of a multi-use trail on top of an existing dirt road. This project will not have any impacts to natural resources.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
Special plants within MacKerricher State Park shall be protected and managed for their perpetuation in accordance with state law (PRC Division 2, Chapter 10, Section 1900). Plant species listed as rare, threatened, or endangered under state law or as endangered or threatened under federal law shall be a high management priority. Any proposed activity that would potentially affect plants listed by the state shall require formal consultation with the California Department of Fish and Game as specified in the California Endangered Species Act.	The project includes construction of a multi-use trail on top of an existing dirt road. This project will not have any impacts to natural resources or special status plants.	Consistent
The department shall pursue a long range objective of reducing exotic plants established in the park. The highest priority for control efforts shall be given to those species most invasive and conspicuous in the park.	The proposed project includes provisions for the removal of invasive Himalayan blackberry along the fence line between Glass Beach Headlands and the City's North Parkland Parcel.	Consistent
The department shall protect and perpetuate native wildlife species and their habitats and shall avoid significant imbalances caused by human influences. Natural habitats altered by human influence since 1800 A.D. should be restored as nearly as possible to condition that would exist had natural processes not been disrupted.	The project includes construction of a multi-use trail on top of an existing dirt road. This project will not have any impacts to natural resources or special status plants.	Consistent
Threatened, endangered, and candidate wildlife species in the park shall be a high management priority. These species shall be protected and managed for their perpetuation in accordance with state and federal law.	The project includes construction of a multi-use trail on top of an existing dirt road. This project will not have any impacts to natural resources or special status plants.	Consistent
No development involving ground disturbing activity shall be undertaken on the known prehistoric sites at MacKerricher State Park without prior review by and consent of a department archaeologist.	The project includes construction of a multi-use trail on top of an existing dirt road. There are no known cultural resources in this area.	Consistent
The department's objective is to protect the scenic resources of MacKerricher State Park from all unnecessary degrading intrusions, both within the park and within its viewshed.	The project within State Park's property includes construction of a multi-use trail on top of an existing dirt road. The City's proposed parking lot will be visible from this multi-use trail, however the existing view from this dirt road is to an abandoned industrial site, thus installation of a parking lot will not degrade the existing view. Additionally the project will include the removal of an unsightly and unmaintained informal parking lot at the entrance to the facility which will improve the viewshed from this area of the park.	Consistent
New trail construction shall minimize effects on natural, cultural, and	The project includes construction of a multi-use trail on top of	Consistent

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
scenic resources. Proposed trail routes shall be reviewed by a department resource ecologist and a department archaeologist to evaluate impacts and shall be approved by the District Superintendent. All unauthorized existing trails shall be abandoned and restored to natural contours and conditions.	an existing dirt road. There are no known cultural resources in this area.	

3.1.2 Traffic and Transportation / Pedestrian and Bicycle Facilities

The traffic section discusses the project’s impacts on traffic and circulation, both during construction (construction impacts) and after completion of the project (long-term impacts). Recreational trails are also covered in this section of the document.

3.1.2.1 Regulatory Setting

The City of Fort Bragg is committed to carrying out the Americans with Disabilities Act of 1990 (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

Caltrans began requiring Transportation Management Plans (TMP) in 2000 for all planned activities on the state highway system. A TMP is a program of activities for alleviating or minimizing work-related traffic delays through use of public awareness campaigns, motorist information, demand management, incident management, system management, construction methods and staging, and alternate route planning. The proposed project would include construction traffic, including haul trucks, on Highway 1 and visitors to the project would access the project site from the Highway 1/Cypress Street intersection and the Highway 1/Elm Street intersection.

City of Fort Bragg Coastal General Plan Circulation Element Policies

Transportation system requirements for within the City are subject to the policies and plans of the City’s Department of Public Works. They outline policies and standards regarding use of public roads in the Circulation Element of the County’s General Plan. The policies and standards provide guidance in defining whether proposed projects are consistent with established roadway capacity levels and intersection levels of service (LOS), and where transportation improvement projects are needed to address new development. The City’s Circulation Element establishes the following LOS standards (refer to Table 3-2).

Table 3-2. City of Fort Bragg Level of Service Standards

Intersection Type	LOS Standards
Signalized and All-Way-Stop Intersections Along Highway One	LOS D
Side Street Stop Sign Controlled Intersections Along Highway One (Side Street Approach)	LOS D, or LOS F if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.
Signalized and All-Way Stop Intersections Not Along Highway One	LOS C
Side Street Stop Sign Controlled Intersections Not Along Highway One (Side Street Approach)	LOS C, or LOS E if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.

