

# 1. INTRODUCTION

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## A. What Is the Coastal General Plan?

Every city and county in California is required by State law to have a General Plan. A General Plan is a legal document that serves as the community's "constitution" for land use, development and conservation. A General Plan must be comprehensive and long term, outlining proposals for the physical development of the city and any land outside its boundaries which in the City's judgment bears relation to its planning. The Coastal General Plan achieves these goals for the Coastal Zone in the City of Fort Bragg.

State law specifically requires that the General Plan address seven topics or "elements." These are land use, circulation (transportation), housing, conservation, open space, noise, and safety. Additionally, jurisdictions with lands located within the coastal zone must adopt a coastal land use plan. The General Plan may also address other topics the community feels are relevant to its development. The Coastal General Plan also addresses community design, sustainability and public facilities. All of the City's land use regulations for the Coastal Zone, including zoning and subdivision regulations, specific plans, and Citywide Design Guidelines must conform to the Coastal General Plan. The Coastal General Plan serves the following functions:

- Expresses the community's vision of the future physical development of Fort Bragg in the Coastal Zone.
- Enables the Planning Commission and the City Council to establish long-range conservation and development policies in the Coastal Zone.
- Provides the basis for judging whether specific private development proposals and public projects are consistent with these policies in the Coastal Zone.
- Informs the residents, developers, decision makers, and other jurisdictions of the ground rules that will guide development and conservation in the Coastal Zone.

The Coastal General Plan applies to all projects in the Coastal Zone; by contrast the Inland General Plan applies only to the non-coastal zone areas of the City of Fort Bragg. There is significant overlap and similarity between the two General Plans; however, due to the unique requirements of the Coastal Act, the Coastal General Plan has additional regulations that are not included in the Inland General Plan.

The policy framework for the Coastal General Plan has a long-range perspective and is intended to address development concerns for the next twenty years (through 2040). Throughout this document the term "General Plan" is used interchangeably with the term

“Coastal General Plan” and both terms refer to this document. The Coastal General Plan consists of narrative text and maps, along with goals, policies, and programs. It is organized into seven elements required by State law, and two optional elements dealing with Community Design and Sustainability.

The nine elements of the Coastal General Plan are summarized below:

1. *Land Use*: Establishes land use designations with types and intensities of land use, and policies and programs regarding redevelopment and maintenance of coastal-dependent businesses.
2. *Public Facilities*: Establishes the essential public facilities and services to ensure that the existing and future population of Fort Bragg is provided with the highest feasible level of public services.
3. *Conservation, Open Space, Energy, and Parks*: Contains the State-mandated open space and conservation elements. Emphasis is placed on protecting the City's natural resources, protecting and enhancing environmentally sensitive areas, and providing open space and parks to meet the community's recreational needs. This element also includes specific policies and programs to ensure continued public access, preserve and enhance scenic views, protect wetlands, bluff tops, and other natural resources.
4. *Circulation*: Contains policies and Levels of Service standards for the roadway system, as well as policies for public transit, bicycle facilities, parking and transportation for the mobility impaired, taking into account the relationship between land use and transportation needs of the community.
5. *Community Design*: This optional element establishes policies and programs dealing with the appearance of the community. It includes urban design guidelines to ensure that development contributes to the community's identity and unique sense of place, and policies to preserve historic sites and buildings.
6. *Safety*: Contains policies and programs to reduce the risk of injury, loss of life, and property damage resulting from natural disasters and hazardous conditions and materials.
7. *Noise*: Contains policies and programs to reduce the community's exposure to excessive noise.
8. *Housing*: Includes policies and programs to meet the housing needs of all economic segments of the community, emphasizing increased mixed-use housing, more effective utilization of infill sites, inclusionary housing, and providing additional housing for special needs groups such as seniors.

9. *Sustainability*: Includes policies and programs to meet the sustainability goals of the community, including green building, clean energy, water conservation and recycling.

State law requires that all parts of the General Plan comprise an integrated, internally consistent and compatible statement of policies. This standard, as well as court cases which have interpreted it, implies that all elements of the General Plan have equal status, that all goals and policies must be internally consistent, and that programs must follow logically from the Plan's goals and policies. This Coastal General Plan meets these standards.

## **B. California Coastal Act**

The California Coastal Act of 1976 established a comprehensive plan to protect resources and regulate development along California's coast. The Coastal Act requires every city and county located partly or wholly within the designated Coastal Zone to prepare a Local Coastal Program (LCP) which is reviewed and certified by the California Coastal Commission. The purpose of the LCP is to meet the requirements of and implement the Coastal Act at the local level (Coastal Act §30108.6). The Coastal Act defines a Local Coastal Program as “a local government’s (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resource areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of this division at the local level” (Public Resources Code Section 30108.6). The LCP zoning ordinance, district maps, and other implementing actions must be found to conform with and be adequate to carry out the LCP Land Use Plan (LUP). To become certified by the Coastal Commission, the LUP must meet the requirements of, and be in conformity with, the policies of Chapter 3 of the Coastal Act.

The Coastal Act (in Public Resources Code, Section 30001.5), sets the following goals for LCPs in the Coastal Zone:

- Protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and artificial resources.
- Assure orderly, balanced utilization and conservation of Coastal Zone resources taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
- Assure priority for coastal-dependent and coastal-related development over other development on the coast.

- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the Coastal Zone.

### C. Coastal General Plan

This document establishes the Land Use Plan portion of the City of Fort Bragg Local Coastal Program (LCP), and was prepared in accordance with the California Coastal Act. The Land Use Plan is defined as “the relevant portion of a local government’s general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and where necessary, a listing of implementing actions” (PRC Section 30108.5). The policies contained in the portion of the Coastal General Plan that constitute the LUP described in subsection (2) below govern the use of land and water in the Coastal Zone within the City of Fort Bragg.

This Coastal General Plan update, certified by the Coastal Commission, supersedes the City’s 1983 certified Land Use Plan.

#### 1. Area Covered by the Coastal General Plan

The Coastal General Plan establishes policies for all land within the Fort Bragg Coastal Zone. Approximately one-third of the City of Fort Bragg is located within the Coastal Zone, including all of the lands west of Highway One and most of the lands on the east side of the highway, south of Walnut Street as described in Coastal Act Section 30150 and generally depicted on General Plan Map LU-24. The City administers a separate General Plan and Land Use and Development Code that governs development outside of the Coastal Zone.

#### 2. Organization and Content

The policies contained within the Coastal General Plan constitute the Land Use Plan portion of the City’s Local Coastal Program and govern the review and approval of coastal development permits within the City’s delegated permit jurisdiction and include the following:

##### 2.a: Policies that are part of the Certified Local Coastal Program

- General Policies:

Policy 1-1	Policy 1-4	Policy 1-7
Policy 1-2	Policy 1-5	Policy 1-8
Policy 1-3	Policy 1-6	Policy 1-9

- Land Use Element:

Policy LU-1.1	Policy LU-5.6	Policy LU-8.2
Policy LU-1.2	Policy LU-5.7	Policy LU-8.3
Policy LU-3.1	Policy LU-5.8	Policy LU-8.4
Policy LU-3.2	Policy LU-5.9	Policy LU-8.5
Policy LU-3.3	Policy LU-5.10	Policy LU-8.6
Policy LU-3.4	Policy LU-5.11	Policy LU-8.7
Policy LU-3.5	Policy LU-6.1	Policy LU-8.8
Policy LU-3.6	Policy LU-6.2	Policy LU-8.9
Policy LU-3.7	Policy LU-6.3	Policy LU-9.1
Policy LU-4.1	Policy LU-6.4	Policy LU-9.2
Policy LU-4.2	Policy LU-6.5	Policy LU-9.3
Policy LU-4.3	Policy LU-6.6	Policy LU-9.4
Policy LU-4.4	Policy LU-7.1	Policy LU-9.5
Policy LU-5.1	Policy LU-7.2	Policy LU-9.6
Policy LU-5.2	Policy LU-7.3	Policy LU-9.7
Policy LU-5.3	Policy LU-7.4	Policy LU-9.8
Policy LU-5.4	Policy LU-8.1	Policy LU-9.9
Policy LU-5.5		

- Public Facilities Element:

Policy PF-1.1	Policy PF-3.5	Policy PF-5.1
Policy PF-1.2	Policy PF-3.6	Policy PF-5.2
Policy PF-1.3	Policy PF-3.7	Policy PF-5.3
Policy PF-1.4	Policy PF-3.8	Policy PF-5.4
Policy PF-2.3	Policy PF-3.9	Policy PF-5.5
Policy PF-2.4	Policy PF-4.1	Policy PF-5.6
Policy PF-2.5	Policy PF-4.2	Policy PF-6.4
Policy PF-3.1	Policy PF-4.3	Policy PF-6.5
Policy PF-3.2	Policy PF-4.4	Policy PF-6.6
Policy PF-3.4	Policy PF-4.7	Policy PF-6.7

- Conservation, Open Space, & Parks Element:

Policy OS-1.1	Policy OS-8.1	Policy OS-15.2
Policy OS-1.2	Policy OS-8.2	Policy OS-15.3
Policy OS-1.3	Policy OS-8.3	Policy OS-15.4
Policy OS-1.4	Policy OS-8.4	Policy OS-15.5
Policy OS-1.5	Policy OS-8.5	Policy OS-15.6
Policy OS-1.6	Policy OS-9.1	Policy OS-15.7
Policy OS-1.7	Policy OS-9.2	Policy OS-15.8
Policy OS-1.8	Policy OS-9.3	Policy OS-15.9
Policy OS-1.9	Policy OS-9.4	Policy OS-15.10
Policy OS-1.10	Policy OS-9.5	Policy OS-15.11
Policy OS-1.11	Policy OS-9.6	Policy OS-15.12
Policy OS-1.12	Policy OS-10.1	Policy OS-15.13
Policy OS-1.13	Policy OS-10.2	Policy OS-15.14
Policy OS-1.14	Policy OS-10.3	Policy OS-15.15
Policy OS-1.15	Policy OS-10.4	Policy OS-15.16
Policy OS-1.16	Policy OS-10.5	Policy OS-15.17

Policy OS-2.1	Policy OS-10.6	Policy OS-15.18
Policy OS-2.2	Policy OS-10.7	Policy OS-15.19
Policy OS-3.1	Policy OS-10.8	Policy OS-15.20
Policy OS-4.1	Policy OS-10.9	Policy OS-15.21
Policy OS-4.2	Policy OS-10.10	Policy OS-15.22
Policy OS-4.3	Policy OS-11.1	Policy OS-15.23
Policy OS-4.4	Policy OS-11.2	Policy OS-15.24
Policy OS-4.5	Policy OS-12.1	Policy OS-16.1
Policy OS-5.1	Policy OS-13.1	Policy OS-16.2
Policy OS-6.1	Policy OS-13.2	Policy OS-16.3
Policy OS-6.2	Policy OS-13.3	Policy OS-16.4
Policy OS-6.3	Policy OS-13.4	Policy OS-16.5
Policy OS-6.4	Policy OS-13.5	Policy OS-16.6
Policy OS-6.5	Policy OS-14.1	Policy OS-17.1
Policy OS-6.6	Policy OS-14.2	Policy OS-17.2
Policy OS-6.7	Policy OS-14.3	Policy OS-18.1
Policy OS-6.8	Policy OS-14.4	Policy OS-18.2
Policy OS-6.9	Policy OS-14.5	Policy OS-18.5
Policy OS-6.10	Policy OS-15.1	Policy OS-18.6

- Circulation Element:

Policy C-1.1	Policy C-4.6	Policy C-11.4
Policy C-1.2	Policy C-4.7	Policy C-12.1
Policy C-2.1	Policy C-4.8	Policy C-12.2
Policy C-2.2	Policy C-4.9	Policy C-12.3
Policy C-2.3	Policy C-5.1	Policy C-12.4
Policy C-2.4	Policy C-5.2	Policy C-12.5
Policy C-2.5	Policy C-6.1	Policy C-13.1
Policy C-3.1	Policy C-6.2	Policy C-13.2
Policy C-3.2	Policy C-7.1	Policy C-13.3
Policy C-3.3	Policy C-8.1	Policy C-14.1
Policy C-3.4	Policy C-8.2	Policy C-14.2
Policy C-3.5	Policy C-8.3	Policy C-14.3
Policy C-3.6	Policy C-8.4	Policy C-14.4
Policy C-3.7	Policy C-8.5	Policy C-14.5
Policy C-3.9	Policy C-8.6	Policy C-14.6
Policy C-3.10	Policy C-9.1	Policy C-14.7
Policy C-4.1	Policy C-9.2	Policy C-14.8
Policy C-4.2	Policy C-10.1	Policy C-14.9
Policy C-4.3	Policy C-11.1	Policy C-14.10
Policy C-4.4	Policy C-11.2	Policy C-15.2
Policy C-4.5	Policy C-11.3	

- Community Design Element:

Policy CD-1.1	Policy CD-1.11	Policy CD-3.4
Policy CD-1.2	Policy CD-1.12	Policy CD-3.5
Policy CD-1.3	Policy CD-1.13	Policy CD-3.6
Policy CD-1.4	Policy CD-1.14	Policy CD-4.1
Policy CD-1.5	Policy CD-2.3	Policy CD-5.1

Policy CD-1.6	Policy CD-2.4	Policy CD-5.2
Policy CD-1.7	Policy CD-2.6	Policy CD-6.1
Policy CD-1.8	Policy CD-3.1	Policy CD-7.1
Policy CD-1.9	Policy CD-3.2	Policy CD-7.2
Policy CD-1.10	Policy CD-3.3	Policy CD-8.2

- Safety Element:

Policy SF-1.1	Policy SF-2.5	Policy SF-4.5
Policy SF-1.2	Policy SF-2.6	Policy SF-5.1
Policy SF-1.3	Policy SF-2.7	Policy SF-5.2
Policy SF-1.4	Policy SF-2.8	Policy SF-5.3
Policy SF-1.5	Policy SF-2.9	Policy SF-5.4
Policy SF-1.6	Policy SF-3.1	Policy SF-6.1
Policy SF-1.7	Policy SF-3.2	Policy SF-6.2
Policy SF-1.8	Policy SF-3.3	Policy SF-6.5
Policy SF-1.9	Policy SF-3.5	Policy SF-10.1
Policy SF-1.10	Policy SF-3.6	Policy SF-10.2
Policy SF-1.11	Policy SF-4.1	Policy SF-10.3
Policy SF-2.1	Policy SF-4.2	Policy SF-10.4
Policy SF-2.2	Policy SF-4.3	Policy SF-11.1
Policy SF-2.3	Policy SF-4.4	Policy SF-11.2
Policy SF-2.4		


- Noise Element

N/A		
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- Housing Element

Fort Bragg's 6<sup>th</sup> Cycle (2019-2027) General Plan Housing Element was certified by the California Department of Housing and Community Development on December 12, 2019. The City is working with Coastal Commission staff to certify the Housing Element as part of the Local Coastal Program.

## 2.b: Policies not part of the Certified Local Coastal Program

The policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits (CDP). These policies are not part of the standard of review for coastal development permit purposes, as they are not relevant to indicate the "kinds, location, and intensity of land uses" as required of Coastal Land Use Plans (PRC Section 30108.5). However, the policies demarcated with the City seal are retained in the Coastal General Plan document as the City will apply these policies within the Coastal Zone under its own separate authority.

The following policies and associated programs demarcated with the City seal are not considered part of the City's certified Local Coastal Program for purposes of the review and approval of coastal development permits:

- Land Use Element:

Map LU-3 Policy LU-2.1	Policy LU-2.2 Policy LU-2.3	Policy LU-2.4 Policy LU-2.5
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- Public Facilities Element:

Policy PF-1.5 Policy PF-2.1 Policy PF-2.2	Policy PF-4.5 Policy PF-4.6 Policy PF-6.1	Policy PF-6.2 Policy PF-6.3
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- Conservation, Open Space & Parks Element:

Policy OS-7.1 Policy OS-16.7	Policy OS-18.3	Policy OS-18.4
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- Circulation Element:

Policy C-3.8 Policy C-3.11 Policy C-15.1	Policy C-15.3 Policy C-16.1	Policy C-17.1 Policy C-18.1
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- Community Design Element:

Policy CD-2.1 Policy CD-2.2	Policy CD-2.5	Policy CD-8.1
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- Safety Element:

Policy SF-3.4 Policy SF-6.3 Policy SF-6.4 Policy SF-7.1	Policy SF-7.2 Policy SF-8.1 Policy SF-8.2 Policy SF-9.1	Policy SF-9.2 Policy SF-12.1 Policy SF-12.2
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- Noise Element:

Policy N-1.1 Policy N-1.2	Policy N-1.3 Policy N-1.4	Policy N-1.5 Policy N-1.6
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- Housing Element

<p>Fort Bragg's 6<sup>th</sup> Cycle (2019-2027) General Plan Housing Element was certified by the California Department of Housing and Community Development on December 12, 2019. The City is working with Coastal Commission staff to certify the Housing Element as part of the Local Coastal Program.</p>
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## D. Mission and Vision

The mission of the Coastal General Plan is to preserve and enhance the small town character and natural beauty that make the City a place where people want to live and visit, and to improve the economic diversity of the City to ensure that it has a strong and resilient economy which supports its residents. The following concepts articulate a vision of Fort Bragg that embraces its past and prepares for the future. Fort Bragg is:



- A friendly city with a small town character and a strong sense of community.
- A city which seeks to preserve its natural beauty and provide access to the scenic and recreational resources of its natural setting.
- A city that values its roots in the fishing and timber industries and seeks to maintain a connection to its past, while preparing for the future.
- A city with strong connections to its heritage and a commitment to the preservation of historic resources.
- A city which strives to create an environment where business and commerce can grow and flourish.
- A city that embraces its role as the primary commercial and service center on the Mendocino coast.
- A city which promotes itself as a tourist destination and which provides the necessary infrastructure and services to support a growing population of transient visitors.
- A city that supports efforts to preserve and strengthen the vitality of commerce in its central business district.
- A city that fosters a business climate which sustains and nourishes the growth and expansion of local businesses and cottage industries.
- A tolerant city that welcomes and values the cultural diversity of its residents.
- A city that values its youth and considers their needs in the planning of public spaces and facilities.
- A safe city that emphasizes community-oriented policing and crime prevention.
- A city that strives to provide housing opportunities for all income groups.
- A city that provides an adequate road system and public infrastructure to serve its residents, businesses, and future growth.

### Mill Site Reuse Vision & Guiding Principles

The former Georgia-Pacific Mill Site (“Mill Site”) is situated between Fort Bragg and its coast and encompasses over 425 acres of land or about ¼ of the City of Fort Bragg. At the height of operations this industrial property provided 2,000 jobs and was the largest employer in Mendocino County. Much of the site is paved or covered with thick layers of compacted gravel. The City redeveloped 110 acres of the site between 2014 and 2018

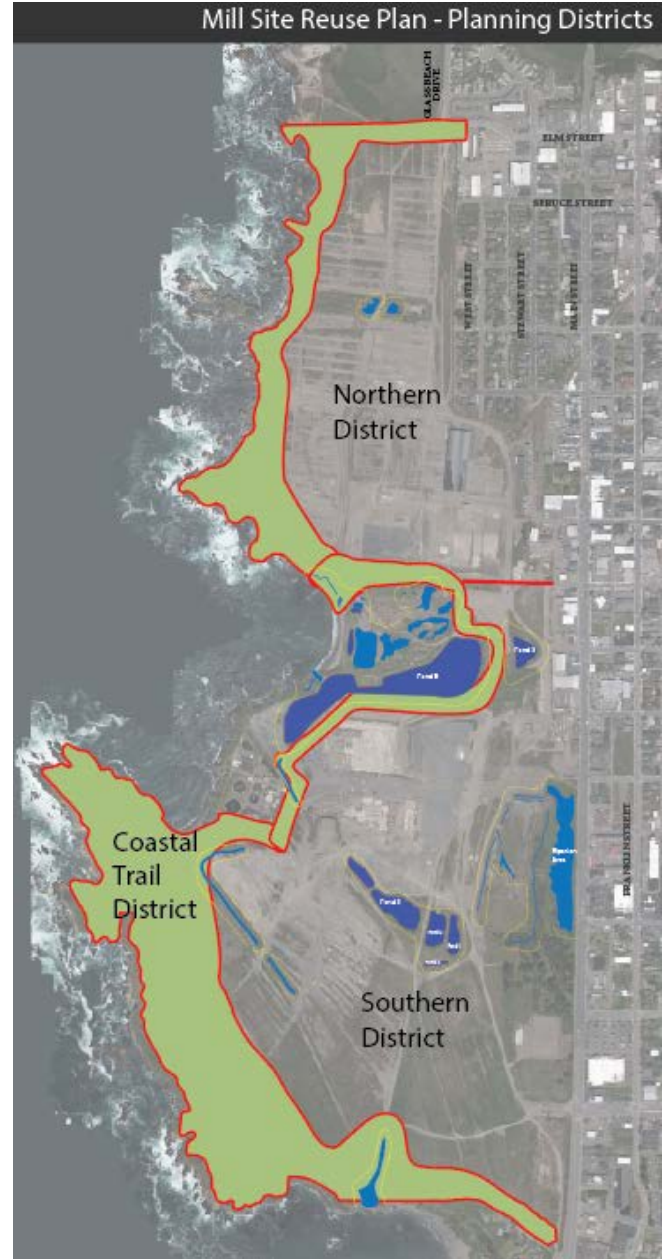
with a multiuse trail and related recreational facilities. The remaining 315 acres are envisioned for a mix of open space, parks, light & heavy industrial, commercial, institution, and residential development. The vision and the guiding principles below and the policies throughout the Coastal General Plan are intended to guide this development as envisioned by City Council and the Coastal Commission.

