CITY OF FORT BRAGG
Incorporated August 5, 1889
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MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Hare Creek Center

APPLICATIONS: Coastal Development Permit 8-13 (CDP 8-13), Design Review 7-13 (DR 7-13), Use Permit 5-13 (USP 5-13), Boundary Line Adjustment 1-14 (BLA 1-14)

LEAD AGENCY: City of Fort Bragg
416 North Franklin Street
Fort Bragg, CA 95437

CONTACT: Marie Jones
Community Development Director
Community Development Department
(707) 961-2827 ext. 108

OWNER: Bill Patton (FYI – County shows property ownership as Allan B & Lois G Carlson TTEES)

APPLICANT: Group II Real Estate

AGENT: Debra Lennox

PROJECT: New shopping center consisting of three buildings, including: Building A at 15,000 square feet, Building B at 10,000 square feet and Building C at 4,500 square feet, for a total of 29,500 square feet of retail space. The project would be served by a new access road, proposed for the west edge of the development that would connect Bay View Avenue (CR #439A) to the southwest to Ocean View Drive at the intersection of Ocean View and Harbor Avenue. The project also includes a new 99 space parking lot, loading zones, pedestrian improvements, rainwater storage tanks, utilities, drainage improvements, and associated landscaping.

The project includes a boundary line adjustment between parcels 018-450-40 and 018-450-41, adding 32,586 square feet (0.75 acres) to parcel 018-450-40 (currently 2.42 acres); the combined parcel would be 3.16 acres. The boundary line adjustment is proposed so that the proposed development is on one parcel.

LOCATION:	1250 Del Mar Drive; APN 018-450-40 & 018-450-41.
ZONING:	Highway and Visitor Serving Commercial (CH) in the Coastal Zone.
APNS:	018-450-40 & 018-450-41
LOT SIZE:	2.42 Acres (3.16 acres after LLA)

Hare Creek Center

PROJECT LOCATION

The proposed 3.16 acre project site is located at 1250 Del Mar Drive on Todd Point within the City of Fort Bragg city limits just north and west of the Highway 20/Highway 1 intersection. The parcel is located within the coastal zone.

Figure 1: Project Site

The site is bounded to the north by a hotel and mini-golf course, to the east by Highway 1 and to the south and west by undeveloped property.

PROJECT PURPOSE

The purpose of the proposed project is to develop a shopping mall to accommodate the retailer Discount Grocery, four unidentified retail tenants, and one unidentified restaurant.

PROJECT CHARACTERISTICS

The project consists of grading the site and constructing a regional shopping center and related improvements, each of which is described in detail below.

Grading

Grading will consist of clearing and grubbing, and grading and compaction of soils for stormwater, utility, parking lot and building improvements. Approximately 20,229 cubic yards

(cy) of soil will be graded to re-contour the site so that it can accommodate the proposed project. The existing site includes a small knoll where the elevation rises from about 96 feet to 120 feet above sea level. The grading plan includes re-contouring the site so that the finish grade ranges between 104 and 110 feet in elevation. The proposed project would include fairly steep re-contouring of the hillside immediately to the west of the proposed road. The approximately 18,553 cy of site soil will either be cut and stored on an adjoining parcel, also owned by the applicant, or hauled off site. If retained on the adjoining parcel the soil would be stockpiled into a 3 foot high rectangular berm (408 feet on a side) to be used either on or off site for future projects that require fill dirt. The project will also include reuse of 2,199 cubic yards of top soil on site in the landscaped areas and importation of 2,095 cubic yards of fill material.

A one-to-two (1 horizontal: 2 vertical) slope is proposed for the embankment to the west of the proposed Bay View Drive. The embankment height will range from grade to about 10 feet above grade at the mid-point of the knoll and west of the proposed parking lot. The berm would be hydro-seeded once grading is complete.

Auto Access & Parking

The proposed project would be accessed from Highway 1 via Ocean View Drive and a new proposed access road (Bay View Drive) that would extend south from Ocean View Drive. The proposed parking lot for the project would include 99 parking spaces with two suitable for motor homes and eight ADA accessible spaces. The project also includes a loading dock for trucks on the north side of Buildings A and C and on the south side of Building B.

Pedestrian, Bicycle and Transit Access

The project includes a system of crosswalks and bulb-outs to provide pedestrian connectivity between the buildings, parking lot and sidewalks. A total of 18 bicycle spaces are proposed on nine bike racks (three bike racks per retail building). A transit stop is proposed for Bay View Drive adjacent to Building B. A canopy is proposed to cover bicycle parking and the pedestrian access from the bicycles to the front door of each retail space.

Retail Buildings

The proposed project includes the construction of three buildings: Building A at 15,000 square feet, Building B at 10,000 square feet and Building C at 4,500 square feet, for a total of 29,500 square feet of retail space. The floor plan of Building A includes a significant area dedicated to freezer and cooler space. The building exteriors include a combination of trellises, murals, pediments and parapets. The buildings are oriented on an east west axis and include two photovoltaic systems: Building A would have an 85,945 kWh system and Buildings B & C would have an 82,241 kWh system. The systems would generate about $24,000 in electricity per year. The project also includes 13 skylights to provide daylight for the interior of the buildings and reduce lighting loads. Additionally, transom windows located throughout the southern elevation of all three buildings provide additional daylighting of the building interior.

Stormwater Management

The project includes seven cisterns which can hold a total of 60,000 gallons of water. The cisterns would be utilized to capture stormwater for reuse for landscape irrigation. The project also includes some Low Impact Development (LID) features such as curbless landscaped strips in the parking lot to encourage stormwater infiltration and permeable paving for about 40% of the parking lot.

Signage

Six foot tall monument signs are proposed for both the west and east side of the parking lot. The buildings also include backlit cutout letter signage.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental factors listed below would be affected by this project, as discussed in the checklist on the following pages:

☑ Aesthetics	☐ Agricultural Resources	☑ Air Quality
☑ Biological Resources	☑ Cultural Resources	☑ Geology/Soils
☐ Hazards & Hazardous Materials	☑ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☑ Public Services	☐ Recreation	☑ Transportation/Traffic
☑ Utilities/Service Systems	☐ Mandatory Findings of Significance	☑ Greenhouse Gas Emissions

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature *Date*

Marie R. Jones, Community Development Director City of Fort Bragg

Printed Name

ENVIRONMENTAL ISSUES

I. Aesthetics

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?		X		
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		X		
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		X		
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

DISCUSSION OF IMPACTS

a) *Would the project have a substantial adverse effect on a scenic vista?*

A scenic vista can be defined as the view of an area that is visually or aesthetically pleasing. Aesthetic components of a scenic vista include: 1) scenic quality, 2) sensitivity level, and 3) view access. A scenic vista often includes natural visual elements that can be seen from a distance. A development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource.

The proposed development is within a potential scenic view area, as shown on Map CD-1, "Potential Scenic Views Toward the Ocean or the Noyo River" (**Figure 2)**. As the proposed project is located within a Scenic Review area, Policy CD-1.3 of the City's General Plan requires a Visual Analysis of the project as part of the Coastal Development Permit review for this project.

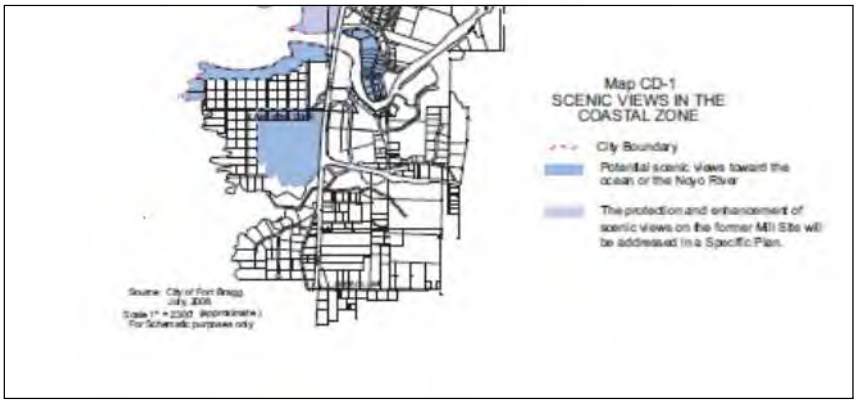

Figure 2: Potential scenic views toward the ocean or Noyo River

The applicant's architect has prepared a visual analysis for the site which illustrates how the project would impact views to and along Highway 1. In order to approve a Coastal Development Permit (CDP) for a project that is located "along Highway 20 and Highway 1 on sites with views to the ocean" or in an "area designated Potentially Scenic Views Toward the Ocean on Map CD-1" the review authority must first make the following findings that the proposed project:

1. Minimize the alteration of natural landforms;
2. Is visually compatible with the character of the surrounding area;
3. Is sited and designed to protect views to and along the ocean and scenic coastal areas; and
4. Restores and enhances visual quality in visually degraded area, where feasible.

Each of these issues is analyzed in further detail in the sections below.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project is not visible from any State Scenic Highway, as neither Highway 20 nor Highway 1 are designated State Scenic Highways. However, the project will result in an impact to scenic resources viewed from Highway 1. These impacts would stem from: 1) the removal of four mature and four immature trees visible from Highway 1 for a total of eight (8) trees removed; 2) the construction of the proposed retail center and associated parking; and 3) the grading and partial removal of an existing knoll visible from Highway 1. The proposed project landscaping plan includes the installation of five Shore Pines, 23 flowering trees, three Monterey Cypress, and five medium shade trees. The extensive use of trees in the landscaping plan will reduce some of the impacts of the project, especially those related to the parking lot. However, the tree list shall be modified as requested in the Department of Fish and Wildlife letter (Attachment 5) and by Mitigation Measure 1 and Mitigation Measure 12.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The proposed project site is best characterized as a softly rolling meadow, interrupted with a few coastal pines, as shown in Photos 1 through 4 below.