3.1.2.2 Affected Environment

Local Street Network and Intersections

The local street network relevant to the proposed project is comprised of Highway 1 – known as Main Street within the City Limits, but always referred to as Highway 1 in this document – Elm Street, Glass Beach Drive, and Cypress Street (refer to Table 3-3). The North Parkland would be accessed from Elm Street and Glass Beach Drive. The South Parkland would be accessed from Cypress Street. Highway 1 provides access to those streets.

Table 3-3. Affected Street Network

Road Name	Classification
Highway 1	Arterial
Elm Street	Minor Collector
Glass Beach Drive	Local
Cypress Street	Minor Collector

The City's Circulation Element identifies significance criteria for intersections based on LOS criteria. LOS is measured on a scale from LOS A to LOS F, where LOS A represents free flow activity and LOS F represents overcapacity operation. According to the City's General Plan, Highway 1 between Laurel Street and Elm Street is among the most congested sections of street within the City. The Main Street/Elm Street intersection currently operates at LOS level A during both AM and PM peaks, which is above the City's desired operating level of LOS D at signalized intersections. The City's Circulation Element also notes that segments of Highway 1 operate at levels below D during peak summer periods. However as noted above in Policy 1.1 of the City, peak LOS levels of F are acceptable. Due to the existing low level of traffic on collector and local roads, no other LOS issues exist.

Intersections that would provide access to the project site include Highway 1/Elm Street, Highway 1/Cypress Street, and Elm Street/Glass Beach Drive; LOS for these intersections are shown in Table 3-4. The Cypress Street intersection was specifically discussed in the Baseline Report prepared for the Mill Site Specific Plan (Hexagon 2008). The intersection is described in detail below.

Highway 1 is a four-lane road (two north and two southbound lanes) north and south of the Cypress Street intersection. Traffic at the intersection is limited as the road serves the vacant former Mill Site to the west and limited commercial and residential to the east. There is currently no public coastal access from this point. The comprehensive traffic study for the Mill Site Specific Plan for the Highway 1/Cypress Street intersection notes that this signalized intersection operates at a LOS B in the AM and a LOS C in the PM peak hours.

Table 3-4. Affected Intersections

Intersection	LOS (Friday, PM)
Highway 1/Elm Street	A ¹
Highway 1/Noyo Point Road	C ²
Elm Street/Glass Beach Drive	No data

¹Source: Circulation Element

²Source: Specific Plan Traffic Study

Local Pedestrian and Bicycle Network

The City of Fort Bragg includes relatively well developed pedestrian and bicycle facilities, particularly in the downtown business district. Along Highway 1, sidewalks extend along both sides of Highway 1 from Maple Street to Spruce Street. South of Maple and north of Spruce, sidewalks exist only on the eastside of Highway 1. Elm Street and Glass Beach Drive both include complete sidewalks on one side, north and east, respectively. As a result, Glass Beach Headlands, North Parkland, and the South Parkland would be served by a 95 percent complete sidewalk system from downtown. Additionally there is currently a designated pedestrian crossing at Highway 1 and Cypress Street, however sidewalk improvements are limited to the east side of the highway in this area. Highway 1 is a designated Class II and Class III bikeway within the City, and the City’s Bike Master Plan recommends providing all Class II bikeways along the highway through the City Limits. In addition, portions of Harrison and Franklin Streets (which run parallel to Highway 1) are also designated as bike lanes and include striping and signage (refer to Figure 3–1). Elm Street and Glass Beach Drive are also designated bikeways.

From the north end of Glass Beach Drive, cyclists or pedestrians can connect to the Pudding Creek Trestle Bridge and continue north through MacKerricher State Park.

Other than along Glass Beach Drive, there are no existing sidewalks or bike lanes within the project site, as it is currently not open for public use.

From the South Parkland bicyclists and pedestrians can continue south over the Noyo Bridge via a dedicated seven foot wide sidewalk or an eight foot wide Class II bikeway to Pomo Bluffs Park which provides an additional 0.7 miles of multi-use paths.