### Mill Site Reuse Vision

Over the next 20 years, reuse of the Mill Site should help support Fort Bragg as a working town with a diversified economy and good jobs, and a healthy, sustainable community with open space, parks and natural communities. New development on the Mill Site should enhance Fort Bragg's role as an economic and cultural center for the Mendocino Coast.

The following principles establish a framework for the reuse of the Mill Site:

1. Establish a coastal park with a multi-use trail and other parks.
2. Create new job opportunities on the Mill Site.
3. Establish zoning for residential & visitor serving uses in the Northern District.
4. Establish zoning for jobs in the Southern District (light industrial, education, visitor serving, R & D, and office space).
5. Provide for visitor services along Redwood Ave.
6. Establish an Urban Reserve to preserve part of the site for a future planning effort.
7. Incorporate smart growth practices such as compact design, mixed-use development, and higher density residential development adjacent to the City's central business district.
8. Require sustainable development practices such as low impact development and green building.
9. Require higher quality design for all development.
10. Retain public view corridors, on east west streets, to the ocean.
11. Allow for daylighting of Maple Creek and Alder Creek.
12. Extend the City street grid onto the site, as feasible.
13. Complete the remediation process of the Mill Site, including the larger mill pond complex.
14. Provide ample public access across the Mill Site to the Coastal Trail District.
15. Preserve archaeological resources.
16. Ensure the level of development is commensurate with the availability of services, including water supply.



## E. The General Plan and Coastal General Plan Process

The City initially decided to update its General Plan in 1994. An extensive public participation process took place to ensure that the revised Plan reflects the concerns and views of the community.

Key milestones of the public participation process include the following:

- The Citizen Advisory Committee (CAC) was established in 1994 and conducted public workshops on the General Plan Vision Statement and various elements.
- The CAC and the Planning Commission conducted public workshops on the goals and policies in 1995.
- Joint Planning Commission/City Council public workshops were held in 1996 to review an Administrative Draft General Plan. After these workshops, work on the General Plan was interrupted for more than two years.
- In 1999, an insert describing the General Plan and Coastal Element update process was placed in the local newspaper, the *Fort Bragg Advocate-News*. The City Council and Planning Commission conducted a joint workshop to review the 1996 Administrative Draft and provide direction to staff and the consultants regarding additional work necessary to complete the General Plan.
- In 2000, a Background Report was prepared on land use, environmental resources, transportation, and on the Local Coastal Program. The Background Report presented information about the City, the issues and constraints related to the General Plan, and alternative policy options.
- Joint Planning Commission/City Council public workshops were held during 2000 and 2001 on General Plan issues and alternatives.
- A revised Administrative Draft General Plan with a more comprehensive Coastal Element was prepared in October 2001.
- Public workshops were held by the Planning Commission and the City Council during late 2001.
- Public hearings were held by the Planning Commission and the City Council in August through December 2002 to review the Draft General Plan and the Environmental Impact Report.
- The General Plan was adopted by the City Council in December 2002.

The result of this multi-year process is a General Plan which reflects the concerns and values of Fort Bragg residents and businesses. It is a Plan that seeks a balance among the environmental, social, and economic needs of the community.

The General Plan was transformed into the Land Use Plan portion of the Local Coastal Program through the following process:

- The General Plan was submitted to the California Coastal Commission by the City of Fort Bragg in January of 2006 as part of the LCP amendment to update the City's certified Local Coastal Program.
- City Staff and Coastal Commission staff held a series of meetings and conference calls to resolve as many of the issues as possible that Coastal Staff had identified regarding conformity of the Land Use Plan as submitted with the Coastal Act prior to publication of the Coastal staff recommendation to the Coastal Commission on the Land Use Plan amendment.
- The Coastal Commission acted on the LCP amendment at its January 11, 2008 public hearing. The Commission denied the LCP amendment as submitted by the City, but certified the LCP amendment with numerous suggested modifications in accordance with the staff recommendation. The Commission directed the staff to work with the City to attempt to resolve outstanding issues by considering minor language changes that substantially conform to the Commission's action to certify the LCP Amendment with suggested modifications.
- The City subsequently held three public workshops to obtain further input and review the amendments.
- Furthermore a separate public hearing was held by the Planning Commission, with the Planning Commission making a "written recommendation" to the Council for acceptance and adoption of the Coastal Commission suggested modifications to the LUP amendment with minor changes that substantially conform to the Coastal Commission's previous action in January.
- The City Council held a public hearing for acceptance and adoption of the suggested modifications to the LCP Land Use Plan (Coastal General Plan) by resolution and the LCP Implementation Program (Coastal Land Use & Development Code) by ordinance.
- The Executive Director of the Coastal Commission reviewed the resolutions and ordinances adopted by the City and determined that the LCP changes adopted by the City substantially conform to the Commission's action to certify the LCP amendment with suggested modifications and that the resolutions and ordinances are legally adequate to implement the LCP amendment as modified.
- The Coastal Commission concurred with the Executive Director's determination at the Commission's July, 2008 meeting.

The new LCP became effective upon submittal of Notice of Determination by the Coastal Commission to the Secretary of Resources after the meeting.

## **F. Goals, Policies and Programs**

The City's mission and vision form the foundation for the goals, policies, and programs included in each element of the General Plan. Goals, policies, and programs are the essence of the Coastal General Plan and are defined below:

- **Goal:** A general, overall, ultimate purpose, aim or end toward which the City will direct effort. Goals are a general expression of community values and, therefore, are abstract in nature. Consequently, a goal is not quantifiable, time-dependent, or suggestive of specific actions for its achievement. Examples of goals include: "Maintain the small-town atmosphere" or "Diversify the economic base of the City."
- **Policy:** A specific mandatory statement binding the City's action and establishing the standard of review to determine whether land use and development decisions, zoning changes or other City actions are consistent with the Coastal General Plan. An example of a policy is: "New development shall minimize energy consumption." The policies constitute the Land Use Plan portion of the City's LCP and govern the review and approval of coastal development permits in the City's LCP jurisdiction, except for those policies demarcated with the Fort Bragg city seal which are not part of the certified LCP.
- **Program:** An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal. An example of a program to implement the above policy is: "Complete the bicycle and pedestrian trail system as indicated in Map 4: Bicycle and Pedestrian Trails."

## **G. Administering the Coastal General Plan**

All land use and development decisions in the Coastal Zone in the City's delegated CDP jurisdiction must be consistent with the Local Coastal Program (LCP). In authorizing Coastal Development Permits after LCP certification, the City must make the finding that the development conforms to the certified LCP as well as all other findings required by Section 17.71.045 of the Coastal Development Permit ordinance of the Coastal Land Use and Development Code.

Unless otherwise exempt, development (as defined by Coastal Act §30106) in the coastal zone requires a CDP. The standard of review for City approval of a CDP in the City's delegated permit jurisdiction is conformity with the standards set forth in the certified LCP (Coastal Act §§30519 and 30600).

The following general policies shall provide the framework for the entire Coastal General Plan:

Policy 1-1: The policies of the Coastal Act (Coastal Act Sections 30210 through 30264) shall guide the interpretation of the Land Use Plan.

Policy 1-2: Where policies within the Coastal General Plan overlap or conflict, the policy which is the most protective of coastal resources shall take precedence.

Policy 1-3: Where conflicts occur between the policies contained in the certified LUP and those contained in other local plans, policies and regulations, the policies of the LUP shall take precedence in the City's coastal zone.

Policy 1-4: Prior to the approval of any development permit required by this Plan, the City shall make the finding that the development meets the standards set forth in all applicable Coastal General Plan policies.

Policy 1-5: The textual discussion is intended as elaboration of and justification for the Plan policies and map designations. Therefore, the text shall be considered as the findings justifying the specified policies and Land Use Maps.

Policy 1-6: Where a conflict exists between the enumerated policies of the LUP and the maps, the enumerated policies control.

Policy 1-7: Policy titles are provided for convenience only. To the degree that these titles conflict with the text they accompany, the text shall govern.

Policy 1-8: When acting on a coastal development permit, the City, or the Coastal Commission on appeal, may consider environmental justice, or the equitable distribution of environmental benefits throughout the State. In all instances the standard of review for issuance of a coastal development permit shall be the certified LCP. [Coastal Act Section 30604(h)]

Policy 1-9: The City does not have the power to grant or deny a permit in a manner which will cause a physical or regulatory taking of private property, without the payment of just compensation. This policy is not intended to increase or decrease the rights of any owner of property under the Constitution of the State of California or the United States. [Coastal Act Section 30010]

In addition, certain types of development, as well as development within certain geographic areas that are acted on by the City after certification of the LCP, are appealable to the Coastal Commission (PRC Section 30603). These include:

- (1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance.

- (2) Developments approved by the local government not included in paragraph (1) that are located on tidelands, submerged lands, and public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff.
- (3) Developments approved by the local government not included with paragraphs (1) or (2) that are located in a sensitive coastal resource area.
- (4) Any development which constitutes a major public works project or a major energy facility (whether approved or denied by the local government).

The grounds for an appeal of an approval of a permit are limited to an allegation that the development does not conform to the standards set forth in the certified Local Coastal Program or the public access policies of the Coastal Act. In addition, the grounds for appealing of a denial of a permit for a major public works project or major energy facility, referenced in number (4) above, are limited to an allegation that the development conforms to the standards set forth in the certified Local Coastal Program and the public access policies of the Coastal Act.

The Coastal Commission retains coastal development permitting jurisdiction on submerged lands, tidelands, and public trust lands (PRC Section 30519).

## **H. Amending the Coastal General Plan**

Any amendments to the certified LCP will require review and approval by the Coastal Commission prior to becoming effective.

## **I. Maps**

References to maps in the LCP are not necessarily a comprehensive inventory of resources/constraints. Policies apply if resources/constraints are present in the field regardless of whether or not they are mapped.



## **2. LAND USE ELEMENT**

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### **A. Purpose**

The Land Use Element is the heart of the Coastal General Plan since it has the broadest scope of the required elements and provides an overview of the long-term development and conservation goals and policies of the City. Map LU-1: Land Use Designations describes the desired types and intensity of land use for the City's Coastal Area and its relevant portion of the Sphere of Influence. The goals, policies, and programs in this element should be considered in relation to this map.

The Land Use Element establishes policies and programs to maintain the existing pattern of land uses within the City Coastal Area while anticipating and providing for future growth and development. It is expected that growth will continue to occur at a slow but regular pace (i.e., less than 0.5 percent per year) as experienced in the last decade.

Commercial land uses in the City's Coastal Area are located along both sides of Highway One. The Central Business District, located between Oak and Pine Streets, is the historic, civic, and cultural core of the community. Industrial lands are located on the Georgia-Pacific timber mill property west of Highway One, on North Franklin Street immediately north of the Central Business District, and on Highway One north of Pudding Creek. Residential neighborhoods are located east of Highway One and in the west Fort Bragg neighborhood.

### **B. The Sphere of Influence and Annexation**

The Coastal General Plan applies to both publicly and privately owned land within the City's Coastal Area boundaries and its broader Planning Area. State law permits the City to plan for areas outside of its boundaries if the City determines those areas have a relationship to the City's planning needs. The Planning Area is defined in this Plan as lands within the City and the City's designated Sphere of Influence (as approved by the Mendocino County Local Agency Formation Commission or LAFCO) which represents areas that may be annexed to the City and for which urban services may be provided. The purpose of a Sphere of Influence is twofold: to ensure that urban development takes place in an orderly manner, and to allow for the land use and development policies of a city to be recognized in areas that will eventually be part of the City. The Coastal General Plan establishes policies for the Sphere of Influence which ensure that development requiring annexation can be adequately served by infrastructure and that the costs associated with annexations are fairly allocated. It provides for the orderly development and extension of City services within the Sphere of Influence. Map LU-2 indicates the boundaries of the City and its Sphere of Influence. Map LU-3 indicates the Annexation Areas within the Sphere of Influence, as defined by the City Council.

Areas within the Sphere of Influence are currently under County jurisdiction and are regulated by the Mendocino County General Plan and Zoning Ordinance. The land use designations and policies governing the Sphere of Influence (i.e., the unincorporated County) are not part of the standard of review for any necessary CDPs in the Sphere of Influence. Although the County is not bound by Fort Bragg's Coastal General Plan, the City will work with the County to assure that County land use decisions in Fort Bragg's Sphere of Influence are compatible with this Coastal General Plan. Furthermore, if and when lands within the City's designated Sphere of Influence are annexed to the City, the land use designations assigned by the City's Coastal General Plan provide guidance for future development densities, and the policies and land use designations established by the Coastal General Plan become effective upon annexation to the City. The City land use designations would not become part of the certified LCP until those land use designations are certified by the Coastal Commission through an LCP amendment.

Land Use Element policies support a concentrated development pattern by encouraging infill development on vacant and underutilized sites throughout the Coastal Area. The Coastal General Plan identifies potential lands South and West of the City which may be suitable for annexation. These lands in the City's Sphere of Influence are designated for residential and harbor/commercial development. The Coastal General Plan establishes annexation policies to ensure that the expansion of the City occurs in an orderly fashion and that clear public benefits are achieved by expanding the municipal boundaries.

### **C. Land Use Designations**

The Coastal General Plan establishes land use designations shown on Map LU-1: Land Use Designations. Each land use designation is described relative to the development density or intensity, and the types of activities, or land uses permitted. Residential density is defined by dwelling units per net acre.

### **D. Applying Land Use Designations to Specific Properties**

The Land Use Element provides a basis for City decisions on development applications. Privately and publicly-sponsored projects must be consistent with all parts of the Coastal General Plan, but the Land Use Element is the first place to find out what type of development would be appropriate in a specific location, or what location would be suitable for a particular development type.

Densities described under the applicable land use designations are maximums; maximum densities can only be achieved after meeting all of the other policies and goals of the Coastal General Plan. The City does not guarantee that an individual project will attain the maximum density indicated by the Coastal General Plan land use designations. The Coastal General Plan includes maps identifying hazards and constraints, floodplains,

street systems, parkland, and trails which are important to consult in order to understand development constraints, including those related to hazards, coastal resources, public infrastructure and service capacity. Other elements of the Coastal General Plan contain specific policies to preserve Fort Bragg's character and appearance, and to protect sensitive environmental resources.

## **E. Residential Land Use Designations**

### **Suburban Residential (RS)**

This designation is intended for single dwelling units (with accessory dwelling units allowed) and is assigned to areas where infrastructure limitations and/or environmental constraints inhibit the establishment of urban development densities. The allowable density range is 1 to 3 units per acre.

### **Low Density Residential (RL)**

This designation is intended for single dwelling units (with accessory dwelling units allowed) on standard City lots in residential neighborhoods surrounding the more densely developed core of the City. With issuance of a conditional use permit, limited neighborhood-serving commercial uses are permitted, such as convenience stores, cafés, and restaurants located primarily on individual parcels or in small clusters of retail establishments. The allowable density range is 3 to 6 units per acre (excluding second units).

### **Medium Density Residential (RM)**

This designation is intended for a variety of housing types, including, single dwelling units, duplexes, triplexes, townhouses, and apartment units located in proximity to parks, schools, and public services. With issuance of a conditional use permit, limited neighborhood-serving commercial uses are permitted, such as convenience stores, cafés, and restaurants located primarily on individual parcels or in small clusters of retail establishments. The allowable density range is 6 to 12 units per acre.

### **High Density Residential (RH)**

This designation is intended to allow a variety of higher density housing types, including townhouses, condominiums, apartments, co-housing projects, and mobile home parks on larger sites. It is assigned primarily to larger parcels where innovative site design can provide for a mix of housing types, aesthetic and functional open space areas, and other features that enhance the development and the neighborhood. With issuance of a conditional use permit, limited neighborhood-serving commercial uses are permitted, such as convenience stores, cafés and restaurants located primarily on individual parcels

or in small clusters of retail establishments. The allowable density range is 10 to 15 units per acre.

### **Very High Density Residential (RVH)**

This designation is intended to allow high density multi-family housing on sites that are close to commercial areas and public services. Apartments, condominiums, co-housing, organizational housing, residential care facilities and mobile home parks, and similar types of residential uses are allowed in this designation. With issuance of a conditional use permit, limited neighborhood-serving commercial uses are permitted, such as convenience stores, cafés, and restaurants located primarily on individual parcels or in small clusters of retail establishments. The allowable density range is 12 to 24 units per acre.

## **F. Commercial and Industrial Land Use Designations**

### **Central Business District (CBD)**

This designation applies to the core of the downtown which is the civic, cultural, and commercial center of the community. Uses and site development patterns in the Central Business District are typically pedestrian-oriented. This designation is intended to accommodate government and professional offices, retail stores, theaters, and other similar uses. Residential uses on upper floors or on the ground floor at the rear of buildings are encouraged at a density of up to 40 units per net acre.

### **General Commercial (CG)**

The General Commercial designation is intended for a less compact and intensive type of development than found in the Central Business District. Typical land uses in this designation depend more on vehicular than pedestrian access and include automotive and service-related outlets, retail sales, hardware, paint or carpeting sales, offices, apparel stores, and food stores. Shopping centers are allowed with approval of a conditional use permit. Residential uses are permitted above the ground floor or on the ground floor at the rear of buildings at a maximum density of up to 24 units per acre with a conditional use permit.

### **Highway Visitor Commercial (CH)**

This land use designation applies to land uses serving residents and visitors on sites which are located along Highway One and arterials at the entry points to the community. Typical uses allowed in this designation include motels and other lodging enterprises, restaurants, and retail outlets. Residential uses are permitted above the ground floor or on the ground floor at the rear of buildings at a maximum density of up to 24 units per acre with a conditional use permit.

## **Visitor (V)**

This visitor-serving land use designation allows restaurants, lodging, and retail uses that are ancillary to listed uses and/or visitor-serving commercial uses. Residential and retail uses that are not visitor-serving and/or ancillary to listed uses are not permitted. The corresponding zoning classification for this land use designation is Visitor (V).

## **Office Commercial (CO)**

This designation is intended to serve the office and institutional needs of the community and permits such uses as professional offices, hospitals, medical clinics, and banks. Commercial uses supportive of the office and institutional uses, such as blueprint and copy shops, cafés and restaurants, pharmacies, and similar retail establishments are permitted. Residential uses are permitted at a maximum density of 24 units per acre with a conditional use permit.

## **Mill Site Employment (EMS)**

This land use designation is intended to allow a broad mix of commercial and industrial uses to increase the employment base in Fort Bragg. Typical uses include research and development, office, light manufacturing, education, and health services. Residential and visitor-serving land uses are not permitted. The corresponding zoning classification for this land use designation is Mill Site Employment (EMS).

## **Heavy Industrial (IH)**

This designation is intended for a range of heavy industrial uses including manufacturing, assembly and processing, and the storage and distribution of raw materials, aggregate plants, and related heavy industrial uses which are generally incompatible with and require locations removed from residential and visitor serving uses.

## **Timber Resources Industrial (IT)**

This designation is intended primarily for timber resource and forest products related manufacturing. It allows a variety of industrial uses relating to forest products processing such as log yards, manufacturing wood products, planing mills, storage of forest by-products, commercial seedling nurseries, and related support activities including railroad lines, truck shipping facilities, boiler and powerhouse operations, and related uses. In addition, it allows aquaculture with issuance of a conditional use permit. Open space, public parks, and recreation use types and public facilities are also permitted in this district.

## **Light Industrial (IL)**

This designation is intended for a variety of commercial, manufacturing, wholesale and distribution, and industrial uses which do not generate a significant amount of on-site customer traffic or high levels of noise, dust, odors, or other potential off-site nuisance characteristics. Manufacturing uses are permitted provided they occur within an enclosed structure. Other uses permitted in this designation include offices ancillary to permitted uses, agricultural product sales and services, construction yards, and automobile repair shops.