Photo 1: View of project site from Highway 1 directly to the west.

Photo 2: View to the project site from Highway 1 on the north edge of the parcel.

Photo 3: View to the project site from the interchange of Highways 1 and 20

Photo 4 Distant views to the site from Highway 20

The project will include the removal of eight trees, extensive site grading, and construction of a shopping mall with associated improvements. Views to the ocean are possible only from the top of the hill on Highway 20 (as shown in Photo 4) adjacent to the Hare Creek Nursery. This location is outside of the City Limits.

The project architect prepared photographic renderings of the development to illustrate the visual character of the development, and the visual impacts of the project if it is constructed.

Figure 2: Photographic Rendering of Project from northbound Highway 1 looking west

Figure 3: Photographic Rendering of North Building of Project from southbound Highway 1 looking west

Figure 4: Photographic Rendering of South Building of Project from Highway 1 Southbound

As illustrated by the renderings, the parking lot would be partially screened from the highway viewshed by trees proposed in the landscaping plan. As trees are slow to grow on the coast, and as many non-native varieties do not do well given the strong coastal winds, staff recommends Mitigation Measure 1 below, to ensure that the applicant selects native coastal trees that will provide effective visual screening of the parking lot.

The eastern face of Building A, which faces Highway 1, has been treated with architectural details such as: a trellis pediment, three trellises, and eleven windows. This architectural detailing would provide a visual reference for people driving along Highway 1. The visual impact of the eastern face of Buildings B & C have been treated with a number of trellises, windows, back doors with store signs, and the stormwater catchment tanks.

Mitigation Measure 1 includes a requirement that climbing plants be identified that are appropriate to our coastal environment for all of the trellises.

> **Mitigation Measure 1: Prior to issuance of the Building Permit, the applicant shall resubmit the landscaping plan, for approval by the Community Development Director, illustrating: 1) nine Shore Pines (or coastal native tree equivalents) along the eastern edge of the proposed parking lot; 2) local coastal trees for the remainder of the landscaping plan; 3) the plant variety proposed for the trellis shown on the eastern edge of the parcel; and 4) types and locations of climbing plants that are appropriate to the coastal environment for all trellises of the project.**

Both buildings are located relatively close to the highway, in comparison to other buildings along this corridor, which are set back further from the highway. As shown in Table 1 below, the proposed Hare Creek Center is considerably closer to the highway than many nearby commercial developments.

Table 1: Building Distance From Edge of Highway 1

	Distance (ft)
West Side of Road	
Cliff House Restaurant	10
Fort Bragg Outlet	78
Dolphin Inn	70
Mini Golf Building	60
East Side of Road	
Q Restaurant	26
Riverview Professional Office	228
McDonalds	70
Surf Motel	65
Boatyard Shopping Center	40
Todd Point U Haul Rental	32
Average	**67.9**
Proposed Project	36

The visual quality of the proposed project is similar in character to the other large format retail shopping center in the immediate vicinity.

Initially, the project applicant proposed to orient the buildings along the highway on a north-south axis. However, staff requested that the buildings be re-oriented on an east-west axis and split into two separate buildings to reduce the visual bulk of the buildings from the public right of way. As proposed at its nearest point to the highway, the project is 15 feet and 9 inches from the public ROW, and the CLUDC requires a minimum setback of 15 feet from arterial streets. As 10 feet of the ROW is not currently developed, Building C is set back from Highway 1 a total of

36 feet at its closest point. A service road is located between Building C and the future sidewalk along Highway 1, leaving no space for landscaping to provide visual treatment of this edge. By comparison, the visual impacts of the adjacent Boatyard Shopping Center are screened both by topography and a variety of trees and shrubs. **Mitigation Measure** 2 is required to reduce visual impacts to a less than significant level.

> **Mitigation Measure 2: Prior to issuance of the Building Permit, the applicant shall revise the Project Site Plan to set back the east face of Building C by an additional 5 feet and shall submit a landscaping plan to include installation of a five foot wide vegetative area along the east face (highway facing) elevation of Building C.**

Additionally, the project as originally submitted included rainwater catchment tanks along the highway side of the development. Staff asked that the rainwater catchment tanks be relocated in a less prominent location, and the applicant resubmitted the proposal with new locations for the tanks. As proposed, the rainwater catchment tanks are made of galvanized metal, which can be reflective and visually jarring, and which are likely to succumb fairly quickly to the corrosive powers of the salt mist from the ocean. Therefore, staff recommends that the applicant use a non-metal tank for these cisterns. Furthermore, staff recommends that the applicant paint a mural on the southernmost tank on the east side of the property and the northernmost tank on the west side of the property in order to reduce the visual impact of these features, as summarized in **Mitigation Measure** 3 below.

> **Mitigation Measure 3: The rainwater catchment tank shall be of a non-reflective material in a natural and neutral tone. Prior to approval of the Building Permit, the applicant shall submit the colors for the cisterns and a mural design for the southernmost rainwater catchment tank on the east side of the property and the northernmost rainwater catchment tank on the west side of the property, for review and approval by the Director of Community Development. The mural shall depict a historic, cultural or natural theme related to the Mendocino Coast.**

The inclusion of **Mitigation Measures 1, 2 and 3** will reduce the visual impact of the overall project to a level that is less than significant.

d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

The project includes outdoor lighting as follows:

1. Seven double light poles in the parking lot.
2. Seven single standard light poles around the project perimeter.
3. Building A includes 12 downward-facing wall-mounted LED lights and 20 LED canopy ceiling lights.
4. Building B includes 16 downward-facing wall-mounted LED lights and 21 LED canopy ceiling lights.
5. Building C includes 12 downward-facing wall-mounted LED lights and 5 LED canopy ceiling lights.

The proposed lighting is all downward facing, energy conserving LED lighting. The applicant submitted a lighting plan that clearly illustrates that the lighting will not leave the property.

The project does not include significant sources of glare that would be visible from neighboring properties or the public right of way. **No impact** is expected as a result of new light or glare sources.

II. Agricultural Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

DISCUSSION OF IMPACTS

a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

According to the California Department of Conservation Important Farmland Map (January 2009), farmland throughout Mendocino County is primarily mapped as grazing land. Prime Farmland, Unique Farmland, and Farmland of Statewide Importance are concentrated around the Eel, Russian, and Navarro Rivers. The proposed project is located on a vacant parcel zoned Highway and Visitor Serving Commercial (CH). The project site has not been used as an agricultural resource for more than 25 years. While crop production, horticulture, orchards, and vineyards are permitted uses within the CH zoning district, the parcel has not been used for and is not considered prime farmland, unique farmland, or farmland of statewide importance per the Farmland Mapping and Monitoring Program. As implementation of the project will not result in the conversion of any farmland to non-agricultural uses, the project is considered to have **no impact** to farmland.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The proposed project is located within a parcel zoned as Highway and Visitor Serving Commercial (CH). No agricultural uses currently exist or are planned on the site. The project would not infringe upon any lands with Williamson Act contracts. Therefore, the project will have **no impact** with agricultural zoning or Williamson Act contracts.

c) *Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

Surrounding land is primarily commercial development and vacant land that is zoned for multifamily residential. Although the project will create changes to the existing environment, the proposed project will not result in the conversion of farmland to non-agricultural use.

III. Air Quality

Where available, the significance criteria by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?				X
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?				X
e. Create objectionable odors affecting a substantial number of people?				X

DISCUSSION OF IMPACTS

c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

The City of Fort Bragg is located in the North Coast Air Basin and is within the jurisdiction of the Mendocino County Air Quality Management District. Mendocino County is designated attainment or unclassified for all air quality standards except the state standards for Particulate Matter less than 10 microns in size (PM-10). Development within Mendocino County is required to comply with all applicable provisions of the Particulate Matter Attainment Plan adopted by the Mendocino County Air Quality Management District on March 15, 2005.

Temporary construction impacts are subject to Air Quality Management District Regulation 1 Rule 430 which requires dust control during construction activities.

Section 17.30.080.D of the Coastal Land Use and Development Code outlines municipal standards for dust management as follows:

> **Dust**. Activities that may generate dust emissions (e.g., construction, grading, commercial gardening, and similar operations) shall be conducted to limit the emissions beyond the site boundary to the maximum extent feasible. Appropriate methods of dust management shall include the following, subject to approval by the City Engineer.
>
> 1. **Scheduling.** Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.
> 2. **Operations during high winds.** Clearing, earth-moving, excavation operations or grading activities shall cease when the wind speed exceeds 25 miles per hour averaged over one hour.
> 3. **Limiting the area of disturbance.** The area disturbed by clearing, demolition, earth-moving, excavation operations or grading shall be minimized at all times.
> 4. **Dust control.** Dust emissions shall be controlled by watering a minimum of two times each day, paving or other treatment of permanent on-site roads and construction roads, the covering of trucks carrying loads with dust content, and/or other dust-preventive measures (e.g., hydroseeding, etc.).
> 5. **Revegetation.** Graded areas shall be revegetated as soon as possible, but within no longer than 30 days, to minimize dust and erosion. Disturbed areas of the construction site that are to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained; and
> 6. **Containment.** Appropriate facilities shall be constructed to contain dust within the site as required by the City Engineer.