Parking

Existing parking in the Glass Beach Headlands and North Parkland area includes a formal and informal lot, and on-street parking. Eighteen formal parking places exist at the north end of Glass Beach Drive (see “North Lot” in Table 3-5 below). An additional approximately seventeen spaces exist in an undeveloped parking area at the northwest corner of Elm Street and Glass Beach Drive (see “South Lot” in Table 3-5 below). Room for parallel parking exists along approximately 3,000 feet of Glass Beach Drive, and additional parallel parking opportunities exist along Elm Street, east of Glass Beach Drive (refer to Table 3-6). No existing parking exists at the South Parkland as it is private, undeveloped property.

Existing Use of Glass Beach Headlands

In July 2008 the Mendocino Land Trust prepared the “Glass Beach Headlands Visitor Use Survey” (Use Survey). The survey was performed in July during the peak visitor season. The survey concluded that the site attracts up to approximately 1,200 visitors on a peak day, with the period between 11 a.m. and 5 p.m. the busiest. Group size was between two and three people and between 40 and 90% of users arrived by automobile, depending on the parking area surveyed. The southern, unimproved lot had a higher use rate and 90% of visitors arrived by automobile. The use survey results are summarized in Table 3-5.

Table 3-5. Glass Beach Headlands Visitor Survey Summary

Statistic	North Lot	South Lot
Peak Daily Use Weekend	405	863
Peak Hourly Use (%)	16	16
Group Size (approx)	2	3
Arrived by auto (%)	39	91
Total trips by auto peak hour	13	42

Figure 3-1. Affected Intersections and Existing Bikeways



To calculate the peak hour automobile trips made to the site during the survey, the total number of users in a day was multiplied by the percent that arrived by automobile, and divided by the average group size. For the North lot that includes 405 visitors, 39%, and 2. For the South lot it includes 863, 91%, and 3 (42 trips). There is therefore a daily maximum of 344 trips made to the site by automobile. Based on the Use Survey, approximately 16% of the trips were made to the site during the busiest hour (noon to 1p.m.). Therefore the number of auto trips made to the site during the *peak hour* was 16% of 344, or 55 trips. Assuming all 55 trips required parking facilities at the same time, they could be accommodated in the existing 35 formal and informal parking spaces, with an additional twenty parking in parallel parking on Glass Beach Drive and/or Elm Street.

It is important to clarify that this approximates the busiest hour of the busiest day surveyed and is considerably higher than the average use. Weekday use of the site was approximately 20% lower than weekend, and “off-season” use would be lower still by a factor of 50 to 70 percent lower.

As a point of comparison, Pomo Bluffs Park, an adjacent park to the south of the project site offers 43 parking spaces and on a recent August summer day at noon only nine of these parking spaces were filled: this parking lot typically has less than 50% utilization (Jones 2011).

Once developed, the Fort Bragg Coastal Trail may attract more users than the existing park. Future users will access a large new park area (87+ acres), while the existing adjacent Glass Beach Park is only 33 acres so the number of users (and therefore the impacts) will be attenuated over a much larger area. Finally, since the analysis focused on the busiest hour of the busiest day of the year and since the population of Fort Bragg is limited and the improvements are not sufficient to attract visitors to Fort Bragg that would otherwise not come here, the completion of the Fort Bragg Coastal Trail will be more than adequately served by the parking provided by the project.

3.1.2.3 Environmental Consequences

Methodology

A significant increase in area traffic is not anticipated as a result of the proposed project, and existing levels of service were qualified based on applicable county and city plans and reports. Neighborhood, pedestrian and bicycle related impacts were assessed by qualifying the existing and estimated trip generation for the proposed project, identifying neighborhood areas and facilities currently affected by visitor use, and determining the need for additional facilities or services. Safety impacts and any need for additional safety controls were determined through analysis of estimated increases in traffic and accident data provided by Caltrans and staff’s local knowledge of the area.

The significance of potential transportation and circulation impacts are based on whether or not the proposed project would: cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); exceed, either individually or cumulatively, a LOS standard established by the City Public Works Department for designated roads or highways; substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or

incompatible uses; result in inadequate emergency access; or result in inadequate parking capacity.

Impacts

Short-term (construction) Impacts

Construction of the proposed project would occur over approximately four years due to the scale of the restoration efforts proposed. Construction traffic would primarily use Elm Street access for the North Parkland project, and the Cypress Street entrance of the Mill Site for the South Parkland project. Heavy equipment would be necessary to construct the project. The majority of truck trips made to and from the site would be those for removal of existing pavement and gravel in the North and South Parkland, and to haul in fill material for a cultural resource cap and habitat restoration.