## **Harbor District (HD)**

This designation is intended for land uses that support Noyo Harbor's functioning as a commercial fishing center with a mix of commercial and industrial activities. Typical uses include activities that support Noyo Harbor's function as a commercial fishing village and which protect and preserve parcels on, or adjacent to, the sea for coastal-dependent and coastal-related uses, such as: fish processing, aquaculture, boat sales, construction and service, boat chartering, restaurants, gift shops, marine hardware, and retail fish sales.

## **G. Other Land Uses**

### **Coastal Dependent (CD)**

This land use provides for passive recreation and nature/ocean research and education facilities. A maximum of 20 housing units, to provide housing or transient occupancy for people engaged in activities related to ocean and nature research and education, is permitted in this zone. The corresponding zoning classification for this land use designation is Nature Research & Education (NRE).

### **Parks and Recreation (PR)**

This land use designation is intended for public parks and recreational facilities. Typical uses include passive and active recreational facilities, including trails, playgrounds, parking lots, interpretive facilities, restrooms, storage sheds, and other structures needed to accommodate public use or provide for maintenance of the land and recreational facilities.

### **Open Space (OS)**

This land use designation is intended for areas of land which are largely unimproved and used for the preservation of natural resources and habitats, passive outdoor recreation, scenic resources, or for the protection of public health and safety (e.g., preservation of floodplains). Allowable uses include public accessways, trails, restrooms, storage sheds,

and other structures required to provide for maintenance of land and/or in support of recreational uses.

### **Public Facilities and Services (PF)**

This land use designation is intended for existing and proposed public buildings, utility facilities, water and wastewater treatment plants, and related easements.

## **H. Population Density and Building Intensity**


State law mandates that general plans include standards of population density and building intensity for all of the territory covered by the plan. To satisfy this requirement, the Coastal General Plan includes building intensity for each of the land use designations, expressed in units per acre for residential uses.

Population densities for residential land use designations are based on an average household size of 2.5 persons, except for Very High Density Residential which is based on an average of 2.1 persons per household. If there is a discrepancy between dwelling units per acre and persons per acre, the dwelling units per acre measure (e.g., building intensity) shall govern.

The population densities are:

- |   |                             |
|---|-----------------------------|
| · Large Lot Rural Residential (RR5)         | up to 0.5 persons per acre  |
| · Medium Lot Rural Residential (RR2)        | up to 1.25 persons per acre |
| · Rural Residential (RR1)                   | up to 2.5 persons per acre  |
| · Suburban Residential (RS)                 | up to 7.5 persons per acre  |
| · Low Density Residential (RL)              | up to 15 persons per acre   |
| · Medium Density Residential (RM)           | up to 30 persons per acre   |
| · High Density Residential (RH)             | up to 37.5 persons per acre |
| · Very High Density Residential (RVH)       | up to 50 persons per acre   |
| · General Commercial (CG) Mixed Use         | up to 50 persons per acre   |
| · Highway Visitor Commercial (CH) Mixed Use | up to 50 persons per acre   |
| · Office Commercial (CO) Mixed Use          | up to 50 persons per acre   |
| · Central Business District (CBD) Mixed Use | up to 50 persons per acre   |

## **Goals, Policies and Programs**

The following policies, maps and sections demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Map LU-3 and Section X on the City's Sphere of Influence, including Policies LU-2.1 through LU-2.5.

## Using the Land Use Designations and Map

### **Goal LU-1: Promote development and conservation of land in Fort Bragg according to the pattern shown on the Land Use Designations Map.**

Policy LU-1.1: Implementation of the Land Use Designations Map. Implement the Land Use Designations Map by approving development and conservation projects consistent with the land use designations, and ensure consistency between the Coastal General Plan and the Coastal Land Use and Development Code.

Program LU-1.1.1: Request that the County of Mendocino maintain or, if warranted, revise its General Plan in accordance with the land use designations of the Fort Bragg Coastal General Plan for the area within the City's Sphere of Influence.

Policy LU-1.2: Require that development on APNs 018-440-38, -39, -49, -50, & -59 in excess of one dwelling per existing lot obtain a Planned Development approval that minimizes access driveways onto Ocean View Drive and includes design and site planning features to ensure compatibility with the surrounding single-family residential neighborhood.

## Sphere of Influence



Policy LU-2.1 through Policy LU-2.5 and associated Programs are not part of the certified LCP and shall not govern the review and approval of Coastal Development Permits.

### **Goal LU-2: Establish and maintain clear boundaries and guidelines for the future expansion of Fort Bragg.**



Policy LU-2.1: Boundaries of the Sphere of Influence. Retain the existing Sphere of Influence boundaries, as shown on Map LU-2.



Policy LU-2.2: Sewer and Water Connections outside of City boundaries. Current City Policy does not allow sewer connections outside of the Municipal Improvement District limits, or water connections outside of the City Limits. Properties outside of the current boundaries must be annexed in order to receive City utility connections.





Policy LU-2.3: County Referrals. Request referrals from the County for all development projects in the City's Sphere of Influence which are under the jurisdiction of Mendocino County.

Program LU-2.3.1: Follow agreed procedures between the City and Mendocino County for project review within the Fort Bragg Sphere of Influence.



Policy LU-2.4: Annexation Standards. Require annexations to the City to meet all of the following standards:

- Areas annexed must be able to be served by existing City facilities and by facilities provided by other agencies, or by environmentally and economically feasible improvements to these facilities. Prior to City approval of an annexation application, findings shall be made indicating that: necessary public and private infrastructure to support the development is available, or that a development plan for extending or upgrading the infrastructure has been adopted, and that the annexation would not result in a substantial reduction or deterioration of public services and facilities, including streets, water supply, wastewater treatment, storm drainage facilities, fire, police, schools, and other public services and facilities.
- Proposed annexations must be contiguous to existing developed areas. Annexation proposals that "leapfrog" over vacant and undeveloped land shall not be approved.
- Based on a cost-revenue analysis, annexations shall have a cumulative net positive fiscal effect on the City within fifteen years of approval. The fiscal analysis must demonstrate that annexed properties would generate sufficient City revenues to pay for ongoing services to the annexed area and infrastructure cost benefiting annexed area borne by City – such as public safety, road maintenance, street lighting, etc. To achieve this, property owner(s) may be required to establish Mello-Roos districts and/or other forms of benefit assessment districts as a condition of, and at the time of, annexation to the City.
- All annexation applications shall include an environmental review document which provides full disclosure of any potential adverse environmental impacts. To the maximum extent possible, annexations that would result in significant environmental impacts will not be approved.
- A development plan, including maps and text, showing how existing and proposed future development within the annexation area contributes to the attainment of Inland General Plan goals and policies, shall be submitted with an annexation application.

- All proposed future development within an annexation area shall be consistent with the land use designations shown on the Land Use Designations Map and all other requirements of the Inland General Plan and the Fort Bragg Municipal Code.
- A cost-revenue analysis is not required for parcels that are annexed by the City of Fort Bragg for public purposes.

Program LU-2.4.1: Require a fiscal impact analysis of proposed annexations, at the applicant's cost, as deemed appropriate by the City. The fiscal impact analysis shall include, at a minimum, the cost of providing City services on a per capita basis for residential projects, or per square foot of building for commercial and industrial projects, the impact on existing and future property owners, and a comparison of the potential revenues anticipated from the proposed annexation versus the cost to the City of providing services for a period of at least five years from the date of project completion.



Policy LU-2.5: Discourage Piecemeal Annexations. Discourage annexations of small, individual parcels of land in a piecemeal fashion.

Program LU-2.5.1: Consider revising the Coastal LUDC to establish a minimum area for an annexation request or a process for pre-approval of the annexation area by the City Council prior to accepting an annexation application as complete.

Program LU-2.5.2: Annexation applications should include, to the maximum feasible extent, the entire annexation area as shown in Map LU-3: Annexation Areas. Annexation applications for smaller subareas may be allowed for parcels that are annexed by the City of Fort Bragg for public purposes and for projects that provide affordable housing consistent with the criteria established in Resolution No. ID 230-2003, adopted on December 8, 2003.

## Commercial Land

The goals and policies in this section ensure that the Central Business District remains the historic, civic, cultural, and commercial core of the community. There are also policies encouraging mixed use and infill development to strengthen the other commercial areas of the City. The Circulation and the Community Design Elements provide goals and policies addressing parking, alleyways, and the overall appearance of commercial development.

**Goal LU-3: Ensure that the Central Business District remains the historic, civic, cultural, and commercial core of the community.**

Policy LU-3.1: Central Business District. Retain and enhance the small-scale, pedestrian-friendly, and historic character of the Central Business District (CBD).

Program LU-3.1.1: Utilize City-owned land at the Guest House Museum and Town Hall for historic and cultural uses, public assembly, and entertainment.

Policy LU-3.2: Residential uses are permitted only above the ground floor or at the rear of buildings on the ground floor.

Policy LU-3.3: Mixed Uses. Support mixed use development (i.e., a combination of residential and commercial uses) in the Central Business District that does not conflict with the primary retail function of this area.

Policy LU-3.4: Historic Buildings and Mixed Uses. In the Central Business District and in other commercial areas with historic residential structures, encourage residential uses, mixed residential, and commercial uses, and the preservation of historic structures.

Policy LU-3.5: Encourage Infill Development. Encourage infill development of vacant and underdeveloped land in the Central Business District and adjacent commercial areas.

Policy LU-3.6: Re-Use of Existing Buildings. Encourage the adaptive re-use and more complete utilization of buildings in the Central Business District and other commercial districts.

Program LU-3.6.1: Consider establishing incentives such as low-interest loans for rehabilitation and installation of fire sprinklers in buildings to encourage the reuse of upper floors of existing buildings in the Central Business District for housing, offices, and other uses.

Policy LU 3.7: Redwood Avenue Mix of Uses. Development along Redwood Avenue shall contribute to the creation of a lively urban environment and help strengthen the connection between the coast and the existing Central Business District. New development along Redwood Avenue shall enhance the small-scale, pedestrian-friendly and historic character of the existing Central Business District.

**Goal LU-4: Promote the economic vitality of the City’s existing commercial areas.**

Policy LU-4.1: Formula Business and Big Box Retail. Regulate Formula Businesses and Big Box Retail such that they do not have a negative economic impact on existing retail establishments and do not cumulatively change the character of the City through overconcentration or incompatible design.

Program LU-4.1.1: Modify the CLUDC to require the review authority to consider the following factors when deciding whether to approve a formula business’s discretionary permit:

- a. The existing concentration of formula retail businesses within 500 feet of the proposed business; concentrations of greater than 50% of formula businesses within this radius should be avoided.
- b. Whether similar goods or services are already available within the City.
- c. The compatibility of the proposed formula business architecture with the architectural character of the zoning district.
- d. Retail vacancy rates within a quarter-mile of the proposed project.

Policy LU-4.2: Require that a fiscal and economic analysis be performed as part of the conditional use permit process for big box retail projects. The analysis shall evaluate the economic effects of the project for a minimum five-year time frame. A consultant selected by the City and paid for by the project proponent shall carry out the analysis.

Policy LU-4.3: Large-Scale Commercial Development. To maintain scenic views of the coast and to ensure that building sizes at the City's gateways are in scale with the community, no commercial building shall exceed the following limitations on the gross floor area:

- a) between the Noyo River and Pudding Creek Bridges - maximum 50,000 square feet;
- b) west of Highway One and north of Pudding Creek Bridge and south of the Noyo River Bridge - maximum 15,000 square feet; and
- c) east of Highway One and south of Noyo River Bridge – maximum 40,000 square feet.

Policy LU-4.4: Standards for Commercial Uses in Residential Areas. Commercial uses in and adjacent to residential areas shall not adversely affect the primarily residential character of the residential area.

## **Recreation and Visitor-Serving Facilities**

The Coastal Act gives priority to recreational and visitor-serving uses in the Coastal Zone. The goals established by the State for the Coastal Zone include reserving upland areas for recreational uses, protecting an adequate amount of oceanfront land for recreational use, and focusing recreational facilities in selected areas, rather than spreading them out along the entire coastline.

Fort Bragg serves as the regional service center for the Mendocino Coast and many support services needed for recreation and tourist-oriented businesses on the coast are located here. No shortage of visitor-serving land use exists in the City.

All commercial land use designations in the City allow visitor-commercial uses, and there are many vacant parcels available for this use.

**Goal LU-5: Maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and the constitutionally protected rights of property owners.**

Policy LU-5.1: Additional Sites for Visitor-Serving Commercial. Continue to provide for and encourage additional visitor-serving commercial facilities.

Policy LU-5.2: Ensure that there are adequate sites for visitor-serving land uses by:

- a) Maintaining existing areas designated for Highway-Visitor Commercial uses;
- b) Establishing a “Visitor” designation;
- c) Maintaining the Highway Visitor Commercial land use designation as one allowing primarily recreational and visitor-serving uses; and
- d) Reserving adequate infrastructure capacity to accommodate existing, authorized, and probable visitor serving uses.

Policy LU-5.3: Lower Cost Facilities. Protect, encourage, and, where feasible, provide lower-cost visitor and recreational facilities for persons and families of low and moderate income. If and when average annual occupancy rates at Fort Bragg visitor facilities exceed 70%, removal or conversion of existing lower cost facilities shall be prohibited unless the use will be replaced with another facility offering comparable visitor serving or recreational facilities.

Program LU-5.3.1: Create an inventory and monitor lower-cost visitor recreational facilities in the City.

Program LU-5.3.2: Encourage lower-cost visitor and recreational facilities during the project review process with private developers and work with State Parks to expand such facilities on State land.

Policy LU-5.4: Require Low Cost Visitor Accommodations as Part of New Accommodation Projects. If and when the number of Low Cost Visitor Serving accommodations (rooms) has fallen below the 25% of the total room inventory, require development projects to provide 25 percent of units at a lower-cost rate approved by the Commission.

Policy LU-5.5: Public Access Required to Non-overnight Facilities in New Accommodations. New hotel and motel projects, that do not offer at least 25% of accommodations as lower cost options, shall incorporate non-overnight facilities that are open to the general public. Such amenities may include public plazas and spaces, restaurants, retail units, gardens, viewing areas, free Wi-Fi, bike parking facilities, or other day-use features that may be used by the general public at no or relatively low cost. The quality and quantity of amenities will be considered in the Coastal Development Permit review process. This policy does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.

Policy LU-5.6: Require that Campgrounds and RV parks be regularly maintained as a Special Condition of all CDP approvals.

Policy LU-5.7: Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Policy LU-5.8: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Policy LU-5.9: The use of private lands suitable for visitor-serving and commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Policy LU-5.10: Adequate parking should be provided to serve coastal access and recreation uses to the extent feasible. Existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided.

Policy LU-5.11: Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

## **Industrial Land**

The lumber and fishing industries have played an important role in the formation and growth of Fort Bragg. Both of these industries are in transition, and the local economy is evolving from a natural resource-based economy to a more service-oriented economy. Fort Bragg is the commercial, educational, medical, and professional service center for a large portion of the Mendocino Coast. Future growth in the local economy is projected to occur in the retail, tourism, and service sectors.

The Coastal General Plan is intended to support the growth and vitality of existing industries while ensuring that the community is prepared to actively participate in the decision-making process as new industries develop in Fort Bragg and as current industrial lands transition to other uses.

### **Goal LU-6: Support industrial development which is consistent with the protection, enhancement, and restoration of coastal resources.**

Policy LU-6.1: Standards for Noyo Harbor Industrial Development. Limit industrial development in the Noyo Harbor to uses which:

- a) are coastal-dependent uses or aquaculture, giving priority to commercial fishing activities;
- b) do not generate excessive traffic on City streets, such as South Street, North Harbor Drive, and Cypress Street;
- c) do not interfere with existing coastal-dependent industry, especially commercial fishing; and
- d) are consistent with applicable LCP policies, including but not limited to LCP policies regarding the protection of public access and recreation, visual resources, and environmentally sensitive habitat areas, and Coastal Act public access policies.

Program LU-6.1.1: Work with the County of Mendocino, the Noyo Harbor District and other agencies to develop and adopt a Noyo Harbor Plan establishing standards for conservation and development for the entire Noyo River drainage area.

Program LU-6.1.2: Offshore Oil Drilling. Support Mendocino County's LCP policy to request that the Federal government be requested to establish all underwater land within the Outer Continental Shelf as a petroleum reserve to be used only in a national emergency and that the Mendocino Coast be deleted from any Outer Continental Shelf gas development licensed by the Federal government.

Policy LU-6.2: In areas designated for industrial land uses, coastal-dependent and coastal-related industrial uses shall have priority over other industrial uses on or near the shoreline.

Policy LU-6.3: Pipeline, Electrical, and Telecommunications Transmission Corridors. Consolidate new pipeline, electrical, and telecommunications transmission corridors within existing pipeline or electrical and telecommunications transmission corridors, wherever feasible, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.

Policy LU-6.4: Electrical and telecommunications transmission rights-of-way and pipelines shall be routed to minimize impacts to scenic resources and to Environmentally Sensitive Habitat Areas according to the following standards:

- a) Require underground installation of electrical and telecommunication lines where technically and economically feasible, unless it can be shown that other options are less environmentally damaging.
- b) Scarring, grading, or other vegetative removal shall be minimized and construction areas shall be revegetated with plants native to the area.
- c) Where above-ground electrical or telecommunications transmission lines are necessary, the design and color of the support towers shall be compatible with the surroundings to the extent feasible. Avoid locating above-ground transmission lines along the crests of hills, bluffs, and in scenic resource areas.

Policy LU-6.5: Hazardous Development. Where feasible, locate new hazardous industrial development away from existing developed areas.

Policy LU-6.6: Industrial Land Use Standards. Require that industrial development avoid or minimize creating substantial pollution, noise, glare, dust, odor, or other significant adverse impacts.

Program LU-6.6.1: Continue to enforce, and revise as needed, Coastal LUDC standards with regard to noise, glare, dust, odor, and other potentially adverse impacts of industrial activity.

## **Commercial & Recreational Fishing and Boating**

Commercial fishing and recreational boating and fishing are located in Noyo Harbor. It is an all-weather port and the most active and important harbor between Bodega Bay and Eureka. The Noyo Harbor District has constructed 256 berths since 1968. Those berths are nearly always occupied, and approximately 43 percent of the boats moored there are commercial craft. The lower harbor area also contains parking and ship building areas, boat launching and repair facilities, fish processing plants, and marine supply stores. Commercial outlets, including visitor-oriented restaurants, are clustered on the north bank of the harbor. About a half-mile upriver, on the south side of the river, the Dolphin Cove private commercial marina provides berths for about 150 boats, most of which are recreational.

Several jurisdictions share responsibility for the Noyo Harbor, which is largely located in the County's jurisdiction but is within the City's Sphere of Influence. The U. S. Army Corps of Engineers is responsible for maintaining the channel. The Noyo Harbor District operates the harbor, docks, and related facilities and prepares long-term plans for facilities expansion. The State Department of Fish and Game, the State Department of Boating and Waterways, the California Coastal Commission, the County of Mendocino, and the City of Fort Bragg have partial responsibility and jurisdiction in the area.

The Coastal Act gives priority to coastal-dependent development such as commercial fishing and recreational boating over other types of land use on or near the shoreline.

**Goal LU-7: Encourage a mixture of commercial fishing, recreational boating and fishing, mixed commercial and visitor-serving uses consistent with coastal access policies.**

Policy LU-7.1: Annexation of Noyo Harbor. Consider annexation of the Noyo Harbor.

Program LU-7.1.1: Encourage the preparation of a specific plan for the Noyo Harbor with the cooperation and involvement of the Noyo Harbor District, the County of Mendocino, local property owners, and appropriate State agencies.



Include in the specific plan policies that continue to give priority to coastal-dependent land uses such as commercial fishing, recreational boating, and related commercial uses, while increasing the range of visitor-serving uses on parcels not located directly on the coast or the Noyo River.

Program LU-7.1.2: Work with the County of Mendocino to improve emergency vehicle access and to establish a secondary access route to Noyo Harbor.

Policy LU-7.2: Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced and shall be protected unless written findings are made that present and foreseeable future demand for the facilities that could be accommodated on the property is already adequately provided for in the area. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Policy LU-7.3: Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Policy LU-7.4: The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

## **Aquaculture Development**

### **Goal LU-8: Minimize impacts of aquaculture development on coastal resources.**

Policy LU-8.1: Aquaculture Development. All aquaculture development or facilities shall require a coastal development permit and shall be consistent with all policies and standards of the certified LCP, including but not limited to policies regarding the protection of public access, water and marine resources, environmentally sensitive habitat areas, hazards, water quality, archaeological resources, and visual resources. Aquaculture may be permitted with a Conditional Use Permit in the following zoning districts: Heavy Industrial, Light Industrial and Nature Research & Education.