Additionally, Section 17.62.020 of the Coastal Land Use and Development Code requires a Dust Prevention and Control Plan to be submitted in conjunction with the grading plan. The required plan content is outlined in Section 17.62.020.B of the Coastal Land Use and Development Code as follows:

> **Dust prevention and control plan.** A Dust Prevention and Control Plan shall be submitted in conjunction with a grading plan or other plan involving the movement of dirt. The City Engineer may also require the submittal of a Dust Prevention and Control Plan for other development deemed necessary.
>
> **Plan content.** The plan shall demonstrate that the discharge of dust from the construction site will not occur, or can be controlled to an acceptable level depending on the particular site conditions and circumstances.
>
> a. The plan shall address site conditions during construction operations, after normal working hours, and during various phases of construction.
> b. The plan shall include the name and the 24 hour phone number of a responsible party in case of emergency.
> c. If the importing or exporting of dirt is necessary as demonstrated by the cut and fill quantities on the grading plan, the plan shall also include the procedures necessary to keep the public streets and private properties along the haul route free of dirt, dust, and other debris.
> d. When an entire project is to be graded and the subsequent construction on the site is to be completed in phases, the portion of the site not under construction shall be treated with dust preventive substance or plant materials and an irrigation system.

e. All phased projects shall submit a plan demonstrating that dust will not be generated from future phase areas.

Mitigation Measure 4 is included to ensure construction activities do not result in significant impacts resulting from a non-attainment pollutant (particulate matter) and includes language to ensure that the requirements of the Coastal Land Use and Development Code pertaining to dust control, as outlined above, are addressed:

> **Mitigation Measure 4: In order to minimize dust and keep dust from leaving the project site, a dust prevention and control plan shall be submitted for approval by the City Engineer in conjunction with the Storm Water Pollution Prevention Plan (SWPPP). The dust prevention and control plan shall demonstrate that the discharge of dust from the construction site will not occur, or can be controlled to an acceptable level depending on the particular site conditions and circumstances. The plan shall include the following information and provisions:**
>
> 1. **The plan shall address site conditions during construction operations, after normal working hours, and during various phases of construction.**
> 2. **The plan shall include the name and the 24 hour phone number of a responsible party in case of emergency.**
> 3. **If the importing or exporting of dirt is necessary as demonstrated by the cut and fill quantities on the grading plan, the plan shall also include the procedures necessary to keep the public streets and private properties along the haul route free of dirt, dust, and other debris.**
> 4. **When an entire project is to be graded and the subsequent construction on the site is to be completed in phases, the portion of the site not under construction shall be treated with dust preventive substance or plant materials and an irrigation system.**
> 5. **Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.**
> 6. **The area disturbed by clearing, demolition, earth-moving, excavation operations or grading shall be minimized.**
> 7. **All visibly dry disturbed soil road surfaces shall be watered to minimize fugitive dust emissions. Dust emissions shall be controlled by watering a minimum of two times each day, paving or other treatment of permanent on-site roads and construction roads, the covering of trucks carrying loads with dust content, and/or other dust-preventive measures (e.g., hydroseeding, etc.).**
> 8. **All unpaved surfaces shall have a posted speed limit of 10 miles per hour.**
> 9. **Earth or other material that has been transported by trucking or earth moving equipment, erosion by water, or other means onto paved streets shall be promptly removed.**
> 10. **Water or suitable chemicals shall be applied on materials stockpiles, and other surfaces that can give rise to airborne dusts.**
> 11. **All earthmoving activities shall cease when sustained winds exceed 20 miles per hour.**
> 12. **The operator shall take reasonable precautions to prevent the entry of unauthorized vehicles onto the site during non-work hours.**

An Air Quality Management District grading permit will be needed, since the project area of disturbance is greater than one acre. Compliance with the permit process will assure impacts to air quality are less than significant.

IV. Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?			X	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

DISCUSSION OF IMPACTS

a) *Would the project have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

Botanical, biological and wetland surveys were conducted by WRA Environmental Consultants in 2014, as documented in the report *Coastal Act Compliance Report*. The report analyzed a Study Area that is larger than the project site, and includes approximately 18.5 acres. It notes that portions of the Study Area are currently minimally developed in dirt parking lots and roads;

however, no structures exist in the Study Area. Land uses include short-term parking, dog-walking, community events, and recreation.

The report indicates that the project has no potential to impact special status plants, fish, wetlands or wildlife, because no special status plants, wetlands, fish or wildlife were found or known to exist in the site, with one exception, the White-Tailed Kite. The kite was not seen on the site, but has a moderate potential to occur within the study area for foraging; however, nesting is unlikely on the site given the habitual disturbances from frequent and intensive use of the site by dogs and people. The project will not, therefore, have significant impacts on any special status plants, wetlands, fish, or wildlife and no mitigation measures are required for sensitive species.

The applicant has proposed to stockpile a 408' by 40' berm of soil that is 3' deep on the adjoining property. The botanical study analyzed the entire Hare Creek property and found no environmentally sensitive habitat area (ESHA) on the site. The berm would be revegetated with native grasslands which could continue to provide foraging habitat to the only special status animals that have the potential to occur on the site, namely the white-tailed kite. Thus, the proposed berm will not have a significant effect on botanical or biological resources.

b) ***Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?***

c) ***Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Wetland surveys were conducted by WRA Environmental Consultants in 2014, as documented in the report *Coastal Act Compliance Report*. The report analyzed a Study Area that is larger than the project site, and includes approximately 18.5 acres. No wetlands were identified on site, and therefore, the project would not have adverse impacts on wetlands.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As the project has the potential to impact breeding birds, which are not special status species but are protected under the migratory bird treaty, **Mitigation Measure 5** is recommended to ameliorate any impacts on breeding birds.

Mitigation Measure 5: Minimize Potential Disturbance of Breeding Birds through the following techniques:

1. **Work Windows. Conduct as much ground disturbance and vegetation (tree and shrub) removal as is feasible between September 1 and January 15, outside of the breeding season for most bird species.**
2. **Preconstruction Surveys. If ground disturbance or removal of vegetation occurs between January 16 and August 31, preconstruction surveys will be performed prior to such disturbance to determine the presence and location of nesting bird species.**

3. **Buffers. If nests are present, establishment of temporary protective breeding season buffers will avoid direct mortality of these birds. The appropriate buffer distance is species specific and will be determined by a qualified biologist as appropriate to prevent nest abandonment and direct mortality during construction.**

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed project would not conflict with local policies or ordinances protecting biological resources as the City does not have a tree preservation policy and the site is not habitat to any botanical or animal resources protected by the Coastal Act, the LCP, or CEQA.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, NaturalCommunity Conservation Plan, or other approved local, regional, or state habitat conservation plan?

There is no habitat conservation plan associated with this site and/or the habitat of the site, so there is no conflict between the proposed project and any conservation plans.

V. Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X

DISCUSSION OF IMPACTS

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

The site is undeveloped, and there are no known historical resources on the site.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

A confidential archaeological study was performed for the project, by Flynn and Roop. The study covered the entire 18.5 acre site and identified no cultural resources. The California Historical Resources Information System indicated that no further study is necessary for the site. The City requested comments from the Sherwood Band of Pomo Indians and in a letter dated August 4, 2014, the Tribal Chairman requested that a Tribal Monitor be present during ground disturbing activities (grading and trenching). While the record does not indicate that cultural resources are present on the site, the site is located near sites with cultural resources and the Tribe has special knowledge that such resources might exist on the site. To ensure that impacts do not occur to cultural resources during ground disturbing activities **Mitigation Measure 6** has been added.

> **Mitigation Measure 6: A Native American monitor shall be present during all ground disturbing activities. Additionally the project applicant shall provide five day notice to the Sherwood Valley Band of Pomo Indians in advance of ground disturbing activities on the site so the SVBP can schedule a Native American monitor for the site. If any cultural resources are discovered during construction activities the applicant shall follow state and local laws requiring that the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 25 feet of the discovery; 2) notify the Fort Bragg Community Development Department immediately of the discovery; and 3) retain a professional archaeologist to determine appropriate action in consultation with the Sherwood Valley Band of Pomo.**

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

There are no known paleontological resources in Fort Bragg. The site does not include unique geologic features. No impacts are anticipated and no mitigations are necessary for these resources.

d. Disturb any human remains, including those interred outside of formal cemeteries?

There are no known human remains on this site, however excavation activities can uncover human remains. If such a discovery is made the applicant shall follow

> **Mitigation Measure 7: If human remains are identified during project construction that applicant shall follow the following procedures. All development shall cease immediately and shall not commence until so directed by the Community Development Director. The Director and county corner shall be notified immediately. The applicant shall follow the procedure defined in 17.50.030E of the Coastal Land Use and Development Code.**

VI. Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii. Strong seismic ground shaking?		X		
iii. Seismic-related ground failure, including liquefaction?		X		
iv. Landslides?		X		
b. Result in substantial soil erosion or the loss of topsoil?		X		
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e. Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?				X

DISCUSSION OF IMPACTS

a) i. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The City of Fort Bragg is located along the central Mendocino coast, an area that is known for its seismic activity. Based on published fault maps, there are no active or potentially active faults

known to traverse the City. There are four active or potentially active faults that are located within a 60 mile radius of the City. These include: the San Andreas Fault approximately 6 miles offshore of Fort Bragg and the most likely source of earthshaking; the Maacama Fault zone approximately 21 miles to the east of the City which has the potential to generate strong shaking in the City; the Mendocino Fault zone approximately 60 miles to the northwest which is an extremely active structure; and the Pacific Star Fault which is located between the towns of Fort Bragg and Westport and is currently under study. However, adherence to **Mitigation Measure 8** will reduce this potential impact to a level that is less than significant.

a) ii. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

As the City of Fort Bragg is in an area known for seismic activity, the project could be subject to strong seismic ground shaking. However, adherence to **Mitigation Measure 8** will reduce this potential impact to a level that is less than significant.

a) ***iii. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?***

A geotechnical investigation of the site was completed by Krazen & Associates in 1995, and the study is located in the project file that includes a number of recommendations, which must be implemented in order to limit the possibilities for seismic related ground failures.