Construction of the project is anticipated to take place in 2014 and 2015, with some restoration activities extending into the 2016 to 2017 timeframe. The North Parkland component of the project would require importation of up to 12,000 CY of imported fill (primarily for restoration activities and a cultural resource protection cap), and would require the removal of up to 10,750 CY of asphalt and gravel. Some of the asphalt will be reused on site for base materials for the trails and as storm water management checks on the project site. Much of the gravel will be reused as base-rock for project parking lots and trails. The South Parkland component does not require as much fill nor is there as much asphalt and/or gravel to be removed. Fill for the South Parkland will come from the North Parkland site and will consist primarily of gravel base for trail construction. Likewise some soil fill from the south parcel will be transported to the north parcel for construction of the restoration soil substrate and cultural resources cap. The amount of imported material (primarily sands from the dredge spoils) would be 12,000 to 14,000 CY and an additional 10,000 cubic yards of material (primarily gravel) will be moved within the south parcel. Total earthwork required for the project would be approximately 43,460 CY.

The import and export of material would be the largest construction-related trip producing activity. At 18 CY per truck, hauling the imported and exported fill, gravel and asphalt (28,750 CY) would require approximately 1,597 round trips. Major earth work will be completed in two to four summer months. This activity would generate 13 one way trips per day. There would also be additional employee trips to the site during this time. It should be noted however that the majority of the fill material would likely come from the Noyo Harbor dredge spoils pile, which is located immediately adjacent to the site and is accessible by a private road from the site. If 12,000 CY of dredge spoils are reused as a restoration substrate for the Coastal Trail, a total of 660 trips would be generated over a month, or 33 truck trips per business day. In order to minimize impacts to neighboring residential and commercial uses, the truck trips will be limited to the hours of 8:00 am to 5:00 pm each day.

This increase in the number of trips added to the City's circulation network would be temporary and would not significantly impact the LOS.

Long-term Operational Impacts

Pedestrian and Bicycle Network

The proposed project would result in a substantial increase in the number of multi-use and pedestrian trails in the city. The added size of the trail system and increased connectivity resulting from the proposed project would increase alternative and recreational transportation options within the city. This may reduce the number of trips made by auto to

the Glass Beach Headlands, although any benefits cannot be quantified at this time. The project would not adversely affect any existing bicycle or pedestrian facilities.

Local Street Network and Intersections

This analysis assumes that the proposed project would not necessarily generate “new” trips, but would instead divert trips which would have otherwise gone to another recreational facility in and around the city. The analysis focuses on the two affected intersections to which trips may be diverted.

Highway 1/Elm Street Intersection

This intersection would be used to access the North Parkland components of the project. Based on the Specific Plan Transportation Analysis report, which used traffic counts performed in July 2008, the intersection operates at LOS A/A. It notes that a total of 119 trips are made west on Elm Street from that intersection. Based on the Use Survey data, approximately 55 of those trips are made to the Glass Beach Headlands. Total volume at the intersection is 1,376 during peak periods.

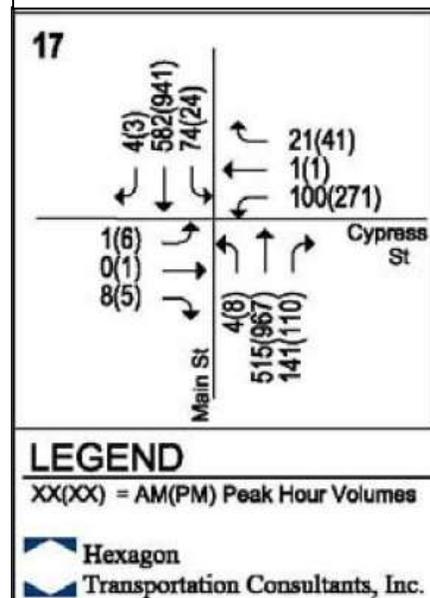
In the event that the proposed project diverts 10 additional trips from Highway 1 during the peak hour (an 18% increase from current use of the Glass Beach Headlands) it would only marginally increase westbound traffic from 119 to 129 trips, and the total use of the intersection from 1,376 to 1,377. Considering this intersection already serves the popular Glass Beach Headlands and is currently operating at LOS A/A even during peak summer periods, this relatively small increase of peak period proposed project would not affect the LOS or otherwise adversely affect this intersection.