Policy LU-8.2: No intake or discharge lines shall be placed above ground within the Harbor District, the adjoining tidelands and submerged lands of the Noyo River, or on the face of coastal bluffs, unless all other alternatives have been demonstrated to be infeasible or more environmentally damaging. Alternatives to be evaluated shall include, but not be limited to: (1) placing lines underground through use of directional drilling or trenching, (2) using closed-loop aquaculture systems that do not require offshore intake

and discharge lines, and (3) connecting discharge lines to the existing sanitary sewer system. If all other alternatives have been demonstrated to be infeasible or more environmentally damaging and intake or discharge lines must be placed above ground within the Harbor District and the adjoining tidelands and submerged lands of the Noyo River, or on the face of coastal bluffs within the Timber Resources Industrial district, the lines shall be placed in the least environmentally damaging feasible location and in a manner that will not interfere with Noyo River navigation, existing recreational boating facilities, and coastal dependent industry, especially commercial fishing facilities.

Policy LU-8.3: Any intake or discharge lines allowed to be placed above ground within the Harbor District and the adjoining tidelands and submerged lands of the Noyo River shall be removed upon abandonment of the aquaculture development or facility it was installed to serve.

Policy LU-8.4: All aquaculture development or facilities shall be sited and designed to avoid encroachment of aquaculture operations into adjacent recreational areas.

Policy LU-8.5: All aquaculture development or facilities shall be sited and designed to minimize the chances for release of non-native species, pathogens, and parasites into the aquatic environment.

Policy LU-8.6: All aquaculture development or facilities shall be sited and designed to ensure that waste discharges will comply with all applicable water quality regulations, including, but not limited to, any applicable regulations contained within: (1) the State Water Resources Control Board's "Water Quality Control Plan, Ocean Waters of California" Ocean Plan, (2) the State Water Resources Control Board's "Water Quality Control Plan for Control of Temperature in the Coastal and Interstate Waters and Enclosed Bays and Estuaries of California" (Thermal Plan), and (3) the North Coast Regional Water Quality Control Board's (RWQCB) "Water Quality Control Plan for the North Coast Region" (Basin Plan).

Policy LU-8.7: All aquaculture development or facilities shall be sited and designed to minimize the discharge of pollutants to water, including but not limited to substances in concentrations toxic to human, animal, plant, or aquatic life.

Policy LU-8.8: All aquaculture development or facilities shall implement Best Management Practices (BMPs) to ensure the number and quantity of pollutants discharged or potentially discharged from the facility shall be minimized to the maximum extent feasible. BMPs shall specifically address adequate cleaning, feeding, transfer and importation of species, husbandry practices, removal of dead species, storage and handling of raw material, drugs and chemicals, and disposal of solid waste.

Policy LU-8.9: Development proposals for aquaculture facilities located on ocean-front land that is suitable for coastal-dependent aquaculture shall be given priority, except over other coastal dependent developments or uses.

## Residential Land

The residential neighborhoods of Fort Bragg are one of its most precious assets. Due to the layout of the City, most residential neighborhoods are relatively separated from commercial, retail, and industrial developments. Homes are typically located on local and collector streets, rather than on the busier arterial streets, thereby minimizing the number of residents exposed to heavy traffic and noise.

Many of the residences in Fort Bragg were built more than forty years ago and ongoing repair and renovation are required to maintain these older homes. It is a priority of this Coastal General Plan to promote the preservation and rehabilitation of these older neighborhoods. Other priorities include maintaining the character of existing residential areas and providing additional areas for affordable housing, particularly for senior citizens. More detailed policies and programs regarding housing and enhancing the quality of the City's residential neighborhoods are contained in the Housing and the Community Design Elements.

### **Goal LU-9: Provide adequate land to accommodate the housing needs of all income groups.**

Policy LU-9.1: Preserve Neighborhoods. Preserve and enhance the character of the City's existing residential neighborhoods.

Program LU-9.1.1: Use the minimum density indicated by the Land Use Designations Map as a starting point when determining specific density for a residential project. Densities above the minimum may be achieved only through a combination of the following: excellence of design, provision of affordable housing, effective mitigation of environmental constraints and impacts, demonstrated ability to provide services, and compatibility with adjacent development.

Policy LU-9.2: Density Transfers. Density may be transferred from one parcel to another parcel, with Use Permit and Coastal Development Permit approval, if both parcels are located within the same zoning classification. The transfer of density between parcels shall be analyzed with a Coastal Development Permit (CDP) for the development of the parcel receiving the density transfer and must include the findings that the density transfer:

- a. Will not result in an FAR for a parcel that exceeds 2.0;
- b. Does not obstruct the creation of desirable open space;
- c. Does not hinder concentration of development;
- d. Does not degrade the visual character of the Mill Site.

## Locating New Development

Policy LU-9.3: Locating New Development. New residential, commercial, or industrial development, except as otherwise provided in the LCP, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. Where feasible, new hazardous industrial development shall be located away from existing developed areas.

Policy LU-9.4: The location and amount of new development shall maintain and enhance public access to the coast by: (1) facilitating the extension of transit services where feasible; (2) providing non-automobile circulation within the development that includes circulation connections outside of the development; (3) assuring that the recreational needs of new residents will be supported by onsite recreational facilities and/or off-site local park recreational facilities to ensure that coastal recreation areas are not overloaded; and (4) utilizing smart growth and mixed-use development concepts where feasible to improve circulation and reduce auto use, where such auto use would impact coastal access roads.

Policy LU-9.5: Ensure Adequate Services and Infrastructure for New Development. Development shall only be approved when it has been demonstrated that the development will be served with adequate water and wastewater treatment. Lack of adequate services to serve the proposed development shall be grounds for denial of the development.

Policy LU-9.6: Minimize Impacts on Air Quality and Green House Gasses. New development shall: 1) be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development, and 2) minimize energy consumption and vehicle miles traveled.

Policy LU-9.7: Protect Special Communities. New Development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Policy LU-9.8: Priority for Coastal Dependent Uses. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Policy LU-9.9: Redevelopment of Brownfield sites is Encouraged. The areas of the Mill Site, that are not rezoned with Open Space or Parks and Recreation Zoning, are considered an existing developed area and redevelopment of this area is encouraged.

### **3. PUBLIC FACILITIES ELEMENT**

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#### **A. Purpose**

This Element is intended to identify essential public facilities, buildings, and services and to describe policies and programs that will ensure that the existing and future population of Fort Bragg is provided the best feasible level of public services and infrastructure. Although not required as a separate Coastal General Plan element, this element compiles the public facilities planning requirements of the circulation, conservation, and open space elements in Government Code Section 65302.

#### **B. Water Supply and Distribution**

The City's water system is comprised of three surface water sources; two raw water transmission mains, totaling about 6 miles in length; two raw water storage ponds located at the Water Treatment Plant (WTP); three 1.5 million gallon (MG) steel storage tanks, and one 300,000 gallon storage tank; over 30 miles of distribution lines that deliver water throughout Fort Bragg; and one booster pump station for the East Fort Bragg pressure zone. The WTP was originally constructed in the 1950's, and upgraded in the 1980's, and has a capacity of 2.2 million gallons per day (MGD) .

The City's water supply system draws raw water primarily from the Noyo River, which has a limitation that pumping does not exceed 3.0 cubic feet per second (cfs). The Noyo River direct diversion flows by gravity into a 5,000 gallon wet well, and is then pumped via pipeline to the WTP from a pump station located on the river bank. The Newman Reservoir is an on-stream reservoir located on a 54-acre parcel owned by the City of Fort Bragg, and impounds water from Newman Gulch. Summers Lane Reservoir (SLR) was constructed in 2016 and has a capacity of 45 acre-feet (AF). It is located on the same property as Newman Reservoir (Figure 1), and draws its water from Waterfall Gulch. Approximately 20% of the City's water supply during the summer months is stored water drawn from the Newman and Summers Lane Reservoirs. Water from Newman and Waterfall Gulch is gravity fed through a single six- to ten-inch pipeline to the raw water storage ponds at the WTP.

The table below shows the City's approved water appropriations by water source.

Table 3.1 City of Fort Bragg Water Appropriations			
Water Supply Source	Permit or License ID	Annual Water Appropriation	Estimated Reliable Pumping Capacity
1. Noyo River	P11383	1,500 AF (488.777 MG)	3.0 cfs
2. Newman Gulch	S009340	300 AF (97.755 MG)	0.5 cfs
3. Waterfall Gulch	12171	475 AF (154.779 MG)	0.668 cfs
Total	n/a	2,275 AF (741.312 MG)	4.168 cfs

Source: (Fort Bragg, December 2019)

The City’s operational treated water storage requirement is 3.3 MG. The table below shows the total water storage capacity for each of the City’s water storage facilities.

Table 3.2 City of Fort Bragg Water Storage	
Storage Facility	Storage Capacity
Summers Lane Reservoir (SLR)	14.6 MG
Treated Water Storage Tanks	4.8 MG
Newman Reservoir	0.3 MG
Raw Water Ponds	3.0 MG
Total	22.7 MG

Source: (Fort Bragg, December 2019)

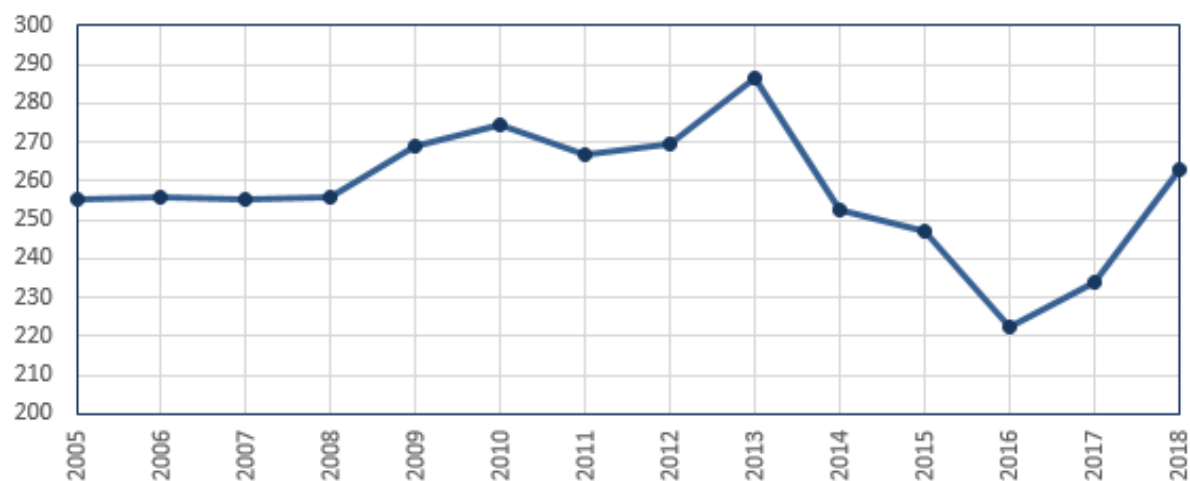
SLR provides an additional 15 million gallons MG of raw water storage to help ensure a reliable water supply during the late summer months when flows are low at the City’s three water sources (Fort Bragg, December 2019). This additional storage will assist in ensuring an adequate water supply during severe drought years.



Figure 1: Summers Lane Reservoir (SLR) Images

The graph below illustrates the total historic water demand over the last 14 years, which includes the range of wet to critically dry water year types.

## Annual Treated Water Volumes in MG



Source: (Fort Bragg, December 2019)

The City's ability to serve future growth and development (on and off the Mill Site) may be impacted in the future by regulatory changes by State or federal agencies and/or the impact of Climate Change on rain events, temperature and sea level rise, all of which have the potential to impact water availability. Given that the availability of surface water has become an issue, the City will continue pursue alternate sources, such as desalination or additional supplemental storage.

All new development is required to pay its fair share of the water system infrastructure and future capital improvements through the Water Capacity Charge.

### C. Wastewater System

Sewage treatment and disposal are provided by the Fort Bragg Municipal Improvement District No. 1 (MID). The MID is somewhat larger than the City; it includes some of the proposed Sphere of Influence. The MID accepts wastewater from residences and businesses outside the City boundaries but within the MID boundaries.

The MID wastewater system is comprised of over 25 miles of gravity-fed pipelines and pressure force mains, six sewage lift stations, the Wastewater Treatment Plant (WWTP), and an ocean outfall pipeline that extends 690 feet into the Pacific Ocean. The WWTP was constructed in 1971 and is currently undergoing a substantial upgrade which will be completed in 2020. It has a secondary treatment level capacity of 1.0 million gallons per day (MGD) for average dry weather flow (ADWF) and 2.2 MGD for average wet weather flow (AWWF). The MID has an ongoing program to refurbish existing sewer pipes and is in the process of completing upgrades to the pump stations to be finished in 2020.

The WWTP upgrade is converting the facility to current technology and energy standards, while maintaining the current permitted average dry weather flow capacity of 1.0 MGD

(no increase in capacity), and will achieve wastewater treatment objectives for discharge. The major project elements include replacement of the trickling filters with an activated sludge system, construction of a dewatering building, new sludge holding area, splitter box, and pump station to allow for peak flow pumping capacity, installation of a biological treatment facility, repurposing of the existing primary and secondary clarifiers to emergency/surge storage basins, and treatment of all onsite stormwater.

As noted in Table 3.3 below, from 2013 through 2018, the District’s average daily flow (ADF) volume was 0.711 MGD, which is well within the 1.0 MGD design capacity of the WWTP. The variance in flow from year to year is primarily due to increased peak volumes during wet winters as inflow of stormwater increases the sewer flow rate. Inflow and infiltration has been estimated at 27%, but will continue to decrease as more pipes in the collection system are refurbished. The average peak flow volume (MDF) for the six-year period was 2.905 MGD, which is well within the peak flow design of 4.61 MGD.

The following table provides wastewater flow data for the MID between 2013 and 2018.

Parameter	Unit	2013	2014	2015	2016	2017	2018	Average
ADF	MGD	0.649	0.716	0.595	0.842	0.831	0.636	0.711
MDF	MDG	1.247	2.565	2.717	4.075	3.912	2.916	2.905

All new development is required to pay its fair share of the wastewater system infrastructure and future capital improvements through the Sewer Capacity Charge.

#### **D. Storm Drain System**

The City’s "Drainage Facility Improvements and Drainage Fees" chapter (Chapter 12.14) of the City’s Municipal Code allows the City to review new development proposals and condition those proposals to ensure that adequate onsite and offsite facilities necessary to convey stormwater away from a project site are included in the development.

While some of the priority storm drain improvements in the 2004 Storm Drain Master Plan have been implemented, there are additional problems identified in that report that still need to be addressed. In addition, many of the areas north of Pudding Creek and south of the Noyo River generally do not have improved drainage systems in place. Drainage in these areas is generally provided by natural channels. New development will be required to pay for improvements necessary to ensure adequate capacity within the storm drain system.




## E. Schools

Education in the area is provided by the Fort Bragg Unified School District. Within the Fort Bragg Planning Area, the District operates two elementary schools (Dana Gray Elementary School and Redwood Elementary School), one middle school (Fort Bragg Middle School), one high school (Fort Bragg High School), one continuation high school (Noyo High School), and one adult school (Coastal Adult School). The student capacity of the District's schools is 2,460 students.

1992	1997	2002	2007	2014	2018
2,552	2,408	2,136	1,935	1,873	1,766

Over the past twenty years, school enrollment has fallen even as new residential units have been constructed in Fort Bragg. This reflects a change in the demographic composition of Fort Bragg. The population has shifted from a working class industrial town to a retiree and tourist serving town. Population growth since the closure of the mill in 2002 equates to about 30 residents/year, or ~0.4%. Development over the next twenty years could generate additional students. Given past declining enrollment, the District will have capacity for these students within existing school buildings. If future enrollment is anticipated to exceed current capacity, the District could add additional portables and/or construct new permanent classrooms on existing campuses. The District currently receives developer mitigation fees for new construction. These fees are used to purchase and/or lease additional portable classrooms as needed and to repair or renovate existing schools.

## F. Goals, Policies, and Programs

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Policy PF-1.5 (Programs PF-1.5.1 and PF-1.5.2); Policy PF-2.1 (Programs PF-2.1.1 and PF-2.1.2); Policy PF-2.2; Program PF-4.3.1; Policy PF-4.5; Policy PF-4.6; Policy PF-6.1 (Programs PF-6.1.1 and PF-6.1.2); Policy PF-6.2; and Policy PF-6.3 (Program PF-6.3.1).

### **Goal PF-1: Ensure that new development is served by adequate public services and infrastructure.**

Policy PF-1.1: All new development proposals shall be reviewed and conditioned to ensure that adequate public services and infrastructure can be provided to the development without substantially reducing the services provided to existing residents and businesses.

Program PF-1.1.1: New development shall be responsible for any improvements or extensions of infrastructure or the service capacity necessary to serve the development.

Policy PF-1.2: Ensure Adequate Services and Infrastructure for New Development. No permit for development shall be approved unless it can be demonstrated that such development will be served upon completion with adequate services, including but not limited to potable water; wastewater collection, treatment and disposal; storm drainage; fire and emergency medical response; police protection; transportation; schools; and solid waste collection and disposal; as applicable to the proposed development.

- a. Demonstration of adequate water and sewer facilities shall include evidence that adequate capacity will be available within the system to serve the development and all other known and foreseeable development the system is committed to serving, and that the municipal system will provide such service for the development;
- b. Demonstration of adequate road facilities shall include information demonstrating that: (i) access roads connecting to a public street can be developed in locations and in a manner consistent with LCP policies; and (ii) that the traffic generated by the proposed development, and all other known and foreseeable development, will not cause Vehicle Miles Traveled (VMT) of roads, streets, and intersections within the City to reduce below VMT standards contained in Policy C-2.1 of the Circulation Element of the Coastal General Plan.

Policy PF-1.3: Ensure Adequate Service Capacity for Priority Uses.

- a. New development that increases demand for new services by more than one equivalent dwelling unit (EDU) shall only be permitted in the Coastal Zone if:
  - Adequate services do or will exist to serve the proposed development upon completion of the proposed development, and
  - Adequate services capacity would be retained to accommodate existing, authorized, and probable priority uses upon completion. Such priority uses include, but are not limited to, coastal dependent industrial (including commercial fishing facilities), visitor serving, and recreational uses in commercial, industrial, parks and recreation, and public facilities districts. Probable priority uses are those that do not require an LCP amendment or zoning variance in the Coastal Zone.
- b. Prior to approval of a coastal development permit, the Planning Commission or City Council shall make the finding that these criteria have been met. Such findings shall be based on evidence that adequate service capacity remains to accommodate the existing, authorized, and probable priority uses identified above.

Policy PF-1.4: New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development that is inconsistent with the certified LCP. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.



Policy PF-1.5: Ensure Adequate Services and Infrastructure for Annexation. Review annexation requests to ensure that the area can be served with adequate potable water; wastewater collection, treatment, and disposal; storm drainage; fire and emergency medical response; police protection; transportation; schools; and solid waste collection and disposal.

Program PF-1.5.1: Areas to be annexed must be able to be served by existing City services or by services provided by other districts or agencies, or by environmentally and economically feasible extensions of these services. Any improvements or extensions required to serve the annexation area shall be paid for by property owners of the annexation area. The City will support annexations only upon a finding that infrastructure is available or that a specific development plan for extending or upgrading the infrastructure has been adopted by the City or other appropriate public service provider.

Program PF-1.5.2: Require that property owners requesting annexation for vacant parcels of land which do not propose any development and connections to City services enter into a recorded agreement with the City stating all annexation fees applicable for the density of the proposed development shall be paid in full prior to approval of any land use or building permits for the subject property.

**Goal PF-2: Assure that the City's infrastructure is effectively and efficiently phased, funded, constructed and maintained in partnership with Development Projects.**



Policy PF-2.1: Development Pays Its Share. Require that new development pay its share of capital improvements and the cost of public services to maintain adequate levels of service.

Program PF-2.1.1: Maintain development impact and mitigation fees at a level adequate to finance a development's proportional share of infrastructure costs.

Periodically review the City's fee structure to ensure that it accurately reflects the actual cost of providing services and to ensure that new development pays its fair share of infrastructure and capital improvement costs.

Program PF-2.1.2: Consider requiring property owners seeking annexation approval to enter into a pre-annexation agreement stating that they will not oppose assessment districts, including lighting and street maintenance districts and/or community facilities districts.



Policy PF-2.2: Development and Dedication of Infrastructure. Infrastructure, including streets, sidewalks, street lighting, street furniture and landscaping, sewer, stormwater and water main lines, and other utilities, shall be financed, designed, constructed by the property owner/developer and built to City Standards and with approval of the Public Works Director. All infrastructure, including streets, sidewalks, street lighting, street furniture and landscaping, sewer, stormwater and water main lines, and other utilities shall be offered for dedication, without charge, to the City of Fort Bragg.

Policy PF-2.3: Development Impact Fees. Applicants shall pay applicable Development Impact Fees as established by the City. The fee amounts payable shall be the amount of the fees in effect at the time the payment is due unless otherwise determined in a Development Agreement.