> **Mitigation Measure 8: The recommendations of the Krazen & Associates geotechnical report shall be followed for site grading, compaction and preparation of engineered fill.**

a) ***iv. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?***

A geotechnical investigation of the site was completed by Krazen & Associates in 1995, and the study is located in the project file that includes a number of recommendations, one of which is that no un-reinforced slope of more than 2:1 should occur on the project site. The project plans include a slope of 1:2, which is less than the study's recommendation, and thus, the project will not expose anyone or any property to landslides.

b) ***Would the project result in substantial soil erosion or the loss of topsoil?***

The project requires removal of vegetation over a three acre area currently covered in a meadow with eight trees. The site will be graded, with topsoil removed and stockpiled onsite. During grading and construction, Best Management Practices (BMPs) will be implemented to minimize erosion and prevent sedimentation per the SWPPP for the project. After construction, additional BMPs will be implemented to stabilize all disturbed areas of soil and the stockpiled cut soil from the project.

Because more than an acre of soil disturbance will occur, a National Pollutant Discharge and Elimination System (NPDES) permit will be required to assure the project is consistent with the Clean Water Act. The North Coast Regional Water Quality Control Board is the permitting agency for the NPDES permit. A Storm Water Pollution Prevention Plan (SWPPP) is a sediment

and erosion control plan specific to the project which describes the pollution prevention activities and practices that will be implemented on the site. The SWPPP includes a description of the site, and of each major phase of the plan, the roles and responsibilities of contractors and subcontractors, and the inspection schedules and logs. It is also where changes and modifications to the construction plan and the associated pollution prevention activities are documented. A SWPPP is required for the NPDES permit. An NPDES permit will be obtained by the applicant prior to commencement of the project. **Mitigation Measure 9** below requires the applicant to obtain all necessary permits for the project from all applicable federal, state and local agencies.

> **Mitigation Measure 9: The Applicant shall secure all necessary permits for the proposed development from City and State agencies having jurisdiction, including a Grading Permit, NPDES Permit, Building Permit and others as required.**

The project, as conditioned, is not expected to result in substantial soil erosion or loss of topsoil.

c) ***Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

The project geotechnical report notes that the project site is susceptible to some level of subsidence due to the uneven bedrock under the site, water and organic matter content of soils, and varying soil conditions across the site. Therefore, all recommendations from the report must be implemented in order to reduce the risk of subsidence and potential damage to foundations and structures. **Mitigation Measure 8** will reduce this potential impact to less than significant.

d) ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

The project is not located on expansive soil.

e) ***Would the project have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?***

No septic system is included or needed for the project. The project will connect to a municipal sewer system.

VII. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*		X		
b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*				X

DISCUSSION OF IMPACTS

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The Global Warming Solutions Act (AB 32), which passed on August 31, 2006, requires that the state's greenhouse gas (GHG) emissions be reduced by 10% below the 1990 GHG level by 2020. The California Environmental Quality Act (CEQA) guidelines were amended in December of 2009 to require GHG impacts to be considered. The Mendocino County Air Quality Management District defers to the Bay Area Air Quality Management District (BAAQMD) CEQA thresholds as an interim measure until the Mendocino County Air Quality Management District (AQMD) develops its own thresholds. A 2010 Air Quality memorandum clarifies how the thresholds differ for our area based on local air quality, and how the thresholds are actually recommended guidance rather than requirements.

The District does not have an adopted Threshold of Significance for construction-related GHG emissions. However, the District recommends that the Lead Agency quantify and disclose GHG emissions that would occur during construction, and make a determination on the significance of these construction generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals. The Lead Agency is encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable (BAAQMD). The aspects of the proposed development that would contribute toward greenhouse gas emissions include: transportation of construction materials, heavy equipment use at the site during construction, operation of the facility, auto traffic related with customer visits to the site. Staff prepared an Urbemis analysis of the entire project (construction & operations) to determine the net GHG emissions produced by construction of the project and operation and use of the facility once it is open to the public. The results of the analysis are summarized in

Table 2 below and would result in 3,040 metric tons of GHG equivalents per year.

Table 2: GHG Emissions - Hare Creek Center

	GHG Emissions (Unmitigated)
Project Construction	108 Metric Tons (one time)
Customers' Vehicle Emissions	2,975 Metric Tons
Supermarket Operation 15,000 SF	528 Metric Tons
Other Retail Operation 14,900 SF	144 Metric Tons

	3,647 Metric Tons annual

As made clear by the table, the primary contributor to GHG emissions for this facility would be the vehicular emissions associated with customer visits. The project includes extensive bicycle racks and a transit stop to encourage alternative transportation to the site. However, pedestrian access to the site could be improved and could thereby reduce GHG emissions slightly for the operation of this facility. **Mitigation Measure 17** (discussed later in this MND) will help ensure that adequate pedestrian access is provided by the project. Further reductions in the GHG emissions generated by customers will come from federal legislation regarding CAFE standards for vehicles. The only remaining mechanisms to reduce GHG emission is through conservation and on-site sustainable energy production. Both are discussed below.

The commercial refrigeration and freezer units for the supermarket component of the project are one of the largest contributors to operational GHG emissions. For the typical large supermarket, refrigeration uses the most electricity (41%) and contributes the most GHG emissions.

The following practices, which are incorporated as part of the proposed project, will reduce greenhouse gas emissions from project operation to a less than significant level:

1. Use of Daylighting;
2. LED lighting for all external lighting sources;
3. Photovoltaics to produce 168,000 kWh of power per year; and
4. Use of Energy Star refrigeration and freezer equipment.

Daylighting will reduce the overall lighting requirements of the buildings during daytime operations, but this savings is anticipated to be minor. The photovoltaics will produce an estimated 168,000 kWh of electricity annually. This PV system will mitigate for 116 metric tons of CO2 per year of the approximately 3,647 metric tons per year which will be generated from the operation of the Hare Creek Center.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Fort Bragg adopted a Climate Action Plan in 2012. The plan sets greenhouse gas reduction goals including a 30% reduction in greenhouse gasses for the municipality by 2020, and a 7% reduction goal for the community by 2020.

With the implementation of the photovoltaics and other energy saving features describe above, the project will result in a net 2.5% increase of the total GHGs produced (138,824 MTCO2E) by the Fort Bragg Community. The project may result in greenhouse gas impacts that could conflict with the 2012 City of Fort Bragg Climate Action Plan, which calls for a reduction of GHG emissions by 7% by 2020. However, the project will have a less than significant impact on climate change in the world as a whole.

VIII. Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard for people residing or working in the project area.				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

DISCUSSION OF IMPACTS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The project does not require routine transport, use or disposal of hazardous materials for operations or maintenance.

Heavy equipment utilizes fuels, lubricants and oils with the potential for soil contamination during construction activities. A hazardous materials management plan will be required as a part of the Storm Water Pollution Prevention Plan. This requirement is outlined in **Mitigation Measure 10**.

Mitigation Measure 10: **Prior to issuance of the Building Permit, the applicant shall submit a Storm Water Pollution Prevention Plan for review and approval by the Community Development Director, that shall include measures for prevention of gasoline, oil and lubricant spills, and an action plan for clean-up of any accidental fluids or other contaminants spilled or encountered during conversion and construction activities.**

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

There are no reasonably foreseeable upset or accident conditions involving release of hazardous materials into the environment in association with this project, with the exception of potential accidental contamination of soils from fuels, oils or lubricants from heavy equipment operation or maintenance in association with conversion of the property or construction of the project. Mitigation Measure 10 would reduce the potential effect of such hazards to a level of less than significant. The project would have less than a significant impact on hazards with mitigations incorporated.

c) Would the project omit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project site is not located within ¼ mile of any existing or proposed school.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

According to the Water Board's GeoTracker system and the Department of Toxics and Substance Control Envirostor system there are no hazardous materials sites located within the project area.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard for people residing or working in the project area?

The project is not located within an airport land use plan or within two miles of a public airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

There are no private airstrips in the project vicinity. There is a private helipad located on Highway 20 approximately 2.8 miles from the site and a private hospital helipad is located approximately 0.6 miles from the site. This is a sufficient distance from the project that it would not result in a safety hazard for people residing or working in the project area.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would not block any evacuation paths.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project is not located in an area adjacent to wildlands and therefore the project will not expose people or structures to a risk of loss, injury or death involving wildland fires.

IX. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?		X		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f. Otherwise substantially degrade water quality?				X
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X

DISCUSSION OF IMPACTS

a) Would the project violate any water quality standards or waste discharge requirements?

The project is subject to permits from the North Coast Regional Water Quality Control Board (NCRWQCB) and State Water Resources Control Board (SWRCB). A National Pollution Discharge Elimination System (NPDES) permit will be needed from the NCRWQCB to ensure the project does not result in pollution to Hare Creek or the Pacific Ocean.

Compliance with permit requirements of the NCRWQCB and City of Fort Bragg Coastal Land Use and Development Code will assure the project does not violate water quality standards or waste discharge requirements. **Mitigation Measure 9** is included to ensure all necessary permits are secured as required for the project, which includes obtaining an NPDES permit and preparing a SWPPP.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The project would cover approximately three acres of meadow. The project design includes a variety of Low Impact Development stormwater infiltration techniques to reuse, clean and infiltrate stormwater to recharge groundwater suppliers. Additionally the project includes water catchment for landscape watering, permeable pavement, bioswales, installation of an infiltration trench, and rain gardens for bio-filtration and ground water recharge.

The project must be found consistent with Program OS-2.2.2 which is specific to development that might have an impact on aquifers in Todd Point.