Highway 1/Cypress Street Intersection

This intersection would be used to access the South Parkland. This intersection operates at LOS B in the AM peak hour and Loss C in the PM peak hour. Total volume at the intersection onto and off of the western approach (which provides access to the Coastal Trail Parking Lot) is extremely low at 16 turns per hour in the morning (all geometries) and 24 turns in the PM peak hour (all directions). Clearly this intersection is extremely underutilized especially given that it has dedicated left and right turn lanes on every approach to the intersection.

Because it is further from downtown, lacks the attraction of Glass Beach, and the connection to other recreational opportunities such as the Haul Road and MacKerricher State Park, the South Parkland component would likely not see use rates as high as the Glass Beach Headlands. For purposes of this analysis, it is assumed that peak hour use rates would be approximately 25 visits (50 one way trips), less than half of the northern components. It is assumed that 50% of these trips would be made from drivers headed northbound Highway 1, and 50% from those headed southbound.

Chart 3-1: Cypress Street & Main Street: traffic volumes 2008 AM and PM peak hour.



The proposed project would potentially increase the traffic volume on Cypress Street west of Highway 1 from 24 to 74 during the PM peak period. These trips would be distributed both onto the North and South bound highway. The project is not anticipated to change the LOS C during this period as the increased traffic will be easily accommodated with the existing signalization timing at this intersection. .

The proposed Cypress Street connection design allows for queuing of motorists leaving and entering the Mill Site for access to the coastal trail from Highway 1.

Parking

At Glass Beach Headlands and the North Parkland, parking areas would be reconfigured and added. At the South Parkland a new parking area would be constructed. Proposed changes to the existing parking conditions are shown in Table 3-6.

Table 3-6. Existing and Proposed Parking Capacity

Parking Areas		Existing Capacity	Proposed Capacity	Comments
Glass Beach and North Parkland	North Lot (Glass Beach Dr.)	18	18	Parking lot
	South Lot (Glass Beach Dr.)	17	0	To be removed
	Glass Beach Dr./Elm St.	>30	>30	On street/parallel
	Welcome Center	n/a	36	Parking lot
Total		65	84	
South Parkland	South Parkland	0	38	Parking lot

Based on Table 3-6, the proposed parking lots would accommodate the peak hourly use by automobile described previously (55 at the North Parkland and 25 at the South Parkland). In some cases, trail users may remain for more than one hour, and therefore additional spaces may be required. This “overflow” parking necessary during high use periods would be available on Glass Beach Drive, Elm Street and at Pomo Bluffs Park as it is currently. The Elm Street extension to the parking area would provide additional overflow parallel parking as well. Based on the information in Table 3-6, the project would not adversely affect parking.

ADA Compliance

Both parking lots include two dedicated ADA parking spaces each in compliance with State and Federal ADA requirements. All three restrooms will provide handicapped accessible stalls and sinks in compliance with State and Federal ADA law. The hard surface trails have been designed to be ADA compliant with an asphalt surface of 8 feet in width and a grade of less than 5% slope. Additionally all benches along the length of the trail will be ADA compliant.

Vehicular/Pedestrian/Bicyclist Safety

The North Parkland and Glass Beach Headlands are accessible from Highway 1 via the signalized Elm Street and Highway 1 intersection. Pedestrians and cyclists would be able to

reach these northern components of the project via existing designated bikeways and sidewalks (refer to Figure 3–1). The low-volume surface streets in this area also allow for vehicles to queue and for emergency vehicles to access the site, as necessary.

The South Parkland pedestrian and bicycle access is located at the Highway 1/Noyo Point Road intersection. This intersection is un-signalized. Pedestrians and cyclists will access the multi-use trail from this location. Caltrans is planning to install sidewalk between Cypress Street and Noyo Point Road which will allow for ADA and safe pedestrian access across Highway 1 (at the signalized Cypress Street) and southbound along Highway 1 for one block to the multi-use trail entrance at the corner of Noyo Point Road and Highway 1. Pedestrians and cyclist on the west side of Highway One, will not need to cross Highway 1 and can access the site from the south over the Noyo Bridge, which has safe separated pedestrian access) or from the north via the large Highway 1 shoulder in the short term and the sidewalk, once it is installed by Caltrans.