Policy PF-2.4: Tentative Map Conditions Relating to Infrastructure. When a Tentative Map is filed with the City, all lots shall carry specific infrastructure funding obligations including funding any necessary infrastructure needed to support development of each lot and subsequent subdivisions of the lot. A development project may be required to construct "oversize" infrastructure in order to provide the necessary infrastructure for the project and any extensions necessary for future development, and those costs may exceed its proportional share of necessary infrastructure costs. The approach shall: 1) provide for flexibility in how and where development occurs; 2) assure that the infrastructure needed to serve future development is built in a timely manner; and 3) allow for the deferral of the financing and construction of some area-serving facilities until land secured funding capacity becomes available.

Policy PF-2.5: Necessary Infrastructure as Condition of Approval. Necessary infrastructure and facilities for each lot or development area shall be installed as a condition of approval for private sector development projects. As a condition of approval for any development project, the project shall pay its fair share of necessary infrastructure costs.

**Goal PF-3: Assure that the City's Water infrastructure is maintained and expanded to meet the needs of the City's current and future residents.**

Policy PF-3.1: Potable Water Capacity. Continue to develop water supply, storage, and distribution facilities. In addition to providing capacity for potential build-out under the City General Plan outside the coastal zone, any expansion of capacity of water facilities shall be designed to serve no more than the maximum level of development in the coastal zone allowed by the certified LCP that is consistent with all other policies of the LCP and Coastal General Plan. The City shall identify and implement water system improvements or changes in service areas that are designed to ensure adequate service capacity to accommodate existing, authorized, and projected probable future coastal dependent priority uses. Such uses include, but are not limited to, industrial (including commercial fishing facilities), visitor serving, and recreational priority uses in commercial, industrial, parks and recreation, and public facilities districts.

Program PF-3.1.1: Maintain and update the water supply portion of the City's infrastructure and identify capital improvements required to meet anticipated demand.

Program PF-3.1.2: Monitor, on an ongoing basis, the capacity of the potable water system in relation to the anticipated demand.

Program PF-3.1.3: Evaluate, and periodically adjust as appropriate, water capital improvement installation and user fees to reflect the actual cost of providing water service and increasing capacity.

Program PF-3.1.4: Pursue all available sources of revenue to fund the maintenance and expansion of the City's water system.

Program PF-3.1.5: Continue to encourage water conservation techniques and water conserving fixtures in all new development projects.

Program PF-3.1.6: Develop a program to encourage and allow the safe use of graywater and rainwater capture and reuse.

Program PF-3.1.7: Obtain a permanent license for the water rights initially permitted to the City by the State Division of Water Rights in 1956.

Program PF-3.1.8: Improve the pressure in the water system lines as necessary to meet State standards.

Policy PF-3.2: Emergency Water Supply. Develop an emergency water supply for disaster preparedness.

Program PF-3.2.1: Provide a means for obtaining and treating water from Pudding Creek or the Noyo River for emergency disaster situations only, if allowed by the State and if deemed feasible.

Policy PF-3.3: Potable Water Quality. Maintain the safety of the water supply.

Program PF-3.3.1: Continue to maintain the water collection, treatment, and distribution system to ensure compliance with all State requirements for a public drinking water system.

Program PF-3.3.2: Provide security and protection for the watersheds and water storage and treatment facilities with monitoring, appropriate notices, physical barriers, and protective devices as well as land use policies and controls.

Program PF-3.3.3: Develop long range management and improvement programs for the watersheds. These plans should include management practices and methods of protecting the water source from degradation.

Program PF-3.3.4: Anticipate the potential need to relocate the Noyo River intake further upstream in the event of major sea level rise.

Program PF-3.3.5: Develop and secure additional water supply and storage capacity to meet potential water use needs for the City of Fort Bragg.

Policy PF-3.4: Allocation of Water Supply. The City of Fort Bragg will allocate water storage capacity from the City's water storage, for development of coastal priority uses, consistent with the requirement of the LCP, including Policies PF-1.1 through PF-1.4. Developers shall be obligated to develop on- or off-site water storage facilities if future conditions (such as regulatory changes, climate change, etc.) necessitate the development of additional water storage facilities to meet the water demand of new development.

Policy PF-3.5: Augmentation of the City's Water Supply & Storage. Potentially high volume water users are encouraged to develop their own source of water.

Program 3.5.1: Construct On-site Water Storage. Developers are encouraged to construct on-site treated water storage for high water uses, with connections to the City's water system and inflow and outflow to ensure water meets potable water standards.

Program 3.5.2: Transfer of Industrial Water Rights. Developers are encouraged to seek a transfer of Georgia-Pacific's water rights for industrial water storage and water use for future industrial water users on the Mill Site.

Policy PF 3.6: Two Points of Water Connection. All new water main lines shall be installed by developers such that there are at least two points of connection between the water main lines and existing City or Plan Area potable water piping, except as otherwise approved by the City. All water main line connectivity shall provide for full water system functionality.

Policy PF-3.7: Water Facilities Near Residential Uses. Above-ground water facilities, such as water storage tanks, shall be located away from adjacent residential uses whenever feasible, and shall be screened from residential, visitor serving and commercial uses through the use of suitable native trees or vegetation.

Policy PF-3.8: Water Conservation. Development shall be designed to maximize water conservation opportunities and minimize potable water demand in compliance with California Green Building standards and the water conservation policies of the Sustainability Element of the Coastal General Plan.

Policy PF-3.9: Water Use Limitations. New development shall conform to the water use limitations per State Law, in effect at the time of development, and such conformance shall be required with a Special Condition on all approved development permits.

**Goal PF-4: Assure that the District's Waste Water infrastructure is maintained and expanded to meet the needs of the City's residents.**

Policy PF-4.1: Wastewater Capacity. Review wastewater capacity and expansion plans as needed when regulations change and as the treatment and disposal facility nears capacity. In addition to providing capacity for potential build-out under the City General Plan outside the coastal zone, any expansion of capacity of wastewater facilities shall be designed to serve no more than the maximum level of development in the coastal zone allowed by the certified LCP that is consistent with all other policies of the LCP and Coastal General Plan. The City shall identify and implement wastewater system improvements or changes in service area that are designed to ensure adequate service capacity to accommodate existing, authorized, and probable future priority uses. Such uses include, but are not limited to, industrial (including commercial fishing facilities), visitor serving, and recreational priority uses in commercial, industrial, parks and recreation, and public facilities districts.

Program PF-4.1.1: Continue to improve the wastewater treatment and disposal facility to comply with changing State requirements.

Program PF-4.1.2: Upgrade wastewater collector lines in areas where there is inadequate capacity or where lines are subject to substantial infiltration and inflow.

Program PF-4.1.3: Evaluate and periodically adjust, as appropriate, wastewater capital improvement, installation, and user fees to reflect the actual cost of providing wastewater collection, treatment, and disposal service and increasing capacity.

Policy PF-4.2: Assure that development is well ordered for effective and efficient waste water infrastructure development and connections.

Policy PF-4.3: Regional Sewer Lift Stations and Force Mains. As part of the necessary infrastructure improvements, developers shall construct a regional sewer lift station and force main, if required. Until the regional sewer lift station is constructed, developers may construct temporary lift stations and force mains that connect to the City's existing collection system, after accounting for existing use commitments and probable priority uses (Policies PF-1.1 through PF-1.4), prior to construction of the regional lift station.



Program PF-4.3.1: Property owners will be obligated to maintain and service all temporary lift stations and provide and operate a back-up generator for operation of temporary lift stations during power outages. The Regional sewer lift station and associated force main shall be constructed to adequately collect and convey wastewater and dedicated to the City of Fort Bragg upon completion.

Policy PF-4.4: Peak Wet Weather Wastewater Flows. All wastewater collection and pumping facilities shall be designed and constructed to convey peak wet weather flows without exceeding their capacity.



Policy PF-4.5: Pipe Requirements. The wastewater collection system within the Mill Site shall be constructed to adequately collect and convey wastewater to the City's Waste Water Treatment Facility (WWTF).



Policy PF-4.6: Minimum Criteria for Sewer Mains & Lift Stations. Permanent lift stations shall not be allowed where an alternative gravity route exists, unless circumstances arise in which the use of a lift station will help mitigate coastal hazards or coastal resource impacts, in order to retain consistency with all applicable policies of the LCP. Lift stations are not allowed within the street right of way. Gravity feed sewer mains shall be designed to adequately collect and convey wastewater to the City's Waste Water treatment Facility (WWTF). Off-site sewer mains shall be improved by the developer, where needed, to accommodate new flow from development.

Policy PF-4.7: Contributions to District-wide Wastewater Collection Improvements. The wastewater collection system shall be designed to accommodate future wastewater generated by development with a connection to the existing City wastewater collection and treatment system.

Program 4.7.1: All new development shall be obligated to pay Capacity Fees and Development Impact Fees to fund their fair share cost of improvements to the system.

**Goal PF-5: Assure that development has a proportional impact on City stormwater infrastructure and that said development is well ordered for effective and efficient stormwater management. The City will**



**encourage Low Impact Development (LID) design interventions that do not require infrastructure.**

Policy PF-5.1: Development will be required to minimize stormwater runoff rates and volumes, and urban pollutants, by the use of appropriate LID features and BMPs as specified in the Coastal Land Use and Development Code Chapter 17.64.

Program PF-5.1.1: Stormwater management practices shall prioritize LID methods that minimize the need for infrastructure. The design of BMPs shall be guided by the California Stormwater Quality Association (CASQA) Stormwater BMP Handbooks dated January 2015 (or the current edition), or an equivalent BMP manual that describes the type, location, size, implementation, and maintenance of BMPs suitable to address any pollutants generated by the development.

*See Policies OS-6.1 through OS-6.5 for LID requirements for new development.*

Policy PF-5.2: Storm Drainage. Annually review storm drain system capacity and expansion plans.

Program PF-5.2.1: Implement the storm drain recommendations contained in the Capital Improvement Plan (CIP) and update the CIP as necessary.

Program PF-5.2.2: Continue to implement, and update as needed, the Storm Drain Master Plan and the improvements itemized in the Capital Improvement Plan.

Program PF-5.2.3: Periodically adjust, as appropriate, drainage capital improvement installation fees to reflect the actual cost of providing drainage service and increasing capacity.


Policy PF-5.3: New Impervious Surfaces. Development shall minimize the construction of new impervious surfaces to the maximum extent possible. All new impervious surfaces shall be designed to reduce runoff rates and volumes, and prevent urban pollution.

Policy PF-5.4: Sizing and Installation of Stormwater Facilities. All stormwater facilities shall be sized and installed by the developer to accommodate proposed project flows. Coastal program projects which are also considered Developments of Water Quality Concern shall comply with General Plan Policy OS-11.1.

Policy PF-5.5: Stormwater Conveyance to the Mill Pond & Coastal Trail Stormwater Facilities. Plans for all stormwater systems that connect to existing stormwater conveyance systems on the Fort Bragg Coastal Trail property and/or the Mill Site Ponds 8 and 5 shall be designed to ensure that the Coastal Trail, parkland, ponds, and wetland functions are not degraded or damaged. This may require upsizing or modification of the existing downstream facilities.


Policy PF-5.6: Stormwater Treatment and Detention Services of the Mill Pond. The stormwater treatment and detention services provided by the Mill Pond shall be retained. If the Mill Pond is restructured or restored, the existing stormwater treatment and detention services shall continue to be provided as part of the revised project, or through an alternate technology or location.


**Goal PF-6: Ensure that new development is served by adequate public services, utilities, and infrastructure.**

 Policy PF-6.1: Public Buildings. Ensure that public buildings in the City are adequate to provide services for the community.

Program PF-6.1.1: Identify and map key public buildings and areas.

Program PF-6.1.2: Provide for relocation or upgrading of essential public buildings as necessary.

 Policy PF-6.2: Capital Improvement Plan. Continually update the Capital Improvement Plan to ensure that it identifies capital projects necessary to maintain adequate levels of performance as well as funding sources for all phases of intended projects.

 Policy PF-6.3: Schools. Work with the Fort Bragg Unified School District to ensure that the District has the means to provide a high quality education to City students.

Program PF-6.3.1: Work with the School District to address anticipated deficits between the cost of constructing necessary new schools or renovating existing schools and the revenues generated by developer fees. Where a clear nexus can be shown between the impacts of a new development and the need for new school facilities, the City shall consider the need for additional project mitigation to be provided by project developers to the degree allowed by State law.

Policy PF-6.4: Facilities Extensions. State of the art franchise utilities (e.g. electrical, communication, cable, or replacement technologies for these) shall be extended as needed to provide service to all new development. Such extensions shall be consistent with all applicable policies of the LCP.

Policy PF-6.5: Siting and Design of Energy Facilities. The siting and design of energy facilities shall ensure the provisions of safe, reliable, efficient, and economical utility service.

Policy PF-6.6: Undergrounding of Private Utilities. Dry utilities (including electrical, phone, etc.) shall be installed underground. Conduit shall be sized to allow for additional future underground utilities.

Policy PF-6.7: Solid Waste Management. New development shall participate in all solid waste management activities of the City, including but not limited to mandatory service by the City's franchise waste hauler, participation in the City's construction and demolition waste recycling ordinance, and all other waste reduction policies of the Coastal General Plan and strategies of the City.

## **4. CONSERVATION, OPEN SPACE, AND PARKS ELEMENT**

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### **A. Purpose**


The Conservation, Open Space, and Parks Element of the Coastal General Plan combines two State-mandated elements, Conservation and Open Space. It also includes policies and programs addressing Environmentally Sensitive Habitat Areas, water quality, public access, and recreation.

Open space is defined by Government Code Section 65561 as “any area of land or water which is essentially unimproved and devoted to open space use and which is designated on local, regional or a State open space plan for the preservation of natural resources, the managed production of resources, outdoor recreation, or for public health and safety.” Fort Bragg’s open space includes lands which are publicly-owned and operated for active or passive recreational use and land which is in private ownership but is either undeveloped or managed for the protection and enhancement of natural resources. Open space in Fort Bragg provides for coastal access, recreational uses, scenic and aesthetic resources, and habitat preservation.

The City wishes to preserve as much open space as feasible to provide habitat for native species of plants and wildlife, reduce sprawl, and maintain the aesthetic benefits of undeveloped land. The City also wishes to conserve natural resources and provide its residents with a full range of recreational opportunities. The goals, policies, and programs of this Element address these aims by establishing the framework for the protection and enhancement of natural resources (including water quality), archaeological resources, and open space and for the provision of coastal access and recreational opportunities for Fort Bragg residents and visitors.

See Map OS-1 for a depiction of Environmentally Sensitive Habitat Areas, Map OS-2 for a depiction of Special Review Areas, and MAP OS-3 for rivers, creeks, riparian habitats and land which can contribute to groundwater recharge and stormwater management and which include sensitive stormwater review areas. Please see Map OS-4 for a listing of existing and proposed trails and parks. These maps are illustrative depictions based on the best available information at the time they were developed, and may not represent a comprehensive inventory or delineation of coastal resources.

### **B. Goals, Policies, and Programs**

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits:

Policy OS-7.1, Policy OS-16.4, Policy OS-16.5, Policy OS-16.7, Policy OS-18.3, and Policy OS-18.4.

## **Environmentally Sensitive Habitat Areas, Conservation and Natural Resources**

### **Goal OS-1: Preserve and enhance the City's Environmentally Sensitive Habitat Areas**

Policy OS-1.1: Definition of ESHA. "Environmentally sensitive habitat area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Protection of environmentally sensitive habitat areas is one of the essential aspects of the Coastal Act. Fort Bragg has several environmentally sensitive habitat areas including, but not limited to, portions of coastal bluffs, biologically rich tide pools, nesting grounds, kelp beds, wetlands, riparian habitats, and rare, threatened, or endangered plants or plant communities.

Areas that may contain environmentally sensitive habitat areas include, but are not limited to, areas indicated by Map OS-1: Open Space and Environmentally Sensitive Habitat Areas. The environmentally sensitive habitat areas shown on Map OS-1 are based on the best information available at the time mapping was done, and was last updated in 2018. The boundaries of environmentally sensitive habitat areas identified in Map OS-1 are not intended to be definitive, but to identify the general location of sensitive environmental resources. Detailed locations and boundaries of these resources shall be obtained by the preparation of biological reports described in Policy OS-1.16.

Policy OS-1.2: Determination of ESHA. The determination of what constitutes ESHA shall not be limited by what is mapped, and not all parcels that are mapped necessarily contain ESHA. Map OS-1 serves to identify those general areas known to potentially contain ESHA and for which a biological report is required consistent with Policy OS-1.16 to substantiate the presence or absence of ESHA on any particular parcel. Any area not designated on LUP Map OS-1 that meets the ESHA definition is ESHA and shall be accorded all the protection provided for ESHA in the LCP. All habitat maps shall include a note that states that "the maps may be updated as appropriate and may not include all areas that constitute ESHA." The following areas shall be considered ESHA:

- Any habitat area that is rare or especially valuable because of its special nature or role in an ecosystem and is easily degraded or disturbed by human activities or developments.
- Any habitat area of plant or animal species designated as rare, threatened, or endangered under State or Federal law.
- Any habitat area of species designated as Fully Protected or Species of Special Concern under State law or regulations.

- Any habitat area of plant species for which there is compelling evidence of rarity, for example, those designated 1b (Rare or endangered in California and elsewhere) or 2 (rare, threatened or endangered in California but more common elsewhere) by the California Native Plant Society.

Program OS-1.2.1: Update the mapping of environmentally sensitive habitat areas as new information becomes available.

Policy OS-1.3: Development in Wetlands. Diking, Filling, and Dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following uses:

- a. New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- b. Maintaining existing or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- c. New or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
- d. Incidental public service purposes, including but not limited to burying cables and pipes or inspection of piers and maintenance of existing intake and outfall pipelines.
- e. Restoration purposes.
- f. Nature study, aquaculture, or similar resource dependent activities.

Policy OS-1.4: The more specific permissible use provisions for wetlands and rivers and streams identified in Policies OS-1.3 and OS-1.5 shall control over the more general permissible use provisions for ESHA identified in Policy OS-1.6.

Policy OS-1.5: Development in Rivers and Streams. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to:

- a. Necessary water supply projects,
- b. Flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or
- c. Developments where the primary function is the improvement of fish and wildlife habitat.

Policy OS-1.6: Development within ESHA shall protect ESHA against any significant disruption of habitat values and shall be limited to the following uses:

- a. Resource Dependent Uses. Public nature trails within riparian ESHA are considered a resource dependent use provided that: (1) the length of the trail

within the riparian corridor shall be minimized; (2) the trail crosses the stream at right angles to the maximum extent feasible; (3) the trail is kept as far up slope from the stream as possible; (4) trail development involves a minimum of slope disturbance and vegetation clearing; and (5) the trail is the minimum width necessary. Interpretive signage may be used along permissible nature trails accessible to the public to provide information about the value and need to protect sensitive resources.

- b. Restoration projects where the primary purpose is restoration of the habitat.
- c. Invasive plant eradication projects if they are designed to protect and enhance habitat values.
- d. Pipelines and utility lines installed underneath the ESHA using directional drilling techniques designed to avoid significant disruption of habitat values.

Policy OS-1.7: Development in areas adjacent to ESHAs shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Policy OS-1.8: Development adjacent to ESHA shall provide buffer areas to serve as transitional habitat and provide distance and physical barriers to human intrusion. The purpose of this buffer area is to provide for a sufficient area to protect environmentally sensitive habitats from significant degradation resulting from future development. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect. The width of the buffer area shall be a minimum of 100 feet, unless an applicant can demonstrate, after consultation with the California Department of Fish and Wildlife, other relevant resource agencies, Coastal Commission staff and the City, that 100 feet is not necessary to protect the resources of that particular habitat area and the adjacent upland transitional habitat function of the buffer from possible significant disruption caused by the proposed development. If information collected during the analysis of potential adverse impacts of a development on an ESHA indicates the need for a buffer greater than 100 feet to adequately protect a resource, an enhanced buffer width adequate to protect the resource from degradation of the ESHA shall be applied. The buffer area shall be measured from the outside edge of the environmentally sensitive habitat areas and in no event shall be less than 30 feet in width.