> Program OS-2.2.2: Prior to consideration of any new development on the Todd Point aquifer, a project-specific hydrologic design analysis shall be prepared by the project applicant to recommend specific mitigation measures to minimize runoff from the site in order to retain existing levels of groundwater recharge. (Examples of such measures include establishment of retention basins, establishment of percolation chambers, use of permeable paving materials, etc.)
>
> If the design analysis concludes that the project will result in a net decrease in groundwater recharge from the project site, then a supplemental hydrologic analysis shall be prepared by the applicant which evaluates cumulative hydrologic impacts. The study shall establish a baseline of aquifer supply to existing residential wells on Todd Point and evaluate cumulative impacts to aquifer recharge from all projected development on Todd Point.
>
> If the supplemental hydrologic analysis shows that the cumulative development would adversely impact existing Todd Point wells, then the study shall establish the nexus for new development, both in the City and

in the County, to pay its pro rata share of the costs of extending City water service to the affected existing residences.

Prior to new development, the City will establish a program that identifies how fees will be collected to extend City water, what existing residences will be served, and when the water service would be extended.

The cost of preparing the cumulative hydrologic study will be borne by the first application received which triggers this requirement, and all future applicants for new development on Todd Point will be required to reimburse the original applicant their fair share of the hydrologic study.

A hydrologic study entitled Groundwater Recharge and Water Balance Evaluation was produced by Nolan Associates for this property (for the K-Mart proposal in 1995). The evaluation noted used 24 borings and records from 12 well logs to determine that the site is covered in weathered Franciscan bedrock and Heeser sandy loam soils (located on top of the bedrock). These soils have the capacity to produce 8.7 and 13.7 gallons per minute (gpm) for wells located in each layer. Generally wells in the area range in depth from 85 feet to 144 feet in depth and thereby residents are able to harvest water from both sources. The Heeser sandy loam soil appears to act as a water reservoir and discharges water into the Franciscan bedrock formation. The amount of water that is absorbed into the Heeser loam soils and later discharged into the Franciscan bedrock can be calculated based on the amount of rainfall and subtracting out water that is lost to evapotranspiration and runoff. The Nolan report made the following conservative assumptions in their water balance analysis:

1. The Franciscan bedrock would only be recharged through water flowing through the Heeser sandy loam soil and not from underground water sources such as underwater streams.
2. A runoff coefficient of 20% (though various studies point to a coefficient of 10 to 20%); and
3. An annual transpiration rate of 26 inches (this is rainwater lost to plants).

Nolan calculates that about 12.20” are recharged to ground water each year throughout the area of Todd Point that is unpaved and undeveloped. This translates into approximately 141 acre feet of groundwater recharged per year from rainfall alone into the Todd Point area. The analysis also looked at existing water use by Todd Point residents and conservatively assumed that:

- Each residence would use 300 gallons of water per day (though average use in Fort Bragg is 158 gallons per day);
- Fifty percent of Todd Point residential water use would be for indoor use, which would recharge the groundwater via the septic system.

This results in an estimated total water use of 0.17 acre feet per resident per year or 6.1 acre feet/year for all 36 existing well using residences on Todd Point. The report notes that there are 32 vacant lots which, if added to the total demand upon eventual development, results in 11.6 acre feet of water use per year.

The analysis calculated a maximum storage capacity in the Heeser soils of 348 acre feet of water.

If the proposed project were developed without the proposed rainwater catchment system, bioswales, and permeable paving, it would result in approximately 90% reduction in recharge for the 3 acre site, which would mean a net loss to recharge of about 2.74 acre feet per year. This

would reduce net annual recharge from 141 acre feet per year to 138 acre feet per year, well in excess of the 6.1 acre feet per year that could be withdrawn from the aquifer at maximum build out of all residential parcels that could utilize wells.

However, the architect and civil engineer of the project designed the project to provide maximum recharge through the following techniques: 1) use of rainwater capture for landscape irrigation; 2) use of pervious pavement, bioswales, retention basins and infiltration drains for stormwater capture and infiltration. With these additional water recharge friendly design elements, the project will have a less than significant impact on groundwater recharge.

Additionally, as this project is defined as a project of "special water quality concern" due to its size (greater than 10,000 SF of impervious surface) and the size of the parking lot (greater than 5,000 SF of parking), the project will have to conform to extensive additional water quality regulations including: submittal of a Water Quality Management Plan and implementation of treatment control BMPs that comply with the 85% storm standard.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f) Would the project otherwise substantially degrade water quality?

The project will alter the existing drainage pattern of the site; however the proposed design will slow the time to concentration of stormwater flows through the utilization of a cistern system to catch the first flush of storms and the installation of an infiltration trench, permeable pavement and bioswales. Additionally, during construction the applicant will implement best management practices (BMPs) to reduce erosion and siltation off site through the implementation of the required SWPPP. As this project is defined as a project of "special water quality concern" due to its size (greater than 10,000 SF of impervious surface) and the size of the parking lot (greater than 5,000 SF of parking), and the project will have to conform to extensive additional water quality regulations including: submittal of a Water Quality Management Plan and implementation of treatment control BMPs that comply with the 85% storm standard. Thus, the proposed project will not result in substantial erosion or siltation on- or off-site, surface runoff, exceed the capacity of existing stormwater systems, contribute to pollution, or degrade water quality.

g) ***Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The project does not include housing and is not located within a 100 year flood hazard area, per FEMA Flood Insurance Rate Map 06045C1017F, Effective Date June 2, 2011.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project does not include a levee or dam nor is it the floodplain of one.

j) Would the project result in inundation by seiche, tsunami, or mudflow?

The project is not located in or near a tsunami zone or near a lake (required for a seiche) and would not result in mudflow.

k) Would the project substantially alter the existing drainage pattern of the site or area, or add water features that could increase habitat for mosquitos and other vectors as a potential for increased pesticide use?

The project will include bioswales, which if allowed to become plugged could result in standing water after a storm event and the potential for flooding of portions of the parking lot and Building C. In order for bioswales to work effectively, the area should not be heavily compacted during construction and grading activities. Mitigation Measure 11 has been added to address these concerns.

> **Mitigation Measure 11: During construction the areas slated for bioswales will be protected from excessive grading and compaction with construction fencing. The efficacy of the bioswales will be demonstrated prior to final of the building permit, by testing the permeability of the soil with a perc test. Once the Hare Creek Center is operational, the bioswales will be inspected for clogging at least monthly. If clogging is identified it shall be addressed immediately to ensure the effective operation of this stormwater system.**

X. Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

DISCUSSION OF IMPACTS

a) Would the project physically divide an established community?

The proposed project site is an open meadow just west of Highway 1; undeveloped property is located to the west and south of the site. The project will not physically divide a community.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project is consistent with the ESHA policies of the Coastal General Plan that were adopted for the purpose of avoiding/mitigating an environmental effect. The project is consistent with the ESHA policies (Policy OS-1.1 through Policy OS-1.16) because the project site does not include any ESHA.

Policy OS-5.4 requires projects to be conditioned to prohibit the planting of invasive plants.

> Policy OS-5.4: Condition development projects, requiring discretionary approval to prohibit the planting of any species of broom, pampas grass, gorse, or other species of invasive non-native plants deemed undesirable by the City.

The landscaping plan does include one invasive plant, namely Monterey Cypress. The City received a letter of comment from Department of Fish and Wildlife and they objected to landscaping with Monterey Cypress on the site (see Attachment 6). **Mitigation Measure 12** has been added to ensure compliance with this policy and DFW's request.

> **Mitigation Measure 12: The project landscaping plan shall not include any species of broom, pampas grass, gorse, or other species of invasive non-native plants, such as Monterey Cypress deemed undesirable by the City or other regulatory agency. Nor will the applicant plant any of these invasive plants on the property now or in the future.**

The project as designed and conditioned complies with Policy OS-6.1 through Policy OS-6.3 regarding energy conservation and alternative energy, see the discussion regarding climate change for further discussion and analysis on this topic.

The project, as mitigated, complies with Policy OS-7.2 regarding air quality, see the MND section on air quality for further discussion.

The project, as mitigated, will comply with water quality policies OS-9.1 through OS-14.5. Please see water quality section of this MND for further discussion.

The project, as mitigated, will comply with water quality Program OS-2.2.2, please see Hydrology section of this MND for further discussion.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

There are no habitat conservation plans or natural community conservation plans associated with this property or habitats or communities located upon this property. The project would not conflict with any habitat conservation plans or natural community conservation plans.

XI. Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

DISCUSSION OF IMPACTS

The site does not contain any known mineral resources and construction of the project would not result in the loss of any locally important mineral resources delineated in the Fort Bragg General Plan or any other land use document.

XII. Noise

Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?		X		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

DISCUSSION OF IMPACTS

a) ***Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?***

Construction of the proposed project will generate a temporary increase in ambient noise due to the use of heavy equipment for grading activities. Tractors typically generate about 104 dB. However, the temporary impact of this noise source on businesses, the college and residents in the area can be mitigated to a less than significant level through the implementation of Mitigation Measure 13.

> **Mitigation Measure 13: Grading and earthwork activity shall be limited to the hours of 8:00am to 5:00pm Monday through Friday.**

The Coastal General Plan indicates that normally acceptable noise levels in a commercial area are levels at or below 70 dB. The College of the Redwoods is considered a sensitive noise receptor in the Coastal General Plan (Map N-1). Projects adjacent to sensitive noise receptors should not exceed 60 dB.