In a letter submitted to the City (Robertson 2011) Caltrans agreed with the 2011 EIR conclusions that the proposed project would have “less than significant impacts to State Route 1.” However it noted that the then proposed access and parking area (at Noyo Point Road) were not optimal and that the mixing of traffic streams (residential and recreational) and limited turning radius provided by the proposed project at Noyo Point Road, among other things should be addressed during subsequent project development. Caltrans suggested that to avoid these less-than-optimal conditions, the City could utilize the Cypress Street intersection to access the South Parkland. The revised design includes access from Cypress Street as requested by Caltrans.

Based on input from Caltrans and review of existing traffic analysis for the Mill Site, the proposed entrance at Cypress Street to the South Parkland is the ideal design. Proposed and potential future projects such as the planned ADA improvements, South Main Street Access and Beautification Plan, and redevelopment of the Mill Site would further enhance access to the South Parkland for all users.

3.1.2.4 No Project Alternative

This alternative would not include construction activities, and therefore would not include short-term impacts. The No Build Alternative would not change existing traffic volumes or distribution. No adverse impacts would result. It would also not include the beneficial impacts associated with the expansion of the alternative transportation network in Fort Bragg. This alternative would not include new improvements or alter existing parking capacities.

3.1.2.5 Reduced Trail Alternative

This alternative would include the restoration components of the proposed project and therefore the total number of truck trips would be similar. Because this alternative would not include as much trail construction, it may result in marginally fewer employee trips and construction activity. This alternative would include parking improvements on Noyo Point Road that would result in traffic entering highway 1 from a non-signalized intersection. This project design was examined in the 2011 EIR and a mitigation measure was required to address pedestrian and bicyclist safety at the intersection.

The mitigation measure to address concerns at the Noyo Point Road intersection follows:

TR/mm-1 The City of Fort Bragg shall coordinate with Caltrans to identify and develop designated pedestrian access to the South Parkland as needed. The measure may include a high visibility crosswalk with bulb outs and a pedestrian safety island be installed at the Highway 1/Noyo Point Road intersection. Design and installation within the right of way of Highway 1 shall be completed as required by Caltrans.

The reduced trail component would potentially attract fewer users, especially bicyclists, as compared to the proposed project. With the implementation of the mitigation measure no adverse effects would result.

3.1.2.6 Avoidance, Minimization, and/or Mitigation Measures

No measures beyond what are standard procedures for Caltrans, including preparation of a TMP to minimize short-term construction related effects and coordinating striping and signage through encroachment permit process are required.

3.1.2.7 Cumulative Impacts

The proposed project would not result in an adverse effect that would be considered cumulatively considerable, in light of the plans for future development in the vicinity of the project.

3.1.3 Visual / Aesthetics

This section includes an evaluation of the potential of the proposed project and alternatives to adversely affect visual resources. Terminology used in this section is defined as follows:

The **character** of a view is described by the topography, land uses, scale, form, and natural resources depicted in the view. The assessment of the visual character is descriptive and not evaluative because it is based on defined attributes.

Visual quality refers to the aesthetics of the view. Determining the quality of a view can be subjective because it is based in part on the viewer's values and notions about what constitutes a quality setting. In an effort to establish an objective framework, this assessment applies the evaluative criteria qualitative rankings (low, medium, and high) presented in the FHWA guidelines.

Views of **high quality** have topographic relief, a variety of vegetation, rich colors, impressive scenery, and unique natural and/or built features. Views of **medium quality** have interesting but minor landforms, some variety in vegetation and color, and/or moderate scenery. Views of **low quality** have uninteresting features, little variety in vegetation and color, uninteresting scenery, and/or common elements.

Visual resources within a view may include unique views, views identified as important in local plans, or views from scenic highways. **Viewer groups/sensitivity** refers to those who would see the project both during construction and after its completion and whether the viewers are likely to have a low, moderate, or high level of concern about the aesthetic changes resulting from the project.

3.1.3.1 Regulatory Setting

City of Fort Bragg Coastal General Plan Community Design Element

The Community Design Element of the Coastal General Plan includes a number of policies relevant to the proposed project. For a list of specific policies and a consistency determination please refer to the Land Use section.