Policy OS-1.9: Utilize the following criteria to establish buffer areas:

- a. Biological Significance of Adjacent Lands. Lands adjacent to a wetland, stream, or riparian habitat area vary in the degree to which they are functionally related to these habitat areas. Functional relationships may exist if species associated with such areas spend a significant portion of their life cycle on adjacent lands. The degree of significance depends upon the habitat requirements of the species in the habitat area (e.g., nesting, feeding, breeding, or resting). Where a significant functional relationship exists, the land supporting this relationship shall also be considered to be part of the ESHA, and the buffer zone shall be measured from the edge of these lands and be sufficiently wide to protect these functional relationships. Where no significant functional relationships exist, the

- buffer shall be measured from the edge of the ESHA that is adjacent to the proposed development.
- b. Sensitivity of Species to Disturbance. The width of the buffer zone shall be based, in part, on the distance necessary to ensure that the most sensitive species of plants and animals will not be disturbed significantly by the permitted development. Such a determination shall be based on the following after consultation with the Department of Fish and Game or others with similar expertise:
    - (i) Nesting, feeding, breeding, resting, or other habitat requirements of both resident and migratory fish and wildlife species;
    - (ii) An assessment of the short-term and long-term adaptability of various species to human disturbance;
    - (iii) An assessment of the impact and activity levels of the proposed development on the resource.
  - c. Erosion and pollutant susceptibility. The width of the buffer shall be based, in part, on an assessment of the slope, soils, impervious surface coverage, runoff characteristics, erosion potential, potential runoff pollutants and vegetative cover of the parcel proposed for development and adjacent lands. A sufficient buffer to allow for the interception of any additional material eroded as a result of the proposed development and the interception of any runoff pollutants shall be provided.
  - d. Use natural topography. Where feasible, use hills and bluffs adjacent to Environmentally Sensitive Habitat Areas, to buffer these habitat areas. Where otherwise permitted, locate development on the sides of hills away from Environmentally Sensitive Habitat Areas. Include bluff faces in the buffer area.
  - e. Use existing man-made features. Where feasible, use man-made features such as roads and dikes to buffer environmentally sensitive habitat areas.
  - f. Lot Configuration and Location of Existing Development. Where an existing subdivision or other development is largely built-out and the buildings are a uniform distance from a habitat area, at least that same distance shall be required as a buffer zone for any new development permitted. However, if that distance is less than one hundred (100) feet, additional mitigation measures (e.g., planting of native vegetation) shall be provided to ensure additional protection.
  - g. Type and Scale of Development Proposed. The type and scale of the proposed development will, to a large degree, determine the size of the buffer zone necessary to protect the ESHA. Such evaluations shall be made on a case-by-case basis depending upon the resources involved, the degree to which adjacent lands are already developed, and the type of development already existing in the area.

Required buffer areas shall be measured from the following points as applicable:

- The outer edge of the canopy of riparian vegetation for riparian ESHA, or from the top of stream bank where no riparian vegetation exists.
- The upland edge of a wetland for a wetland ESHA.



- The outer edge of the plants that comprise the rare plant community for rare plant community ESHA.

Policy OS-1.10: Permitted Uses within ESHA Buffers. Development within an Environmentally Sensitive Habitat Area buffer shall be limited to the following uses:

- a. Wetland Buffer.
  - i. Uses allowed within the adjacent Wetland ESHA pursuant to Policy OS-1.3.
  - ii. Nature trails and interpretive signage designed to provide information about the value and protection of the resources
  - iii. Habitat enhancement projects, such as invasive plant eradication, if they are designed to protect and enhance habitat values.
- b. Riparian Buffer.
  - i. Uses allowed within the adjacent River and Stream ESHA pursuant to Policy OS-1.5.
  - ii. Uses allowed within the adjacent ESHA pursuant to Policy OS-1.6.
  - iii. Buried pipelines and utility lines.
  - iv. Bridges.
  - v. Drainage and flood control facilities.
- c. Other types of ESHA Buffer.
  - i. Uses allowed within the adjacent ESHA pursuant to Policy OS-1.6.
  - ii. Buried pipelines and utility lines.
  - iii. Bridges.
  - iv. Drainage and flood control facilities.

Policy OS-1.11: Land Divisions and ESHA. Prohibit new land divisions creating new parcels located entirely within an ESHA or buffer area unless the parcel to be created is restricted at the time of its creation solely for open space, public recreation, or conservation.

Policy OS-1.12: Drainage and Erosion Control Plan. Permissible development on all properties containing environmentally sensitive habitat, including but not limited to those areas identified as ESHAs on Map OS-1, shall prepare an erosion, sedimentation, runoff and pollutant control plan for approval by the City. The plan shall include measures to minimize erosion, runoff and discharge of pollutants during project construction, and to minimize erosion, runoff and discharge of pollutants from the site after the project is completed. Any changes in runoff volume, velocity, timing, pollutant discharge, or duration that may affect sensitive plant and animal populations, habitats, or buffer areas for those populations or habitats, shall be reviewed by a qualified biologist to ensure that there will not be adverse hydrologic or erosion, water quality or sedimentation impacts on sensitive species or habitats. Mitigation measures shall be identified and adopted to minimize potential adverse runoff impacts. All projects resulting in new runoff to any streams in the City or to the ocean shall be designed to minimize the transport of pollutants from roads, parking lots, and other impermeable surfaces of the project.

Policy OS-1.13: Landscaping Within and Adjacent to ESHA. All development located within or adjacent to environmentally sensitive habitat areas shall be conditioned to:

- a. Require all proposed plantings be obtained from local genetic stocks within Mendocino County. If documentation is provided to the review authority that demonstrates that native vegetation from local genetic stock is not available, native vegetation obtained from genetic stock outside the local area, but from within the adjacent region of the floristic province, may be used; and if local genetic stocks within the floristic province are unavailable, the Director may authorize use of a commercial native mix, provided it is clear of invasive seed. Director may also authorize use of a seed mix that is selected for rapid senescence if native stock is not available locally and replacement with native stock once a local native mix is available; and
- b. Require an invasive plant monitoring and removal program; and
- c. Prohibit the planting of any plant species on the property that is (a) listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, and/or by the State of California, or (b) listed as a 'noxious weed' by the State of California or the U.S. Federal Government.

Policy OS-1.14: Vegetation Removal in ESHA and ESHA buffers. Prohibit vegetation removal in Environmentally Sensitive Habitat Areas and ESHA buffer areas except for:

- a. Vegetation removal authorized through coastal development permit approval to accommodate permissible development,
- b. Removal of trees for disease control,
- c. Vegetation removal for public safety purposes to abate a nuisance consistent with Coastal Act Section 30005, or
- d. Removal of firewood for the personal use of the property owner at his or her residence to the extent that such removal does not constitute development pursuant to Coastal Act Section 30106. Such activities shall be subject to restrictions to protect sensitive habitat values.

Policy OS-1.15: Implement the following measures when a project involves dredging, filling or diking of open coastal waters, wetlands, estuaries, or lakes:

- a. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and to water circulation to the maximum extent feasible. Avoiding significant disruption means, in part, that the functional capacity of the wetland is maintained to the maximum extent feasible.
- b. Limitations may be imposed on dredging and spoils disposal, including but not limited to, limitations on the timing of the operation, the type of operation, the quantity of dredged material removed, and the location of the spoils site.
- c. Dredge spoils suitable for beach replenishment shall, where feasible, be transported to appropriate beaches or into suitable longshore current systems.
- d. Mitigation measures for dredging, filling, or diking of open coastal waters, wetlands and estuaries may include opening areas to tidal action, removing dikes, improving tidal flushing, wetland creation or other restoration measures.

Program OS-1.15.1: Consult with the Department of Fish and Wildlife, California Coastal Commission, and U.S. Army Corps of Engineers, as applicable, on the review of dredging, filling and diking plans in or adjacent to wetlands or estuaries to establish mitigating measures.

Policy OS-1.16: Biological Report Required.

- a. Permit applications for development within or adjacent to Environmentally Sensitive Habitat Areas including areas identified in Map OS-1 or other sites identified by City staff which have the possibility of containing environmentally sensitive habitat shall include a biological report prepared by a qualified biologist which identifies the resources and provides recommended measures to ensure that the requirements of the Coastal Act and the City of Fort Bragg's Local Coastal Program are fully met. For sites that may contain wetlands, a wetland delineation is required as part of the biological report. The required content of the biological report is specified in the Coastal Land Use and Development Code.
- b. Submittal of Biological Reports. These biological reports shall be reviewed by the City and approving agencies. The biological reports described above shall be submitted prior to filing as complete a coastal development permit application and may also be submitted as a part of any environmental documentation required pursuant to CEQA. The selection of the professional preparing the report shall be made or approved by the City or the agency approving the permit and paid for by the applicant.
- c. Biological reports shall contain mitigating measures meeting the following minimum standards:
  - i. They are specific, implementable, and, wherever feasible, quantifiable.
  - ii. They result in the maximum feasible protection, habitat restoration and enhancement of sensitive environmental resources. Habitat restoration and enhancement shall be required wherever feasible, in addition to the applicable baseline standard of either avoiding or minimizing significant habitat disruption.
  - iii. They are incorporated into a Mitigation Monitoring Program; and
  - iv. They include substantial information and analysis to support a finding that there is no feasible, less environmentally damaging alternative.

**Goal OS-2: Preserve and enhance the City's other natural resources.**

Policy OS-2.1: To the maximum extent feasible, preserve, enhance, and restore streams and creeks to their natural state.

Program OS-2.1.1: Work with organizations and private property owners to enhance the City's watercourses for habitat preservation and recreation.

Program OS-2.1.2: Develop additional guidelines for the maintenance of watercourses to further assure that native vegetation is not unnecessarily removed and that maintenance minimizes disruption of wildlife breeding activities and wildlife movement. Incorporate these guidelines, where appropriate, into the City's maintenance procedures.

Program OS-2.1.3: Seek Federal and State funding for the repair of streambank erosion, planting of riparian vegetation to stabilize creek banks, and removal of debris obstructing waterflow.

Policy OS-2.2: Protect Aquifers. Protect groundwater aquifers.

Program OS-2.2.1: 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.

**Goal OS-3: Preserve areas with other biotic resources.**

Policy OS-3.1: Mill Site: trees for wind screening. Native trees shall be required in new development projects on the Mill Site, where necessary, to provide wind screening, when

the planting is consistent with all applicable LCP policies, including policies requiring the preservation of scenic views.

**Goal OS-4: Encourage native plants and discourage non-native invasive plants and trees.**

Policy OS-4.1: Native Landscaping. All development shall be conditioned to require that 50% or more of all plantings are native plants (except for within and adjacent to ESHA, where Policy OS-1.13 shall apply) and shall prohibit the planting of any plant species that is (a) listed as problematic and/or invasive by the California Invasive Plant Council, and/or by the State of California, or (b) listed as a 'noxious weed' by the State of California or the U.S. Federal Government.



*Native Landscaping*

Policy OS-4.2: Prohibit Invasive Species. Condition development projects requiring discretionary approval to keep properties free of any species of broom, pampas grass, gorse, or other species of invasive non-native plants deemed undesirable by the City that may seek to establish or naturalize after development.

Program OS-4.2.1: Require that Caltrans, PG&E, the County of Mendocino, and private property owners remove pampas grass and broom from their properties and rights-of-way. The City shall strive to remove these plants from City-owned property and rights-of-way.

Program OS-4.2.2: Encourage the removal of non-native invasive trees (such as Monterey Cypress, Monterey Pine and Eucalyptus) where feasible and where they do not provide habitat value and/or other coastal resource functions, and encourage their replacement with native trees when consistent with all applicable policies of the LCP.

Policy OS-4.3: Preserve Native Vegetation and Trees. To the maximum extent feasible and balanced with permitted use, require that site planning, construction, and

maintenance of development preserve existing healthy native trees and vegetation on the site.

Policy OS-4.4: Maintain Open Space. Require site planning and construction to maintain adequate open space to permit effective wildlife corridors for animal movement between open spaces.

Policy OS-4.5: Forested Areas. Maintain existing forested areas and reforest parks and streetscapes with new trees as needed and when consistent with all applicable LCP policies.

Program OS-4.5.1: Establish a tree planting and replacement program to assure continuing stands of trees throughout the City.

Program OS-4.5.2: Consider adopting a street tree program.

**Goal OS-5: Protect and preserve soil as a natural resource.**

Policy OS-5.1: Soil Erosion. Minimize soil erosion to prevent loss of productive soils, prevent flooding, landslides, and maintain infiltration capacity and soil structure.

**Goal OS-6: Protect and preserve cultural resources.**

Policy OS-6.1: Preserve Archaeological Resources. New development shall be located and designed to avoid archaeological and paleontological resources where feasible, and where new development would adversely affect archaeological or paleontological resources, reasonable mitigation measures shall be required.

Policy OS-6.2: Resource Avoidance. Development shall avoid disturbing cultural resources where feasible. If avoidance is not feasible, development shall minimize and mitigate impacts to cultural resources, with minimization and mitigation strategies selected in consultation with the appropriate Native American tribe. In cases where agreement cannot be reached within the statutorily required timeframe for the preparation of the CEQA document, as Lead Agency, the City shall define the avoidance/mitigation strategy.

Policy OS-6.3: Archaeological Resources Report Required. Development located within areas of known or potential archaeological or paleontological resources shall be required to submit a report consistent with the requirements below prior to approval of a building, grading, or coastal development permit for the development. Areas of known or potential archaeological resources, include but are not limited to all areas identified on Map OS-2 in the Coastal General Plan, and other areas identified by the environmental review process (Chapter 18.72), or brought to the attention of the City through special studies performed after the enactment of this Section. A project specific report shall be prepared by a qualified archaeologist and shall be submitted prior to filing as complete a coastal

development permit application. Archaeologists hired to conduct archaeological investigations must meet the Secretary of the Interior's Professional Qualifications Standards. The report shall be prepared consistent with the requirements of Section 17.50.030 of the Coastal Land Use & Development Code.

Policy OS-6.4: Native American Consultation. For sites where archaeological resources are identified, the City shall engage in consultation with appropriate tribal councils as part of the CEQA review process. For project areas where archaeological resources have the potential to be discovered/disturbed, either within or adjacent to the project area, the City shall engage in consultation with appropriate Tribes as part of the review process and project planning.

Policy OS-6.5: Tribal Monitoring. All Applicants shall allow the Tribe to monitor native ground disturbing activities on projects where cultural resources may be reasonably expected to be located. Tribal monitoring shall be paid for by the applicant if it is required as a special condition for a Coastal Development Permit or as a mitigation measure through CEQA; otherwise, tribal monitoring shall be paid for by the Tribe.

Policy OS-6.6: Resource Discovery. If cultural resources are encountered, ground disturbing activities shall cease immediately in the discovery location and a buffer zone of fifty (50) feet radius. If the find is known or suspected human remains and/or associated cultural resources, ground disturbing activities shall cease in the discovery location and a one hundred (100) feet radius buffer area. The size of the buffer may be adjusted once the project archaeologist, in consultation with the applicable Tribes, has had the opportunity to examine the site. No construction activities will take place within the buffer until after an archaeological investigation has been completed, consultation with applicable Tribes has occurred, and appropriate mitigation actions are implemented, as necessary.

Policy OS-6.7: Human Remains. In the event that human remains are discovered during the project, all job operations shall cease and the county sheriff and coroner shall be notified. In the event that the remains are Native American human remains, associated funerary objects, sacred objects, and/or objects of cultural patrimony are found during a project, the Parties understand that a determination of the Most Likely Descendant (MLD), as described in California Public Resources Code section 5097.98, will be made by the NAHC upon notification to the NAHC of discovery of any such remains at a project site.

Policy OS-6.8: Resource Ownership and Deposition. The Applicant shall transfer ownership of Native American cultural resources that are found through monitoring of a construction project to the appropriate Native American Tribe for proper treatment and disposition, if requested by the Tribe, unless otherwise required by law.

Policy OS-6.9: Access to Sacred Sites. Pursuant to California Public Resources Code section 5097.9, where feasible and appropriate, the City shall consult with the Tribe to include mitigation measures that provide for Tribal access to places of traditional, spiritual

or social importance (such as prayer sites, ceremonial sites and shrines), areas important in folklore and legend, and areas attributed with special or unique powers of sacredness.

Policy OS-6.10: Mitigation shall be designed in compliance with the guidelines of the State Office of Historic Preservation and the State Native American Heritage Commission.

**Goal OS-7: Improve air quality.**



Policy OS-7.1: Participate in Regional Planning to Improve Air Quality. Continue to cooperate with the Mendocino County Air Quality Management District (MCAQMD) in implementing the *Regional Clean Air Plan*.



Program OS-7.1.1: Add a City representative to the Board of MCAQMD.

Policy OS-7.2: Air Quality Standards. Seek to comply with State and Federal standards for air quality.

Program OS-7.2.1: Review new project proposals for consistency with MCAQMD regulations and guidelines.

Program OS-7.2.2: Work with the Mendocino County Air Quality Management District to ensure that all new industrial projects include Best Available Control Technologies (BACTs) to control emissions of air pollutants to the maximum extent permitted by law.

Program OS-7.2.3: Require that proposed new asphalt plants undergo an air quality analysis that includes analysis of emissions, dispersion modeling, risk analysis, and mitigation required to reduce pollution and risk.

Program OS-7.2.4: Prohibit unpaved driveways of more than 50 feet and unpaved roads in all new development.

## **C. Water Quality**

**Goal OS-8: Improve water quality.**

Policy OS-8.1: Minimize Introduction of Pollutants. Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes) to the extent feasible.



Policy OS-8.2: Minimize Increases in Stormwater Runoff. Development shall be designed and managed to minimize post-project increases in stormwater runoff volume and peak runoff rate, to the extent feasible, to avoid adverse impacts to coastal waters.

Policy OS-8.3: Maintain Biological Productivity and Quality of Coastal Waters. Development shall be designed and managed to maintain, and restore where feasible, the biological productivity and quality of coastal waters, consistent with sections 30230, 30231, and other relevant sections of the California Coastal Act. The Coastal Act sections set forth below are incorporated herein as policies of the Land Use Plan:

Policy OS-8.4: Maintain, Enhance, and Restore Marine Resources. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Policy OS-8.5: Maintain and Restore Biological Productivity and Water Quality. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

**Goal OS-9: Improve water quality through the selection and design of appropriate Best Management Practices (BMPs).**

Policy OS-9.1: Construction-phase Stormwater Runoff Plan. All development that requires a grading permit or proposes to create or replace a cumulative site total of 5,000 square feet of impervious surface shall submit a Stormwater Runoff and Pollutant Control Plan. This plan shall evaluate potential construction-phase impacts to water quality and coastal waters, and shall specify temporary Best Management Practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, control runoff and prevent contamination of runoff by construction chemicals and materials.

Policy OS-9.2: Post-Construction Runoff and Pollutant Control. All development that has the potential to adversely affect water quality or hydrology shall include in the Stormwater Runoff and Pollutant Control Plan measures for meeting runoff post-construction stormwater management standards. This plan shall specify Site Design Measures, Source Controls, and, if necessary, Treatment Control BMPs to minimize stormwater

pollution and adverse changes in the site's runoff flow regime after construction, and shall include the monitoring and maintenance plans for Treatment Control BMPs.

Policy OS-9.3: Emphasize Site Design and Source Control BMPs. Long-term post-construction Best Management Practices (BMPs) that protect water quality and control runoff flow shall be incorporated in the project design of development that has the potential to adversely impact water quality or hydrology in the following order of emphasis:

- A) Site Design BMPs. Any project design feature that reduces the creation or severity of potential pollutant sources, or reduces the alteration of the project site's natural flow regime. Examples include minimizing impervious surfaces, and minimizing grading.
- B) Source Control BMPs. Any schedules of activities, prohibitions of practices, maintenance procedures, managerial practices, or operational practices that aim to prevent stormwater pollution by controlling pollutant sources and keeping pollutants segregated from runoff. Examples include covering outdoor storage areas, use of efficient irrigation, and minimizing the use of landscaping chemicals.
- C) Treatment Control BMPs. Any engineered system designed to remove pollutants by simple gravity settling of particulate pollutants, filtration, biological uptake, media adsorption, or any other physical, biological, or chemical process. Examples include vegetated swales, and storm drain inserts.

Site Design BMPs may reduce a development's need for Source and/or Treatment Control BMPs, and Source Control BMPs may reduce the need for Treatment Control BMPs. Therefore, all development that has the potential to adversely affect water quality shall incorporate effective post-construction Site Design and Source Control BMPs, where applicable and feasible, to minimize adverse impacts to water quality or hydrology and coastal waters resulting from the development. Site Design and Source Control BMPs may include, but are not limited to, those outlined in the Coastal Land Use and Development Code Chapter 17.64.

Policy OS-9.4: Incorporate Treatment Control BMPs if Necessary. If the combination of Site Design and Source Control BMPs is not sufficient to protect water quality and coastal waters consistent with Policy OS-9.3, as determined by the review authority, development shall also incorporate post-construction Treatment Control BMPs. Projects of Special Water Quality Concern (see Policy OS-11.1) are presumed to require Treatment Control BMPs to meet the requirements of OS-9.3. Treatment Control BMPs may include, but are not limited to, those outlined in the Coastal Land Use and Development Code Chapter 17.64, including biofilters (e.g., vegetated swales or grass filter strips), bioretention, infiltration trenches or basins, retention ponds or constructed wetlands, detention basins, filtration systems, storm drain inserts, wet vaults, or hydrodynamic separator systems.