The long term operation of the facility will not produce noise levels above 60 dB, as operational noise will consist largely of noise generated by additional traffic to the site. The noise generated by traffic is a function of its speed, the road surface, and the type of traffic. The 2011 traffic noise levels at the corner of Highways 1 and 20 are 72 dB 50 feet from the centerline. This traffic noise falls to 60 dB when one is located 300 feet from the centerline. The proposed project will have significantly lower levels of noise than that found at the corner of Highway 1 and Highway 20. A more likely comparison would be the noise level on Franklin Street between Chestnut and Oak Streets which is 60 dB. The proposed project is located more than 400 feet from the College of the Redwoods, more than 400 feet to the nearest residence, and 300 feet to the nearest hotel. Therefore, the project will have a less than significant impact on noise.

b) ***Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?***

Construction will result in temporary ground borne vibration and noise of more than 60 dB. **Mitigation Measure 13** will minimize impacts to neighbors to a less than significant level.

c) ***Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

No, see discussion above under a).

d) ***Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

Temporary noise impacts normally associated with construction projects are expected during project construction. **Mitigation Measure 13** will reduce the impact of these noises to a level that is less than significant.

e) ***For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

The proposed project would not be located in an airport land use plan area or within two miles of a public airport.

f) ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

There are no private airstrips within the vicinity of the project area and therefore, there would be no impact.

XIII. Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

DISCUSSION OF IMPACTS

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project would provide retail services to the Mendocino Coast retail market area, which includes about 16,000 residents between the communities of Elk and Westport. The primary limitation on population growth in this area is job opportunity. The proposed project will provide a limited number of jobs, as the standard jobs per number of retail space ratio is one job per 500 to 700 SF of retail. This would translate to between 40 and 60 jobs for the site. This is not a significant growth inducement for the community.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The project site is undeveloped.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project site is undeveloped. People will not be displaced by the construction of the project.

XIV. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

DISCUSSION OF IMPACTS

Fire protection
The project was referred to the Fort Bragg Fire Department and the Fire Marshal did not identify special concerns related to the project. The project will include automatic sprinklers as required by the California Building Code. The project could result in additional calls for service, however the site can be adequately served by existing fire stations and no new facilities are required.

Police protection
The project was referred to the Fort Bragg Police Department and no specific concerns were identified by the police. The project design includes sufficient lighting to enable effective law enforcement in the evening. The proposed project may result in an increase in calls for service related to expansion of commercial uses at the site, however it would not result in any increased need for additional police stations.

Schools
The project will not result in sufficient job or residential growth. Therefore, it will not have a significant impact on the provision of school services for the proposed project's employees.

Parks
The project will not result in sufficient job or residential growth to result in any environmental impacts related with the provision of park services for the proposed project or its employees.

Other Public Facilities
The project is not anticipated to result in any impacts to any other public facilities.

XV. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*			X	
b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*				X

DISCUSSION OF IMPACTS

The site is used informally for passive recreational uses such as dog walking and Frisbee throwing by individuals who are trespassing. Upon development these activities might continue on the adjacent vacant parcels or could be displaced to existing City or State parks. However, the informal use of this area as a passive recreational area is somewhat limited, as shown by the number of volunteer trails on site (see Figure 5).

Figure 5: Aerial View of proposed Project Site

The nearby Hare Creek trail (owned by the Mendocino Land Trust) is impacted by homeless use. Ready access to shopping carts from this facility could add to the burdens of cleaning up after this homeless population. **Mitigation Measure 14** is recommended to address this impact on a local park.

> **Mitigation Measure 14: Shopping Carts at the Hare Creek Center shall include lock out technology so that the carts cannot be removed from the parking lot.**

The project does not include recreational facilities nor would it require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

XVI. Transportation/Traffic

Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. 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?		X		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Result in inadequate parking capacity?				X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		X		

DISCUSSION OF IMPACTS

a) Would the project 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)?

The consulting firm GHD prepared a traffic study for the project (see project file), which analyzed project impacts on existing levels of service (LOS) at four key intersections, as well as how the project would contribute to future LOS after additional development occurs within Fort Bragg. The analysis looked at four intersections, namely: Highway 20 and Boatyard Drive, Highway 20 and Highway 1, Highway 1 and Ocean View Drive, and Highway 1 and the unnamed driveway to the commercial area directly southwest of the Noyo Bridge.

The traffic study indicates that the 29,500 SF retail center will generate 3,090 vehicular trips per day, with a peak AM trip rate of 76 trips, and a peak PM trip rate of 398 trips.

The project description, analyzed in the traffic study, included widening the eastbound approach at Highway 1 and Ocean View Drive to add a right turn only lane (southbound onto Highway 1). While this is part of the project description in the traffic study, it is not part of the project description submitted by the applicant. In order for the traffic study to have any relevance to the project, this right turn lane must be added to the project and be constructed as part of the

project. Indeed the author of the traffic study indicated that installation of the right turn only lane is necessary for the traffic flow to work effectively, and that is why they included it in the base case analysis.

Therefore, **Mitigation Measure 15** has been added to ensure that these improvements are completed as part of the project.

> **Mitigation Measure 15: Prior to issuance of the Building Permit, the applicant shall submit plans to the Director of Public Works for review and approval for: 1) widening the eastbound approach of Ocean View Drive (at Highway 1 and Ocean View Drive); 2) adding a right turn only lane, and; 3) completing related relocation/redesign of sidewalks and signals. The right turn only lane shall be of a length, determined by the Director of Public Works, to ensure effective queuing of traffic prior to turn movements. Prior to the final approval of the Building Permit, the Director of Public Works shall confirm that the plans for widening Ocean View Drive and adding the right turn only lane and relocating sidewalks and other infrastructure have been completed as approved by the Director of Public Works.**

Project Impact on Existing Traffic. The analysis found that the project would reduce the level of service at some intersections as shown in Table 17, page 40 of the traffic study. The report identified three intersections that would be impacted by the project such that the level of service would fall either to an LOS C or lower and these include:

1. Westbound driveway (from The Q Restaurant and adjacent businesses) for left, through and right turns at Highway 1. The level of service here would fall from an LOS D to an LOS E (for existing traffic and the project) and to an LOS F (for project plus future development).
2. Eastbound driveway (from the Cliff House Restaurant and adjacent business) for left, through and right turns at Highway 1. The level of service here would fall from an LOS D to an LOS E (for existing traffic and the project) and to an LOS F (for project plus future development).
3. Boatyard Drive and Highway 20, left (eastbound) turn onto Boatyard Drive would fall from an LOS D to an LOS E (for existing traffic and the project and for project plus future development).

Even with **Mitigation Measure 15** (installation of a right turn only lane eastbound on Ocean Drive), the impacts of this project on already underperforming driveway/highway intersections may be problematic. However, both driveways (at The Q Restaurant and the Cliff House) have alternative exits onto the signalized Ocean View Drive/Highway 1 exit, and drivers may choose to use these alternative exits more often, if the project is approved and the LOS drops to an LOS of E at these driveway intersections. Additionally, the City does not include performance measures in terms of LOS for private driveways, therefore, this impact is less than significant from a CEQA perspective. As part of the recent Riverview Subdivision, the property owner of the driveway at The Q Restaurant was required to install a right hand turn only sign at the driveway exit onto Main Street, which will eliminate much of the wait time at this driveway, as people will no longer be able to turn left (south) out of the driveway and this is the turn movement that results in a longer wait.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The City of Fort Bragg Coastal General Plan's Policy C-1.1 sets the level of service standard for intersections in Fort Bragg as follows.

Policy C-1.1 Level of Service Standards: Establish the following Level of Service (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.

- If volumes at an unsignalized intersection are increased to meet or exceed Caltrans rural peak hour signal Warrant #11 criteria levels and the intersection is operating at an unacceptable level of service, then signalization of the intersection is warranted.

According to the traffic study none of the **signalized intersections** will exceed an LOS of C after the project is constructed, even when future development is figured into the analysis.

According to the traffic study, there are no street intersections that will achieve an unacceptable level of service. There are two **non-signalized driveway intersections** (that are not regulated by the CLUDC or Policy C-1) that will achieve an LOS E with just this project (not considering future development). Additionally, the traffic study analyzed these driveway intersections and determined that they would not qualify for a signalization warrant per Caltrans requirements (see page 36 of the traffic study), and therefore signalization of this intersection is not warranted per Caltrans. As there are no performance requirements for driveway intersections in the CLUDC, the project will not result in significant impacts on Levels of Service for automobiles making turn or through movements on STREET intersections.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The project does not include any components that would impact air traffic patterns.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project does not include design features that would increase hazards.

e) Would the project result in inadequate emergency access?

The project was referred to the Fort Bragg Fire Department and no emergency access issues were identified. However, the Fire Department indicated that two hydrants should be added to the project. One should be located between Building A and Bayview Drive and the other should be located between Building B and Bayview Drive; see **Mitigation Measure 16** below.

> **Mitigation Measure 16: Prior to approval of the Building Permit, the applicant shall submit a new site plan to the Community Development Director illustrating the addition of two fire hydrants: one to be located between Building A and Bayview Drive and the other hydrant located between Building B and Bayview Drive.**

f) Would the project result in inadequate parking capacity?

The proposed project includes 99 parking spaces and complies with the City's Coastal Land Use and Development Code and so will provide sufficient parking for the proposed retail and restaurant uses.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The project includes a bus stop and 18 bicycle spaces and therefore does not conflict with any adopted policies, plans or programs supporting alternative transportation. The South Fort Bragg Pedestrian Access Plan includes the addition of a bicycle lane and sidewalk improvements to the west of the project area, however the applicant has only included these in the plans as a "Future Sidewalk." However, installation of this sidewalk should be completed as part of required frontage improvements for this project in order to reduce potential safety issues for pedestrians associated with pedestrian access to the site from Highway 1. The current submittal illustrates the location of the sidewalk improvement within the Caltrans right of way. Therefore, the applicant will either have to obtain an encroachment permit from Caltrans and install the sidewalk within Caltrans' right of way, or the applicant will have to redesign the project to include space for the required pedestrian improvements along the eastern edge of their property. Caltrans submitted comments on this project on October 23, 2014 and recommended as a condition of permit approval that the developer be required to construct a sidewalk along the southbound segment of Highway 1 in the project area to mitigate pedestrian traffic generated by the retail development. Caltrans noted in their letter that the embankment adjacent to southbound Highway 1 has a vertical height of 1 to 8 ft and that construction of the sidewalk adjacent to the Highway 1 shoulder may require retaining walls. Caltrans further noted that the proposed sidewalk could be constructed on top of the embankment either on the developer's property or in the Caltrans ROW. Work within the Caltrans ROW would require an encroachment permit.