3.1.3.2 Affected Environment

Project Vicinity

The city is located in an area with numerous high quality visual resources. These include the coastal mountains, rivers, redwood forests, the marine terrace, bluffs, and the rocky coastline of the Pacific Ocean. Uninterrupted views of these resources from public places and roads are common and expansive. Urban development has been relatively limited in Mendocino County; the area, including the City of Fort Bragg, is a highly popular tourist destination due in large part to its visual resources. The project site is not located near an officially designated scenic highway and does not have any potential to affect an officially designated scenic highway.

Glass Beach Drive

Visual Character

The Glass Beach Drive component of the project is adjacent to Glass Beach Headlands, which is the undeveloped southernmost portion of MacKerricher State Park. It is bounded on

the west by the Glass Beach Headlands, the east by residential development, on the north by Pudding Creek, and on the south by the Mill Site.

The adjacent Glass Beach Headlands is heavily vegetated with a mix of native and non-native species. The topography is gently rolling, and gently slopes downward, from the north to the south. The northern portion of the site has been topographically altered historically, although it looks like a “natural” condition. The entire Glass Beach Headlands site is visible from a topographic highpoint in the northeast corner of the property, about 80 yards to the west of the existing parking area at the end of the Trestle. This same point obstructs views of the parking area at the trestle from viewers to the west and the south end on Glass Beach Headlands.

Given the variable topography, rocky shoreline, variety of habitat and vegetation types, and lack of urban development onsite, the visual quality of the Glass Beach Headlands is high. It is representative of the northern California “rugged coast.”

Scenic Vistas

Expansive views from the site to the west and northwest include the Glass Beach Headlands, the Pudding Creek Trestle, and the Coast Ranges in the distance. Views to the east include the residential development along Glass Beach Drive, although forests, mountains, and ridgelines are also visible in the distance. Views to the south are of the relatively flat and paved Glass Beach Drive and the Mill Site. Because of this, the view to the south of the site is generally of low quality.

Views from Glass Beach Drive are partially obstructed because of topographic changes and vegetation in the western edge of the right of way. As a result, to experience the views from Glass Beach Headlands, visitors must exit their vehicles and walk onto the site. The Glass Beach Headlands is heavily used by local residents and tourists, and all visitors have a high expectation that the site will provide exceptional views. These users would be highly sensitive to changes to the visual character of the site and surrounding viewshed.

Figure 3-2. Key Viewing Areas (Photograph Location Points)



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The Glass Beach Headlands provides numerous scenic vistas, including ones of the Pacific Ocean, the rocky shoreline, the coastal marine terrace, and distant ridgelines. These existing scenic vistas are numerous and high quality.



Photograph 3-1.
Looking north from KVA 1, the center of the Glass Beach Headlands.



Photograph 3-2.
Looking southwest from KVA 2, the north side of the drainage/wetland at the Glass Beach Headlands.



Photograph 3-3.
Looking north from KVA 3, the southwestern edge of the Glass Beach Headlands.

North Parkland

Visual Character

The North Parkland is a generally flat, narrow parcel on the western edge of the Mill Site. The parcel is predominantly covered with asphalt and packed gravel, and these areas host a number of non-native and invasive species including pampas grass and velvet grass (refer to Photograph 3–4). The northern boundary of the parcel is separated from the Glass Beach Headlands by a dirt road and fence (refer to Photograph 3–5). Remnants of the former lumber storage and processing use exist on the site and there are other improvements that have fallen into a state of disrepair, including utility lines and drainage infrastructure. From offsite the North Parkland is only visible from its northern edge which borders the Glass Beach Headlands. Most of the site is only visible from this distance.

Generally onsite aesthetic resources are low quality due to the Mill Site’s former use (refer to Photograph 3–6). The western bluff edge is the exception. The scenic quality of the bluff edge, rocky shoreline, and beaches below is high.

Scenic Vistas

The North Parkland offers expansive views of the Pacific Ocean, rocky shoreline, and the coastline to the north, south, and west. There are no obstructions on the North Parkland which block these vistas (refer to Photograph 3–7). Because the Mill Site was historically private property, the vistas have not been public; and the existing number of viewers is quite low. It should be noted that the site is well known in the community, and despite the lack of access, there is an expectation of high quality views and high sensitivity to changes of any form. From the water, scenic vistas include views of the rocky shoreline and bluff. Due to the generally flat topography, the North Parkland is not prominently visible from the water.