Policy OS-9.5: Guidance on BMP Selection and Design. Where BMPs are required, BMPs shall be selected that have been shown to be effective in reducing the pollutants typically generated by the proposed land use. The strategy for selection of appropriate BMPs to protect water quality and coastal waters shall be guided by Chapter 17.64.070, Tables 1-3 of the Land Use & Development Code, or equivalent tables which list pollutants of concern for each type of development or land use.

The design of BMPs shall be guided by the California Stormwater Quality Association (CASQA) Stormwater BMP Handbooks dated January 2015 (or the current edition), or an equivalent BMP manual that describes the type, location, size, implementation, and maintenance of BMPs suitable to address the pollutants generated by the development. Caltrans' 2017 "Storm Water Quality Handbook: Project Planning and Design Guide" (or the current edition) may also be used to guide design of construction-phase BMPs.

Policy OS-9.6: Water Quality Checklist. A water quality checklist shall be developed and used in the permit review process to evaluate a proposed development's potential impacts to water quality and coastal waters, and proposed mitigation measures.

**Goal OS-10: Improve water quality through site design and source control BMPs.**

Development shall be sited, designed and managed to protect water quality and minimize impacts to coastal waters by incorporating BMPs designed to ensure the following:

Policy OS-10.1: Use Low Impact Development in Site Design. The City shall require, where appropriate and feasible, the use of small-scale Low Impact Development site design measures to maintain natural hydrology by minimizing impervious surfaces and infiltrating stormwater close to its source (e.g., vegetated swales, permeable pavements, and infiltration of rooftop runoff).

Policy OS-10.2: Preserve Functions of Natural Drainage Systems. Development shall be sited, designed and managed to preserve, and where feasible restore the infiltration, purification, detention, and retention functions of natural drainage systems and hydrologic features (such as stream corridors, drainage swales, topographical depression, groundwater recharge areas, floodplains, and wetlands) that exist on the site, where appropriate and feasible. Drainage shall be conveyed from the developed area of the site in a non-erosive manner.

Policy OS-10.3: Minimize Impervious Surfaces. Development shall minimize the creation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and rooftops), especially directly connected impervious areas, where feasible. Redevelopment shall reduce the impervious surface site coverage, where feasible. Directly connected impervious areas include areas covered by a building, impermeable pavement, and/or other impervious surfaces, which drain directly into the storm drain system without first flowing across permeable land areas (e.g., lawns).

Policy OS-10.4: Infiltrate Stormwater Runoff. Development shall maximize on-site infiltration of stormwater runoff, where appropriate and feasible, to preserve natural hydrologic conditions, recharge groundwater, attenuate runoff flow, and minimize transport of pollutants. Alternative management practices shall be substituted where the review authority has determined that infiltration BMPs may result in adverse impacts, including but not limited to where saturated soils may lead to geologic instability, where infiltration may contribute to flooding, or where regulations to protect groundwater may be violated.

Policy OS-10.5: Divert Stormwater Runoff into Permeable Areas. Development that creates new impervious surfaces or replaces impervious surfaces shall divert stormwater runoff flowing from these surfaces into permeable areas, where appropriate and feasible, to enhance on-site stormwater infiltration capacity.

Policy OS-10.6: Use Permeable Pavement System. To enhance stormwater infiltration capacity, development shall use permeable pavement materials and techniques (e.g., paving blocks, porous asphalt, permeable concrete, and reinforced grass or gravel), where appropriate and feasible. Permeable pavements shall be designed so that stormwater infiltrates into the underlying soil where appropriate and feasible, to enhance groundwater recharge and provide filtration of pollutants. All permeable pavement that is not effective in infiltrating as designed will be replaced with effective stormwater detention and infiltration methods.

Policy OS-10.7: Avoid Steep Slopes with Highly Erodible Soil. Where feasible, development shall be sited and designed to avoid areas on steep slopes (i.e., 12% or greater) with highly erodible soil. Developments on these hillside areas are considered Developments of Special Water Quality Concern, and are subject to additional requirements (see Policies OS-11.1 and OS-11.2).

Policy OS-10.8: Landscape with Native Plant Species. The City shall encourage development to preserve and enhance non-invasive vegetation use drought-resistant native plant species for landscaping, to reduce the need for irrigation and landscaping chemicals (e.g., pesticides and fertilizers).

Policy OS-10.9: Provide Storm Drain Inlet Markers. Markers or stenciling shall be required for all storm drain inlets constructed or modified by development, to discourage dumping and other illicit discharges into the storm drain system.

Policy OS-10.10: Continue Operation and Maintenance of Post-Construction BMPs. Permittees shall be required to continue the operation, inspection, and maintenance of all post-construction BMPs as necessary to ensure their effective operation for the life of the development.

**Goal OS-11: Improve water quality through additional requirements for developments of special water quality concern.**

Policy OS-11.1: Developments of Special Water Quality Concern. The categories of development listed below have the potential for greater adverse coastal water quality impacts, due to the development size, type of land use, impervious site coverage, or proximity to coastal waters. A development in one or more of the following categories shall be considered a “Development of Special Water Quality Concern,” and shall be subject to additional requirements set forth in Policy OS-11.2 below to protect coastal water quality. Developments of Special Water Quality Concern include the following:

- a. Housing developments of five or more dwelling units.
- b. Hillside developments on slopes greater than 12 percent, located in areas with highly erodible soil.
- c. Developments that result in the creation, addition, or replacement of 10,000 square feet or more of impervious surface area.
- d. Parking lots which create or replace 5,000 square feet or more impervious surface area that may contribute to stormwater runoff.
- e. Commercial and industrial developments with the potential for generating a high pollutant load that may potentially enter coastal waters or the storm drain system.
- f. Vehicle service facilities (including retail gasoline outlets, service stations, commercial car washes, and vehicle repair facilities).
- g. Commercial or industrial outdoor storage areas which create or replace 5,000 square feet or more impervious surface area, or as determined by the review authority based on the use of the storage area, where used for storage of materials that may contribute pollutants to the storm drain system or waterbodies.
- h. All developments within 125 feet of the ocean or a coastal waterbody (including estuaries, wetlands, rivers, streams, and lakes), or that discharge directly to the ocean or a waterbody, if such development results in the creation, addition, or replacement of 2,500 square feet or more of impervious surface area.
  - 1) “Discharge directly to” the ocean or a waterbody means outflow from a drainage conveyance system that is composed entirely of flows from the subject development or redevelopment site, and not commingled with flows from adjacent lands.
- i. Development where 75% or more of the site’s surface area will be impervious surfaces.
- j. Development of a street, road, or highway facility that creates and/or replaces a cumulative site total of 5,000 square feet or more of impervious surface area.
- k. Development on land where the soil has been contaminated by a previous land use, and where the contaminated soil has the potential to be eroded or to release the contaminants into runoff.
- l. Any other development determined by the review authority to be a Development of Special Water Quality Concern.

Policy OS-11.2: Additional Requirements for Developments of Special Water Quality Concern. All Developments of Special Water Quality Concern (as identified in Policy OS-11.1, above) shall be subject to the following four additional requirements to protect coastal water quality:

- 1) Water Quality Management Plan. The applicant for a Development of Special Water Quality Concern shall be required to submit for approval a Water Quality Management Plan (WQMP), prepared by a qualified licensed professional, which supplements the Stormwater Runoff and Pollution Control Plan. The WQMP shall include hydrologic calculations that quantify changes in pollutant loads and runoff flows resulting from the proposed development, and document the effectiveness of the specified BMPs that will be implemented to minimize post-construction water quality impacts.
- 2) Selection of Structural Treatment Control BMPs. As set forth in Policy OS-9.4, if the review authority determines that the combination of Site Design and Source Control BMPs is not sufficient to protect water quality and coastal waters as required by Policy OS-9.3, structural Treatment Control BMPs shall also be required. The WQMP for a Development of Special Water Quality Concern shall describe the selection of Treatment Controls BMPs, and applicants shall first consider the BMP, or combination of BMPs, that is most effective at removing the pollutant(s) of concern, or provide a justification if that BMP is determined to be infeasible.
- 3) 85th Percentile Design Standard for Treatment Control BMPs. For post-construction treatment of runoff in Developments of Special Water Quality Concern, Treatment Control BMPs (or suites of BMPs) shall be sized and designed to treat, infiltrate, or retain, at a minimum, the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, or the flow of runoff from a rain event equal to at least 2 times the 85th percentile, hourly storm event) for flow-based BMPs. Structural Treatment controls are required when BMPs proposed for development do not design storm requirements.

**Goal OS-12: Improve water quality through municipal activities to protect water quality.**

Policy OS-12.1: Municipal Activities to Protect and Restore Water Quality. The City shall promote both the protection and restoration of water quality and coastal waters. Water quality degradation can result from a variety of factors, including but not limited to the introduction of pollutants, increases in runoff volume and rate, generation of non-stormwater runoff, and alteration of physical, chemical, or biological features of the landscape.

Program OS-12.1.1: Water Quality Public Education and Outreach. The City shall continue to encourage public outreach and education about the water quality impacts of development. The City shall continue to coordinate with other agencies in the watershed area, as feasible, to develop public education programs on urban runoff issues and the appropriate roles of individuals, businesses, and government in the implementation of BMPs for pollution prevention and protection of the hydrology of coastal waters.

Program OS-12.1.2: BMPs for Municipal Maintenance Activities. The City shall ensure that municipal maintenance activities and other public projects not requiring a Coastal Development Permit also integrate appropriate BMPs to protect water quality and coastal waters.

**Goal OS-13: Improve water quality through construction-phase pollution and runoff control.**

Policy OS-13.1: Minimize Runoff and Discharge of Pollutants into Runoff from Construction. All development shall minimize erosion, sedimentation, and the discharge of other polluted runoff (e.g., chemicals, vehicle fluids, concrete truck wash-out, and litter) from construction activities, to the extent feasible.

Policy OS-13.2: Minimize Land Disturbance During Construction. Land disturbance activities during construction (e.g., clearing, grading, and cut-and-fill) shall be minimized, to the extent feasible, to avoid increased erosion and sedimentation. Soil compaction due to construction activities shall be minimized, to the extent feasible, to retain the natural stormwater infiltration capacity of the soil.

Policy OS-13.3: Minimize Disturbance of Natural Vegetation. Construction shall minimize the disturbance of natural vegetation (including significant trees, native vegetation, and root structures), which are important for preventing erosion and sedimentation.

Policy OS-13.4: Stabilize Soil Promptly. Development shall implement soil stabilization BMPs (including, but not limited to, re-vegetation) on graded or disturbed areas as soon as feasible.

Policy OS-13.5: Grading During Rainy Season. Grading is prohibited during periods of long-duration rainfall except in response to emergencies, unless the review authority determines that soil conditions at the project site are suitable, and adequate erosion and sedimentation control measures will be in place during all grading operations. Ground disturbing activities are to be performed during dry weather only and BMP's must be implemented at least 48 hours in advance of predicted rain.

## D. Open Space

There are three categories of open space in the Fort Bragg Planning Area: 1) publicly-owned land, such as Noyo Headlands Park, Pomo Bluffs Park, and MacKerricher State Park; 2) dedicated land, which is privately-owned and maintained and has a recorded open space or conservation easement; and 3) land which has a prescriptive or public access easement permitting public use.

### **Goal OS-14: Conserve and enhance a variety of open space features including creeks, wildlife habitats, scenic view corridors, and other amenities.**

Policy OS-14.1: Open Space. Plan for and condition new development to implement the City's priorities for open space.

Program OS-14.1.1: Use conservation easements wherever possible to protect environmentally sensitive open space areas.

Program OS-14.1.2: Continue to work with local and regional agencies and interest groups, in conjunction with the Mendocino Coast Recreation and Park District Master Plan, to develop an open space preservation strategy.

Program OS-14.1.3: Develop additional standards in the Coastal LUDC for further public access to open space areas.

Policy OS-14.2: Protect and Restore Open Space. During the development review process, protect and restore open space areas such as wildlife habitats, view corridors, coastal areas, and watercourses as open and natural.

Program OS-14.2.2: Maintain an inventory of vacant parcels that could potentially be purchased and developed as public open space (parks, community gardens, trails, etc.).

Policy OS-14.3: Trails in Open Space. Wherever feasible, plan and construct trails through the greenbelts and open space that connect to the City's trail system and that of Mendocino Coast Recreation Park District (MCRPD) and those of State Parks.

Policy OS-14.4: Daylighting of Maple and/or Alder Creeks. The daylighting of Maple and/or Alder Creeks is encouraged, as feasible.

Policy OS-14.5: Security and Safety on Undeveloped Properties. The preferred method for dealing with security and safety issues is the removal of all hazards from vacant and undeveloped parcels by the property owner. Security fencing is discouraged for vacant and undeveloped properties.



## E. Public Access and Recreation

Public access to the shoreline is guaranteed by the California Constitution and is further defined by standards established by the Coastal Act to recognize the shoreline as a public resource which is available for viewing, recreation, and scientific research at the water's edge and along tidal rivers.

As development in the Fort Bragg area and elsewhere increases, there will be an increased need for public access. Access to the coastline is dependent on the right of the public to cross public and private land. Access across private land generally is obtained through purchase of an easement, or obtained as a condition of development approval.

**Goal OS-15: Maximize public access to and along the coast consistent with sound resources and conservation principles and constitutionally protected rights of private property owners.**

Policy OS-15.1: Coastal Access. Maximum access and recreational opportunities shall be provided consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. Provide public open space and shoreline access in the Coastal Zone as described in Table OS-2 and Map OS-4. Acquisitions for coastal access shall not preclude the potential development of necessary infrastructure to support coastal-dependent uses.

Program OS-15.1.1: Acquire additional public access to the shoreline by:

- a) accepting Offers To Dedicate (OTDs) that will increase opportunities for public access and recreation;
- b) actively seeking public agency, community nonprofit, or other private offers of dedication and offers to assume the liability and maintenance responsibilities; and
- c) requiring public access as a condition of development consistent with the Coastal Act, the Coastal Commission's Statewide Interpretive Guidelines, and the findings required to support an Offer to Dedicate (OTD); and
- d) creating a partnership with the State Coastal Conservancy and other funding agencies to purchase and develop public access to and along the coast, with the City assuming responsibility for management and maintenance of the public open space.

Program OS-15.1.2: Work with the California Coastal Conservancy to assure that the proposed access improvements and public facilities identified in the Noyo Harbor Plan are provided on the banks of the Noyo River.

Program OS-15.1.3: Work with the appropriate State agencies to preserve and improve the existing coastal access north of Airport Road (i.e., labeled "Vertical Access Surfer Trail" on Map OS-4). Parking or recreational facilities shall not be

required on the west side of Highway One in this area due to the fragile nature of the coastal terrace prairie habitat.

Program OS-15.1.4: Acquisitions of coastal land and easements for public access purposes shall not preclude the potential development of necessary infrastructure to support coastal-dependent uses.

Policy OS-15.2: Right of Public Access. Development in the Coastal Zone shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. Public prescriptive rights must be protected wherever they exist.

Policy OS-15.3: Proscriptive Rights. Unless a landowner chooses to adjudicate any existing prescriptive rights issue, where there is substantial evidence that prescriptive rights of access to the beach exist on a parcel, development on that parcel must be designed, or conditions must be imposed, to avoid interference with the prescriptive rights that may exist or to provide alternative, equivalent access.

Policy OS-15.4: New Development: Require public access from the nearest public roadway to the shoreline and along the coast in new development except where:

- a. it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources;
- b. adequate access exists within 500 feet of the site; or
- c. access at the site would be inconsistent with other LCP policies, including but not limited to, expanded or new coastal-dependent industry or the protection of environmentally sensitive resources.

TABLE OS-1: COASTAL ZONE PUBLIC ACCESS

Map Key	Access Point/Area	Description of Proposed Access and Related Programs
A	South Side of Noyo Bridge – Vertical Access	Vertical access shall be required as mapped as a condition of permit approval. Minor signing and path improvements shall be accomplished by a public agency or private association.
B	Old Mill Road Access	This access connects the Noyo Beach Parking lot to the South Coastal Trail.
C	South Street – Vertical Access	Require a vertical access from the end of South Street to the north bank of the Noyo River as a condition of permit approval. This access may be in conjunction with any street required for access to development. Public parking may be provided by a public agency or private association.
D	Cypress Street - Vertical Access	Require a vertical access from the end of Cypress Street to the north bank of the Noyo River as a condition of permit

Map Key	Access Point/Area	Description of Proposed Access and Related Programs
		approval. This access may be in conjunction with any street required for access to development. If the area is developed, then public parking may be provided by a public agency or private association.
E	North Bank of the Noyo – Lateral Access	Require public access along the entire length of the City's frontage on the north bank of the Noyo River as a condition of permit approval, except where physical conditions make access infeasible due to topography and/or safety considerations.
F	North Shore of Noyo Bay	Rights for access and recreation shall be required as a condition of approval or through acquisition by a public or private organization for the north shore of the Noyo Bay, west of the Bridge, labeled "Open Space" as indicated on Map OS-1.
G	Central Business District to Glass Beach Parking Area	Proposed vertical access to start at Redwood Avenue and connect to Coastal Trail.
H	Surfer Beach Access	Acquire and improve the current unimproved dirt trail to the coast. Major parking facilities and restrooms are not recommended due to the fragile nature of the coastal bluffs.

Note: The Map Key refers to the letter code indicating the general location of the public access on Map OS-4: Coastal Land Use and Environment.

Policy OS-15.5: Restoration of Areas Adjoining Coastal Trail. Development that is located within 100 feet of the Coastal Trail shall include, as feasible, the restoration of all areas between the development and the edge of the City's Coastal Trail property with native vegetation.

Policy OS-15.6: Easement Requirements. In order to avoid or offset a project's significant adverse impacts on public access, and consistent with the provisions of Section 17.56.070, the City shall require a 25-foot-wide easement along all trails designated on Map OS-4 "Coastal Zone, Coastal Access, and City Trail System," as a condition of approval to mitigate impacts of development that require a coastal development permit where such impacts cannot be avoided. For any project where such mitigation is required, the preferred implementation should be through a recorded grant of easement to the City or to a designated private nonprofit association acceptable to the City who is willing to accept the easement and willing to operate and maintain the public accessway or trail. Where grants of easement are not feasible because neither the City nor private nonprofit association is willing to accept, maintain and operate the accessway, implementation of required access mitigation shall be implemented through a recorded Offer to Dedicate (OTD) an easement to a public agency or a designated private nonprofit association acceptable to the City. Offers of dedication shall last for a period of 21 years from the date of recordation of the offer.

Policy OS-15.7: Mitigation measures required for impacts to public access and recreational opportunities shall be implemented prior to or concurrent with construction of the approved development. Mitigation shall not substitute for implementation of a feasible project alternative that would avoid impacts to public access.

Policy OS-15.8: Public Access as a Permitted Use. Public accessways and trails to the shoreline and public parklands shall be a permitted use in all land use and zoning designations. Where there is an existing, but unaccepted and/or unopened public access Offer to Dedicate (OTD), easement, or deed restriction for lateral, vertical or trail access or related support facilities (e.g. parking), construction of necessary access improvements shall be permitted to be constructed, opened and operated for its intended public use.

Policy OS-15.9: Review new development to prevent siting of structures that encroach on coastal access routes where prescriptive easements may exist so as to provide the opportunity to acquire the access through a conservation easement, adjudication, or other means, as appropriate.

Policy OS-15.10: Require, as a condition of development for projects which create significant adverse impacts on public access and where discretionary approval by the City is required, lateral access along the bluffs of the Mill Site and adjacent properties, north of the Noyo Harbor area to Pudding Creek as indicated in Map OS-4.

Policy OS-15.11: Use of Public Accesses. Dedicated accesses shall not be required to be opened for public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access.

Policy OS-15.12: Open the Easement. For all grants of easement to the City, the City shall open the easement to the public as soon as is feasible, and shall be responsible for operating and maintaining the accessway, or the City shall grant the easement to a private nonprofit association that is willing to accept, maintain and operate the accessway.

Policy OS-15.13: Easements to Nonprofits. For all grants of easement from the City to a private nonprofit association, the Executive Director of the Commission must review and approve a management plan submitted by the private nonprofit association that indicates that the association will open, operate, and maintain the easement in accordance with terms of the recorded grant of easement, and that the association will open the easement to the public as soon as is feasible.

Program OS-15.13.1: Work with the Coastal Conservancy and other organizations to accept liability for and maintain public accesses.

Program OS-15.13.2: Facilitate the acceptance of Offers to Dedicate (OTDs) as a means of obtaining additional public access.