With the implementation of **Mitigation Measure 17**, the impact will be reduced to a less than significant level.

> **Mitigation Measure 17: Prior to issuance of the Building Permit, the applicant shall submit a new site plan to the Community Development Director illustrating the sidewalk improvements along Highway 1 as part of this project. The sidewalk improvements will**

conform with the requirements of the South Fort Bragg Pedestrian Access Plan, which include a sidewalk of at least 6 feet in width with a 5 foot landscaped buffer between the sidewalk and the Highway 1 right of way. If the sidewalk is located within the Caltrans ROW, the applicant shall obtain an encroachment permit prior to approval of the Building Permit for the Hare Creek Center.

XVII. Utilities and Service Systems

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

DISCUSSION OF IMPACTS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The project is a retail facility and will have limited impacts to the wastewater treatment system associated with restroom operations and disposal of liquid food waste from the grocery store and other potential tenants. The Public Works Department has indicated that the project will not have a significant impact on the wastewater treatment plant.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Water Analysis. The proposed project includes a 29,500 square foot stormwater catchment area (building roofs) that would fill on-site water tanks totaling 60,000 gallons. The project includes 0.36 acres of landscaped area. The project architect has estimated that the project would require 134,400 gallons of water each year for irrigation. While the majority of this irrigation load would be during summer months (May to September) and would amount to 89,000 gallons, the water catchment tanks have sufficient capacity to meet all of the watering needs due to the ability to catch small amounts of precipitation even in the summer months, which recharge the catchment tanks. Landscape watering in the wetter winter months will also come from the catchment tanks and the tanks would refill prior to the summer months when they will be drawn down. Due to the water catchment system and the use of low water use native plants, there would be no net water demand on the City's water system from landscaping watering.

The proposed retail facilities would, however, have an impact on the City's water supply. The project architect prepared a water budget for the project utilizing water use statistics for supermarkets in the Western United States from the US Department of Energy Data Book. According to this analysis the project would use **1,935,916** gallons of water per year for internal operations (restrooms, sinks, drinking fountains, etc.). This water use would consist of:

1. 960,000 gallons for a grocery store in building A,
2. 375,306 gallons per year for a generic 10,0000 SF retail use in Building B, and
3. 294,840 for three 1,800 SF generic retail spaces and 305,760 gallons for a small restaurant with 400 SF service area in Building C.

Staff analyzed current water use by two large format grocery stores in Fort Bragg and found that annual water use for these facilities was in line with that estimated by the architect. Specifically total water use was 1,797,444 gallons for a 35,360 SF grocery store (50 gallons/SF) and 2,471,392 for a 41,000 square foot grocery store (60 gallons/SF), netting an average of 55 gallons per square foot for a grocery store. If this figure is applied to the proposed 15,000 SF grocery store, it would use a total of 825,000 gallons of water per year. The other water use rates are reasonable given water use by comparable businesses within Fort Bragg.

However, given that the proposed project would not utilize water for landscaping, the actual net water use would likely be **1,935,916** gallons minus the 89,000 gallons of summer water use for landscaping, resulting in a total water use estimate of 1,846,916 gallons per year.

The proposed shopping center project can be served by existing water sources and storage as shown in the analysis below. Water availability under severe drought conditions is the primary constraint for City utility service for a project of this size. In 2010, City staff completed a water supply analysis that found that the City could increase water use by 8% over existing water use in a severe drought (such as the 1977 drought) and continue to serve all customers without falling below the 5 million gallon reserve required to maintain adequate pressure in the system for fire flows. Since that time the City has approved projects that would utilize 3.6% of the 8% of available water capacity (2.8% for North Coast Brewery Expansion, 0.6% for the Cottages at Cypress Street, 0.1% Taco Bell, and 0.1% for Brewery Restaurant expansion). At 1.8 million gallons per year, the proposed Hare Creek project would increase water use by 1% over current use, bringing the total water use, since the water analysis was completed, to 4.6%. This additional use is within the 8% limit, but leaves only 3.4% of water capacity available for other new projects. There is one priority use project, the Avalon Hotel, in the permitting pipeline at this time and water service capacity would need to be reserved for this use as required by Coastal

General Plan Policy PF -1.3 which requires that "adequate services capacity would be retained to accommodate existing, authorized, and probably priority uses upon completion." The Avalon Hotel is a proposed 64 room conference facility with a restaurant and bar north of Pudding Creek. The hotel's water budget is anticipated at 70 gallons per room per day or 1.5 million gallons of water per year. The restaurant would use an additional 300,000 gallons, bringing total water use to 1.8 million gallons for the Avalon hotel. The Avalon would also use about 1% of the remaining water serving capacity, however, this hotel could be served in addition to the Hare Creek project without running out of water service capacity.

KASL Engineering was hired to complete a water pressure analysis to determine if the project would result in water pressure issues in the vicinity of the project. The study found that even with peak water flows at the center of 16.1 gpm the proposed project would result in an insignificant difference on pressure of 0.1 psi for the existing water system. Likewise, the study found no significant difference in pressure at fire hydrants with and without the project. For hydrants with available fire flow of less than 1,600 gpm, the impact of the project on fire flow was 3 gpm. For projects with available fire flows of more than 1,500 gpm, the impact of the project on fire flow was 16 gpm. This is not a significant difference and does not require mitigation.

Sewer Analysis. Staff spoke with the Director of the Waste Water Treatment Facility, John Smith, who determined that the project would not have a significant impact on the WWTF.

The applicant will be required to pay capacity charges as part of the Building Permit process to pay for the project's fair share of past City investments in the water and sewer infrastructure.

Mitigation Measure 18: Prior to issuance of the building permit, the applicant shall pay all capacity charges associated with the project.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The project will result in a significant increase of impervious surfaces in this undeveloped site, including 29,511 SF of buildings and 65,790 SF of hardscape (parking lot, sidewalks, etc.). The project has been designed so that most of the stormwater that falls to the roof surfaces (29,500 SF) would be captured onsite in water storage tanks for reuse to irrigate site landscaping. The net runoff from the rooftops that will not flow into the water storage tanks is estimated at 296,000 gallons/year out of a total of 637,090 gallons/year. So in total, the stormwater capture system will result in 47% (296,000 gallons) of the stormwater that hits the building footprints running off the site. Fifty-three percent of the stormwater that falls on the rooftops will be captured and reused for landscaping, which will eventually infiltrate the site or be lost to evapotranspiration (plant sweating). The remaining stormwater will be infiltrated on site through the installation of an infiltration trench of 1,000 ft in length. The trench will be three feet deep and include an 18 inch perforated drain on top of infiltration rock. The trench will be covered with earth. An easement will need to be recorded on the adjacent parcel, the future home of the infiltration trench per **Mitigation Measure 19** below.

Mitigation Measure 19: Prior to issuance of a final on the Building permit, the applicant shall record an easement for the infiltration trench.

The parking lot and other hardscape components of the project include 7 drainage areas that total 65,790 SF of hardscape (as shown on Plan set Page G5). This impervious area will result in stormwater flow of 1,277 gallons/hour in an 85th percentile storm and 4.6 cubic feet per second in a ten year storm.

A portion of this project would drain into Drainage Area H of the City of Fort Bragg. According to the 2004 Storm Drain Master Plan the drainage ditches on both sides of Ocean View Drive need to be cleaned and re-graded. Additionally, the existing culverts on this drainage are undersized for current development. As shown on the map for Drainage Basin H in the Storm Drainage Master Plan, most of the culverts are undersized and provide for flows of 2, 7 and 3 cubic Feet per second. These culverts may be overwhelmed by the additional stormwater flows from the developed site in a ten year storm. The Master Plan recommends upgrading four culverts (H-1.0, H-1.2, H-1.4 to 30" culverts and H-1.6 to a 24" culvert). In order to reduce the impacts of the proposed project to a less than significant level on the City's storm drain system and outflow that would serve this development, **Mitigation Measure 20** shall be implemented.

Mitigation Measure 20: Prior to approval of the Building Permit, the City of Fort Bragg shall prepare a study at the applicant's expense which will determine the fair share cost to upgrade the four culverts and outfall and to re-grade the drainage ditch along Ocean View Drive if needed to accommodate additional stormwater from the site. Prior to the approval of the Building Permit, the applicant will either pay the City for the applicant's proportional share of the cost for the improvements or install the improvements.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As noted above in b) the project will be adequately served by existing water entitlements, sources and storage facilities.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project will result in an increase in demand on wastewater treatment facilities. The Public Works Department has determined that the Wastewater Treatment Facility has adequate capacity to serve the proposed development.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The project will contribute to an increase in solid waste. Solid waste from the City of Fort Bragg is currently trucked to Redwood Landfill, which has sufficient capacity to handle the additional solid waste from this facility.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The City of Fort Bragg has a Construction and Demolition Recycling ordinance to which the project will have to comply. Additionally, the project site plan includes designated locations for recyclables storage and handling. The State will require segregation and recycling of compostable materials by 2016, therefore the project should include a location to collect compostable materials from the restaurant, grocery store and any other facilities that would generate compostable materials. **Mitigation Measure 21** would reduce the solid waste impacts to a less than significant level.

Mitigation Measure 21: Prior to issuance of the Building Permit, the applicant shall submit a revised site plan to the Community Development Director illustrating a recycling enclosure for segregation of green and food waste (compostable materials) for both the restaurant and the grocery store.