The views to the east from the North Parkland are generally of low quality and consist of extensive asphalt paving and large dilapidated former mill buildings (refer to Photograph 3–8). Distant views of the town and the mountains are also available to the east. Scenic vistas to the south from the south end of the North Parkland are high quality and include Soldier Bay (refer to Photograph 3–9), the rocky shoreline and distant views of ridgelines and the coast.



Photograph 3–4.
Looking north across
the North Parkland from
KVA 4.

Note flat topography,
dominance of asphalt,
and lack of native
vegetation.



Photograph 3-5.
Looking west from KVA 6 down dirt road between the Glass Beach Headlands (right) and the North Parkland (left).



Photograph 3-6.
Looking northeast across the North Parkland from KVA 7. Glass Beach Drive residential development is in the distance.



Photograph 3-7.
Looking west from KVA 7 from the North Parkland.
Note degraded site but expansive scenic vistas beyond.



Photograph 3–8.
Looking northeast from
KVA 8 across the North
Parkland towards
central Fort Bragg.

**Note asphalt and
pampas grass.**



Photograph 3–9.
Looking south from KVA
10 across the southern
edge of North Parkland
across Soldier Bay
towards Johnson Rock.

South Parkland

Visual Character

The South Parkland is also located on the Mill Site. Due to historic use as a bark dump location much of this area has 6 to 20 ft. of fill deposit on top on the native soils. This has resulted in a ridge line that runs the length of the property that inhibits near shore views from most of the property. Distant views of the ocean are available from almost every point on the property. However, scenic views of the rocky bluffs are only available from the bluff top. The previous importation of fill to the site and past remediation efforts on the South Parkland, have resulted in considerable portions of non-native vegetation that would appear “natural” to the casual observer (refer to Photograph 3–10 and Photograph 3–11). The site is bounded on the north by the City’s wastewater treatment facility, south by Noyo Bay, east by the remainder of the Mill Site, and west by the ocean. The closer the bluff, the more natural the topography and vegetation becomes. There are also important natural and manmade aesthetic resources on this parcel, including the “punchbowl”, where a sea cave has collapsed and created a hole in the terrace where the ocean can be viewed, Johnson Rock, a topographic highpoint that is located off site, an old cemetery (known as the “sailor’s

cemetery”), and the remnants of a former runway used by the Mill (refer to Photograph 3–12).

Due to the variable topography, proximity to the ocean, existence of rocky shoreline, the unique “punchbowl” feature, the vegetation, and the existence of unique or novel manmade features such as the cemetery, the visual character of much of the South Parkland site is high quality.

The South Parkland is only visible from a great distance from south Main Street (Highway 1), the Noyo River Bridge, and Pomo Bluffs Park, located to the south, across the Noyo Harbor.

Scenic Vistas

From the South Parkland, the rocky shoreline and the coastline to the north and south of the site are highly visible (refer to Photograph 3–13 and Photograph 3–14). They typify the northern California coast, are relatively undisturbed, and are unobstructed by vegetation or structures. Native plants, and a number of birds and marine mammals, can be viewed from the bluff edge, the beaches, and out along the rocky shoals and seamounts. The South Parkland is currently not open to the public. Due to the recent community-wide planning efforts associated with the Mill Site, there is a community expectation that the scenic quality of the South Parkland is high, and the public would be sensitive to changes in the scenic quality. The only public views of the parcel are from Highway 1 (refer to Photograph 3–15) and Pomo Bluffs Parks; motorists and pedestrians can see a substantially obstructed view of the southeastern portion of the site, and the ocean in the distance. The rocky shore, bluff edge, and portions of the terrace are visible from the ocean.

Views to the east are dominated by the visually degraded former log deck, which is flat and characterized by gravel and asphalt cover and invasive plant species such as pampas grass. The views to the north are of medium quality as the Sewer Treatment Plant is a low quality visual resource that somewhat detracts from the scenic quality.

The expansive, unobstructed views of the Pacific Ocean, rocky shoreline, and distant ridgelines, from the South Parkland are high quality scenic vistas.



Photograph 3–10.
Looking east from KVA
11 towards Highway 1
from the southern end
of the South Parkland.



Photograph 3-11.
Looking northwest from
KVA 12 across the
South Parkland.

**Johnson Rock is in the
middle of the frame.**



Photograph 3-12.
Looking south from KVA
13 across the South
Parkland from the
northern end of the
runway.



Photograph 3-13.
Looking northwest from
KVA 14, across the
South Parkland.

**Johnson Rock is on the
far right.**