XVIII. Mandatory Findings of Significance

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

DISCUSSION OF IMPACTS

With incorporation of the following 20 mitigation measures into the project, all potential impacts would be reduced to a level of less than significant.

Mitigation Measure 1: Prior to issuance of the Building Permit, the applicant shall resubmit the landscaping plan, for approval by the Community Development Director, illustrating: 1) nine Shore Pines (or coastal native tree equivalents) along the eastern edge of the proposed parking

lot; 2) local coastal trees for the remainder of the landscaping plan; 3) the plant variety proposed for the trellis shown on the eastern edge of the parcel; and 4) types and locations of climbing plants that are appropriate to the coastal environment for all trellises of the project.

Mitigation Measure 2: Prior to issuance of the Building Permit, the applicant shall revise the Project Site Plan to set back the east face of Building C by an additional 5 feet and shall submit a landscaping plan to include installation of a five foot wide vegetative area along the east face (highway facing) elevation of Building C.

Mitigation Measure 3: The rainwater catchment tank shall be of a non-reflective material in a natural and neutral tone. Prior to approval of the Building Permit, the applicant shall submit the colors for the cisterns and a mural design for the southernmost rainwater catchment tank on the east side of the property and the northernmost rainwater catchment tank on the west side of the property, for review and approval by the Director of Community Development. The mural shall depict a historic, cultural or natural theme related to the Mendocino Coast.

Mitigation Measure 4: In order to minimize dust and keep dust from leaving the project site, a dust prevention and control plan shall be submitted for approval by the City Engineer in conjunction with the Storm Water Pollution Prevention Plan (SWPPP). The dust prevention and control plan shall demonstrate that the discharge of dust from the construction site will not occur, or can be controlled to an acceptable level depending on the particular site conditions and circumstances. The plan shall include the following information and provisions:

1. The plan shall address site conditions during construction operations, after normal working hours, and during various phases of construction.
2. The plan shall include the name and the 24 hour phone number of a responsible party in case of emergency.
3. If the importing or exporting of dirt is necessary as demonstrated by the cut and fill quantities on the grading plan, the plan shall also include the procedures necessary to keep the public streets and private properties along the haul route free of dirt, dust, and other debris.
4. When an entire project is to be graded and the subsequent construction on the site is to be completed in phases, the portion of the site not under construction shall be treated with dust preventive substance or plant materials and an irrigation system.
5. Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.
6. The area disturbed by clearing, demolition, earth-moving, excavation operations or grading shall be minimized.
7. All visibly dry disturbed soil road surfaces shall be watered to minimize fugitive dust emissions. Dust emissions shall be controlled by watering a minimum of two times each day, paving or other treatment of permanent on-site roads and construction roads, the covering of trucks carrying loads with dust content, and/or other dust-preventive measures (e.g., hydroseeding, etc.).
8. All unpaved surfaces shall have a posted speed limit of 10 miles per hour.
9. Earth or other material that has been transported by trucking or earth moving equipment, erosion by water, or other means onto paved streets shall be promptly removed.
10. Water or suitable chemicals shall be applied on materials stockpiles, and other surfaces that can give rise to airborne dusts.
11. All earthmoving activities shall cease when sustained winds exceed 20 miles per hour.

12. The operator shall take reasonable precautions to prevent the entry of unauthorized vehicles onto the site during non-work hours.

Mitigation Measure 5: Minimize Potential Disturbance of Breeding Birds through the following techniques:

1. Work Windows. Conduct as much ground disturbance and vegetation (tree and shrub) removal as is feasible between September 1 and January 15, outside of the breeding season for most bird species.
2. Preconstruction Surveys. If ground disturbance or removal of vegetation occurs between January 16 and August 31, preconstruction surveys will be performed prior to such disturbance to determine the presence and location of nesting bird species.
3. Buffers. If nests are present, establishment of temporary protective breeding season buffers will avoid direct mortality of these birds. The appropriate buffer distance is species specific and will be determined by a qualified biologist as appropriate to prevent nest abandonment and direct mortality during construction.

Mitigation Measure 6: A Native American monitor shall be present during all ground disturbing activities. Additionally the project applicant shall provide five day notice to the Sherwood Valley Band of Pomo Indians in advance of ground disturbing activities on the site so the SVBP can schedule a Native American monitor for the site. If any cultural resources are discovered during construction activities the applicant shall follow state and local laws requiring that the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 25 feet of the discovery; 2) notify the Fort Bragg Community Development Department immediately of the discovery; and 3) retain a professional archaeologist to determine appropriate action in consultation with the Sherwood Valley Band of Pomo.

Mitigation Measure 7: If human remains are identified during project construction that applicant shall follow the following procedures. All development shall cease immediately and shall not commence until so directed by the Community Development Director. The Director and county corner shall be notified immediately. The applicant shall follow the procedure defined in 17.50.030E of the Coastal Land Use and Development Code.

Mitigation Measure 8: The recommendations of the Krazen & Associates geotechnical report shall be followed for site grading, compaction and preparation of engineered fill.

Mitigation Measure 9: The Applicant shall secure all necessary permits for the proposed development from City and State agencies having jurisdiction, including a Grading Permit, NPDES Permit, Building Permit and others as required.Error! Reference source not found.

Mitigation Measure 10**:** Prior to issuance of the Building Permit, the applicant shall submit a Storm Water Pollution Prevention Plan for review and approval by the Community Development Director, that shall include measures for prevention of gasoline, oil and lubricant spills, and an action plan for clean-up of any accidental fluids or other contaminants spilled or encountered during conversion and construction activities.

Mitigation Measure 11: During construction the areas slated for bioswales will be protected from excessive grading and compaction with construction fencing. The efficacy of the bioswales will be demonstrated prior to final of the building permit, by testing the permeability of the soil with a perc test. Once the Hare Creek Center is operational, the bioswales will be inspected for

clogging at least monthly. If clogging is identified it shall be addressed immediately to ensure the effective operation of this stormwater system.

Mitigation Measure 12: The project landscaping plan shall not include any species of broom, pampas grass, gorse, or other species of invasive non-native plants, such as Monterey Cypress deemed undesirable by the City or other regulatory agency. Nor will the applicant plant any of these invasive plants on the property now or in the future.

Mitigation Measure 13: Grading and earthwork activity shall be limited to the hours of 8:00am to 5:00pm Monday through Friday.

Mitigation Measure 14: Shopping Carts at the Hare Creek Center shall include lock out technology so that the carts cannot be removed from the parking lot.

Mitigation Measure 15: Prior to issuance of the Building Permit, the applicant shall submit plans to the Director of Public Works for review and approval for: 1) widening the eastbound approach of Ocean View Drive (at Highway 1 and Ocean View Drive); 2) adding a right turn only lane, and; 3) completing related relocation/redesign of sidewalks and signals. The right turn only lane shall be of a length, determined by the Director of Public Works, to ensure effective queuing of traffic prior to turn movements. Prior to the final approval of the Building Permit, the Director of Public Works shall confirm that the plans for widening Ocean View Drive and adding the right turn only lane and relocating sidewalks and other infrastructure have been completed as approved by the Director of Public Works.

Mitigation Measure 16: Prior to approval of the Building Permit, the applicant shall submit a new site plan to the Community Development Director illustrating the addition of two fire hydrants: one to be located between Building A and Bayview Drive and the other hydrant located between Building B and Bayview Drive**.**

Mitigation Measure 17: Prior to issuance of the Building Permit, the applicant shall submit a new site plan to the Community Development Director illustrating the sidewalk improvements along Highway 1 as part of this project. The sidewalk improvements will conform with the requirements of the South Fort Bragg Pedestrian Access Plan, which include a sidewalk of at least 6 feet in width with a 5 foot landscaped buffer between the sidewalk and the Highway 1 right of way.

Mitigation Measure 18: Prior to issuance of the building permit, the applicant shall pay all capacity charges associated with the project.

Mitigation Measure 19: Prior to issuance of a final on the Building permit, the applicant shall record an easement for the infiltration trench.

Mitigation Measure 20: Prior to approval of the Building Permit, the City of Fort Bragg shall prepare a study at the applicant's expense which will determine the fair share cost to upgrade the four culverts and outfall and to re-grade the drainage ditch along Ocean View Drive if needed to accommodate additional stormwater from the site. Prior to the approval of the Building Permit, the applicant will either pay the City for the applicant's proportional share of the cost for the improvements or install the improvements.

Mitigation Measure 21: Prior to issuance of the Building Permit, the applicant shall submit a revised site plan to the Community Development Director illustrating a recycling enclosure for segregation of green and food waste (compostable materials) for both the restaurant and the grocery store.

Tables Figures and Attachments

Table 1: Building Distance From Edge of Highway 1

Table 2: GHG Emissions - Hare Creek Center

Figure 1: Project Site
Figure 2: Photographic Rendering of Project from northbound Highway 1 looking west
Figure 3: Photographic Rendering of North Building of Project from southbound Highway 1 looking west
Figure 4: Photographic Rendering of South Building of Project from Highway 1 Southbound
Figure 5: Aerial View of proposed Project Site

Attachment 1 Project Plans
Attachment 2 WRA, Coastal Act Compliance Report for Hare Creek Center, March, 2014
Attachment 3 Urbemis, *Combined Annual Emissions Report*, July 30, 2014
Attachment 4 Nolan *Associates, Groundwater Recharge and Water Balance Evaluation*, August 23, 1995
Attachment 5 Angela Liebenberg, email, July 31, 2014
Attachment 6 GHD, Hare Creek Commercial Center Project Traffic Impact Study Report, March 2014
Attachment 7 KASL Consulting Engineers. *Water Model Study for 1250 Del Mar Drive Proposed Retail Shopping Center*, Oct 2014