Policy OS-15.14: Offers to Dedicate. Any government agency may accept an offer to dedicate an easement if the agency is willing to operate and maintain the easement. For all offers to dedicate an easement that are required as conditions of Coastal Development Permits approved by the City, the Executive Director of the Commission must approve any private nonprofit association that seeks to accept the offer. In order for the Executive Director of the Commission to approve any private association, the nonprofit association must submit a management plan that indicates that the association will open, operate, and maintain the easement in accordance with terms of the recorded offer to dedicate the easement.

Policy OS-15.15: Acquire OTDs for access easements for all areas designated on Map OS-4 in conjunction with new development which will adversely impact public access; unless other sites exist within 500 feet which provide sufficient access, parking, and other related facilities.

Policy OS-15.16: In coordination with the Executive Director of the Coastal Commission, the City shall establish a procedure for acceptance of OTDs and management of public accesses prior to their expiration.

Policy OS-15.17: Priority to Beach Rather than Bluff Access North of Glass Beach: Where public access to both beach and blufftop areas is feasible, give a higher priority to public use of the beaches rather than to the bluffs in the design and development of accesses and the location and placement of directional signs. This policy applies to bluffs north of Glass Beach to the mouth of Pudding Creek and then easterly to the Pudding Creek Trestle.

Policy OS-15.18: Coastal Trails. Develop a continuous trail system throughout the City which connects to the California Coastal Trail system.

Program OS-15.18.1: Ensure that City trails connect with the California Coastal Trails system, as shown on Map OS-4. Acquire rights-of-way through Offers to Dedicate; easements; land transfers; and land acquisition, as appropriate.



Noyo Headlands Park – California Coastal Trail

Policy OS-15.19: General Standards. Require that all public access easements offered for dedication to public use be a minimum of 25 feet wide. The area where public access is allowed within the easement may be reduced to the minimum necessary to avoid:

- a) adverse impacts on sensitive environmental areas;
- b) encroachment closer than 20 feet from an existing residence; and/or
- c) hazardous topographic conditions.

Policy OS-15.20: Standards for Lateral Shoreline Access Easements. Lateral shoreline access easements shall extend landward 25 feet from mean high tide to the toe of the bluff or the first line of terrestrial vegetation if the width of the beach is greater than 25 feet. Lateral blufftop easements shall be at least 25 feet in width. The area where public access is allowed within the easement may be reduced consistent with Policy OS-16.22 above. The average annual bluff retreat (erosion) shall be taken into account when planning lateral accesses. Shoreline and blufftop trail segments that may not be passable at all times shall provide inland alternative routes.

Policy OS-15.21: Visitor Accommodations and Services. In order to avoid or offset a project's significant adverse impacts on public access and consistent with the provisions of Section 17.56.070, require public access to the blufftop and/or shoreline for visitor serving uses, as a condition of permit approval, or by other methods such as OTDs, specified by the City. Access shall be available to the public at large as well as to guests.

Policy OS-15.22: Safety and Environmental Protection. Permanent closure of any existing public accessway shall require an amendment to the Local Coastal Program.

Policy OS-15.23: City Owned Access Closure. Unless immediate action by a person or a public agency performing a public service is required to protect life and property from

imminent danger, the City shall not permanently or temporarily close, abandon, or render unusable by the public any existing accessway which the City owns, operates, maintains, or is otherwise responsible for, without first obtaining a Coastal Development Permit. For temporary closures, the City shall seek to limit the time and extent of closure as much as feasible. The City shall require temporary alternative access if feasible. Any accessway which the City or any other managing agency or organization determines cannot be maintained or operated in a condition suitable for public use shall be offered to another public agency or qualified private association that agrees to open and maintain the accessway for public use. If a coastal access is abandoned, mitigation to ensure the maintenance of public access shall be required as feasible.

Program OS-15.23.1: Request the California Department of Fish and Wildlife monitor public accesses adjoining or near sensitive environmental resources such as wetlands, dunes, tide pools, and other sensitive wildlife habitats to determine whether they are being adversely impacted or degraded. Request that regulations governing use of accesses be implemented and posted as needed. Limit public use, as needed, to allow resource recovery and restoration.

Policy OS-15.24: Access Closure of Access Obtained through a Coastal Development Permit. No property owner shall permanently or temporarily close, abandon, or render unusable by the public any existing accessway which was obtained through Coastal Development Permit approval, without first obtaining a Coastal Development Permit Amendment. For temporary closures the time and extent of closure shall be limited as much as feasible. The City shall require temporary alternative access if feasible. If a coastal access is abandoned mitigation to ensure the maintenance of public access shall be required as feasible.

## **G. PARKS AND RECREATION**

**Goal OS-16: Provide an attractive system of parks and recreation facilities throughout the City to meet the needs of all age groups and capabilities.**

Policy OS-16.1: Parkland Standard. Use the standard of three acres of parkland per 1,000 residents for the acquisition of additional parkland pursuant to the provisions of the Quimby Act (Government Code Section 66477).

Policy OS-16.2: Neighborhood Parks. Acquire and develop new neighborhood parks, in concert with other local recreation agencies, to meet the needs of the existing population and consistent with growth of the City's population.

Program OS-16.2.1: Acquire and develop additional neighborhood parks as shown on Map OS-4.

Policy OS-16.3: Recreational Facilities. Provide recreational facilities to meet the needs of all Fort Bragg citizens, especially children and teenagers.

Program OS-16.3.1: Consider teen recreation needs when planning new or redesigned parks.

Program OS-16.3.2: Work with other agencies to develop an inventory of recreational facilities and programs available to young people. Seek to implement joint programs and identify additional facilities that are necessary to meet the recreational needs of youth.

Policy OS-16.4: Playground Facilities. Add or upgrade playground facilities at existing neighborhood parks.

Program OS-16.4.1: Provide additional playground facilities and basketball courts at appropriate locations within neighborhoods.

Policy OS-16.5: Ballfields. Develop additional baseball, softball, and other ballfields.

Program OS-16.5.1: Work with the School District and other agencies to develop additional sports field facilities.

Policy OS-16.6: Prioritize Park Acquisitions. Use the following criteria to prioritize acquisition of parkland and open space:

- a) distribution of neighborhood parks/playground facilities and ballfields on a neighborhood basis;
- b) scenic beauty;
- c) relationship to the existing and proposed trail systems and parks;
- d) natural resource protection; and
- e) appropriateness (physical characteristics) of the site to meet specific recreational needs.

Program OS-16.6.1: Consider the acquisition of strategically located vacant lots for the development of neighborhood parks using the criteria listed in Policy OS-16.6.

Program OS-16.6.2: Adopt a management plan that analyzes geoseismic and other related potential hazards before City acceptance of dedications of land for park or open space. Identified hazards shall be fully repaired and/or financial protection provided to the City for liability before acceptance of land. The management plan shall also specify funding for ongoing maintenance.





Policy OS-16.7: Financing Parks. Consider methods of increasing revenues for the acquisition and development of parkland and open space areas and supporting recreational facilities.

Program OS-16.7.1: Consider the following potential funding sources for the acquisition of park and trails and development of recreation facilities:

- a) Establish a Park Improvement Fee pursuant to Government Code Section 66000;
- b) Place an advisory measure on the ballot for a tax proposal or assessment; and/or
- c) Pursue available grants.

Program OS-16.7.2: Include in the Capital Improvement Program the schedule and costs of expanding and improving the City's parks and recreation facilities as deemed appropriate by the City Council.

**Goal OS-17: Provide an attractive system of parks and recreation facilities throughout the to meet the needs of all age groups and capabilities.**

Policy OS-17.1: Downtown Plaza Amenities. The downtown park/plaza, shall include the following amenities: sidewalks, walking paths, benches, picnic tables, native landscaping and low-water-use landscaping. Additional amenities such as the following, or comparable, are encouraged: a covered facility for the farmers' market and other community events and/or a small amphitheater.

Policy OS-17.2: Downtown Plaza Phasing. The downtown park/plaza shall be dedicated and phased according to the following general guidelines:

- a) The Plaza will consist of the amenities defined in Policy OS-17.1.
- b) The Plaza implementation phasing and financing will be defined through the subdivision process and one or more of the following mechanisms with the approval of City Council: 1) Master Development Agreement; 2) reimbursement agreements; and/or 3) establishment of a Development Impact Fee.

**Goal OS-18: Develop park and recreation facilities with the coordination of other agencies and the public.**

Policy OS-18.1: Coordinate with Other Agencies. Coordinate with other governmental entities to procure and develop additional park and recreational facilities.

Program OS-18.1.1: Consider establishing joint powers agreements with the Mendocino Coast Recreation and Parks District (MCRPD), Fort Bragg Unified School District (FBUSD), and Mendocino County to coordinate planning and development of recreation facilities.

Program OS-18.1.2: In reviewing development applications adjacent to MacKerricher State Park, the City shall confer with the State Department of Parks and Recreation to determine if additional mitigation measures regarding access to the park, or protection of park resources, are warranted. If feasible, these additional measures will be required.

Policy OS-18.2: MacKerricher State Park. Continue to coordinate with State Department of Parks and Recreation regarding development adjacent to MacKerricher State Park. Development in areas adjacent to the state park shall be sited and designed to prevent impacts which would significantly degrade the park, and shall be compatible with the continuance of the recreation area.



Policy OS-18.3: City/School/Recreation District Cooperation. Continue to encourage City/School/Recreation District cooperation in developing and maintaining park and recreation facilities.

Program OS-18.3.1: Develop joint use agreements with the School District.

Program OS-18.3.2: Continue to cooperate with the FBUSD, MCRPD, and Timberwolf Stadium to develop playfield improvements and maintenance programs.



Policy OS-18.4: Public Participation. Actively solicit public participation in the selection, design, and facilities planning for existing and future park sites.

Program OS-18.4.1: Utilize local volunteer efforts and fund raising to cover the "match" costs needed to secure rehabilitation or purchase grants for public parks.

Policy OS-18.5: Review development applications and require a trail easement dedication for locations where trails are shown on Map OS-4 where an appropriate nexus is established consistent with the provisions of Chapter 17.56 (Public Access) of the Coastal Land Use & Development Code.

Policy OS-18.6: Require new development to provide direct pedestrian connections, such as sidewalks, trails, and other rights-of-way to the existing and planned network of parks and trails wherever feasible.

Program OS-18.6.1: Consider the access needs of a variety of users, including school-age children, the elderly, and those with handicaps or disabilities when developing trails and recreation facilities.

Program OS-18.6.2: Support efforts to extend the existing trail from the end of Cypress Street east adjacent to the Georgia-Pacific haul road.



Noyo Headlands Park

## 5. CIRCULATION ELEMENT

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### A. Purpose

Government Code Section 65302[b] requires that every General Plan include a Circulation Element which consists of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the Plan."

Government Code Section 65302[b] also requires all jurisdictions to plan for an integrated multi-modal transportation network of complete streets in their General Plan. Complete streets are designed for the needs of all users regardless of age or ability or whether they are driving, walking, bicycling, or taking transit. Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

The Circulation Element discusses multi-modal transportation issues for the Fort Bragg Planning Area; it briefly describes the existing multi-modal circulation system and travel characteristics and projects future traffic and multi-modal transportation challenges based on the land uses and growth projections described in the Land Use Element. Policies and programs contained in this element provide a guide for decisions regarding multi-modal transportation system improvements to accommodate Fort Bragg's anticipated growth.

The main objectives of the Circulation Element are to:

- Support the efficient and safe circulation of people, goods, energy, water, sewage, storm drainage and communications;
- Plan for the balanced multi-modal transportation network that meets the needs of all users of the circulation system, including: bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transit users, and seniors;
- Ensure that Fort Bragg's circulation network accommodates anticipated development;
- Minimize the intrusion of through-traffic onto local streets; and
- Provide improvements to the transportation system which complement and support the other goals of this General Plan.

## B. Existing Conditions

### 1. Roadway Classifications

The street system in Fort Bragg is laid out in a grid pattern with Main Street (Highway One) functioning as the primary north-south roadway. Franklin Street is located one block east of Main Street and provides access along the main commercial corridor. A number of streets, including Cypress Street, Chestnut Street, Oak Street, Redwood Avenue, Pine Street, and Elm Street provide east-west connections. Streets in Fort Bragg are classified according to their function as defined and shown in Table C-1 and Map C-1: Existing Roadway System.

#### The Roadway Classification System

Highway:	A high-speed, limited access roadway serving primarily regional and county-wide travel. California State Department of Transportation (Caltrans) controls the design, operation, and maintenance of highways. Fort Bragg does not have any limited access roadways.
Arterial:	A medium-speed, medium capacity roadway that provides travel and access within the City and access to highways. Main Street (Highway One) and Highway 20 are considered arterial roadways.
Major Collector:	A relatively low-speed, street that provides access within and between neighborhoods. Major Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to Arterial streets.
Minor Collector:	A relatively low-speed street that provides a connection between Arterials and Major Collectors and direct access to parcels. They handle a lower volume of traffic than Major Collectors.
Local Street:	A low-speed, low-volume street that provides access to adjacent land. Local streets are designed for trips within neighborhoods and to Collector and Arterial streets, and not to serve through-traffic.

Table C-1  
Fort Bragg Roadway Classification

Roadway Classification	Location
<b>Arterials</b>	
Main Street (Highway One)	Full Length
Highway 20	Full Length
<b>Major Collectors</b>	
Chestnut Street	Main Street to Franklin Street
Franklin Street	Full Length
Redwood Avenue	Main Street to Harold Street
Oak Street	Alley West of Main Street to Harold Street
<b>Minor Collectors</b>	
Chestnut Street	Franklin Street to Dana Street
Maple Street	Main Street to Lincoln Street
Alder Street	Main Street to Harold Street
Laurel Street	Block West of Main Street to Harold Street
Pine Street	Stewart Street to Harold Street

Roadway Classification	Location
Fir Street	Stewart Street to Harold Street
Elm Street	Glass Beach Drive to Franklin Street
Dana Street	Chestnut Street to Oak Street
Cypress Street	Full Length
South Harbor Drive	Full Length
South Street	Main Street to River Drive
<b>Local Streets</b>	
All remaining streets will be considered local streets.	

**Please Note:** "Roadway Level of Service Standards" will be changed to "Roadway Travel Demand Standards." Level of Service (LOS) will be removed entirely from the Circulation Element and replaced with Vehicle Miles Traveled (VMT).

## 2. Roadway Level of Service Standards

Level of Service (LOS) standards provide a qualitative indicator based on a quantitative analysis of the functional capacity of a roadway or intersection. LOS standards describe the relative ease or congestion of traffic movement on a roadway or at an intersection. LOS "A" represents free flow conditions and LOS "F" represents jammed conditions where traffic flow is at or over the capacity of the roadway and consequently moves very slowly. Table C-2 below explains in more detail the LOS concept. LOS is normally used to describe peak-hour conditions.

Table C-2  
Level of Service Definitions

Level of Service	Description	V/C Ratio*
Free Flowing LOS A	Relatively free-flow. No restrictions to vehicle maneuverability or speed. Very slight delay.	0.00-0.60
Minimal Delays LOS B	Stable Flow. Some slight reduction in maneuverability and speed. Vehicle platoons form. This is a suitable level of operation for rural design. Slight delay.	0.61-0.70
Acceptable Delays LOS C	Stable flow operation. Higher volumes. More restrictions on maneuverability and speed. Acceptable delay.	0.71-0.80
Tolerable Delays LOS D	Approaching unstable flow operation. Queues develop. Little freedom to maneuver. Tolerable delays for short periods.	0.81-0.90
Significant Delays LOS E	Unstable flow or operation. Low operating speed; momentary stoppages. This condition is not uncommon in peak hours. Congestion and intolerable delays.	0.91-1.00
Excessive Delays LOS F	Forced flow or operation. There are many stoppages. The highway acts as a vehicle storage area. Jammed. Gridlock.	1.00+

Source: Highway Capacity Manual, HRB Special Report 87.

## C. Existing and Projected Traffic Patterns

Fort Bragg is built along Highway One which is also called Main Street within the City. Highway One is the only continuous north-south road serving the north coast of Mendocino County, providing a local transportation corridor for many communities and the primary access route for visitors. Traffic volumes on this roadway have usually trended upwards over the years.

The most congested street in the City is Main Street between the northbound merge area located just south of Laurel Street through Elm Street. During peak hours, the northbound section of this road experiences significant intersection congestion.

The Noyo River Bridge is a four lane bridge, with a striped center median, shoulders for emergency parking and a sidewalk on both sides. The bridge provides access at the south end of the City and to Highway 20.

Although the volume of traffic on Main Street has increased over the past few years, intersections with traffic signals – Highway 20, Ocean View Drive, Cypress Street, Chestnut Street, Oak Street, Laurel Street, Elm Street, and Redwood Avenue – are operating at relatively low levels of congestion. The side street stop sign controlled intersections with Main Street operate at a variety of levels of congestion.

## D. Projected Traffic Volumes

Land use and transportation must be coordinated so that the capacity of the transportation system will accommodate the traffic generated by the development of the community. To understand the relationship between land use and transportation, the new traffic that would be generated by the 10-year buildout projections listed in Table LU-1 and Table LU-2 of the Land Use Element was added to existing traffic volumes on major streets. See the Draft EIR for the General Plan for a full description of the trip generation and trip assignment methods that were used.

Use	Existing - 2010		2023 New Construction, Entire City		2023 New Construction, Coastal General Plan Area	
	City Existing Development	SOI Existing Development	New Construction in City	New Construction in SOI	New Construction in Inland Area	New Construction in SOI
	Residential (units)	3,313	200	250	15	188
Single Family & Second Units	2,078	200	150	14	113	14
Multifamily	1,235	0	100	0	75	0
Commercial/Office (Square Feet) *	1,556,000	0	143,000	0	100,100	0
Industrial (Square Feet)**	316,000	0	20,000	0	10,000	0
Lodging (Rooms)	959	15	100	0	0	0

Sources: Census, 2010, City of Fort Bragg, 2012. 2002 Fort Bragg General Plan, Land Use Element Tables LU-1 and LU-2, 2004

\* 2010 estimate for commercial/office includes 2002 General Plan estimate plus new development over the past ten years

\*\*2010 estimate excludes industrial buildings on the Mill Site, which is being decommissioned and redeveloped into non-industrial uses

The traffic projections take into account the type and intensity of existing and future development, areas of vacant developable land, and the policies established by the Coastal General Plan. The traffic projections estimate how much traffic will be generated by new development, what traffic problems will occur, and what roadway improvements would relieve traffic congestion. This projected traffic increase would be generated by development within the City and its Sphere of Influence, new development in the County, and tourist traffic which will continue to increase in Fort Bragg and the coastal areas of Mendocino County.

The traffic projections include the existing roadway network as shown in Map C-1.

Table C-3 summarizes anticipated levels of development that will affect roadway segments and intersections.

## **E. Roadway Deficiencies**

The recommended transportation improvements recognize that it may not be feasible to accommodate all of the projected traffic at established standards. This would require extensive street widening on Main Street between the northbound merge area south of Laurel Street and the Pudding Creek Bridge. Such widening would be disruptive and counter complete street policies by removing bike lanes, on-street parking, and narrowing sidewalks.


## **F. Existing Conditions Sidewalks & Bicycle Facilities**

Fort Bragg sidewalk widths vary, primarily on the basis of the width of the ROW. Some streets have discontinuous sidewalks, sidewalks on one side of the street or substandard sidewalks. The City has Class I, II, and III bicycle facilities. The City intends to further improve its bicycle, pedestrian, and transit facilities as follows:

- Facilitate better public transit, transit stops, and transit convenience;
- Increase number, extent and types of bicycle routes;
- Provide safe and complete sidewalks throughout the City; and
- Provide a mix of land use designations which reduce the need to drive from home to work, schools, and/or commercial outlets.

By improving and providing alternatives to the car, the City serves all residents by: 1) reducing automobile traffic; 2) providing equitable transportation facilities for those without an automobile; and 3) providing transportation alternatives that improve citizen health and enjoyment while conserving energy and reducing air and noise pollution.

## **G. Goals, Policies and Programs**

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits:



Policy C-3.8, Policy C-3.11, Policy C-15.1, Policy C-15.3, Policy C-16.1, Policy C-17.1, and Policy C-18.1.

**Goal C-1: Complete street planning.**

Policy C-1.1: Balance the need of all users. The City shall balance the need to increase motor vehicle capacity with the need for complete streets that minimizes adding through lanes. Rather, adding turn lanes, optimizing signal timing, installing roundabouts, or distributing traffic more efficiently on to the local street grid, or other similar traffic management techniques shall be considered first and used where they prove effective.

Policy C-1.2: Complete Streets. New development, that includes new streets or street segments, shall build multi-modal “complete streets” that are designed for the safety and comfort of cyclists and pedestrians, including children, the elderly, and people with disabilities, consistent with US Department of Transportation complete streets guidelines.

Program C-1.2.1: Construction and re-construction projects within the public right-of-way (both public and private projects), shall provide facilities for all modes of transportation, where feasible.

Program C-1.2.2: Through the Capital Improvement Plan and related impact fees, the City shall ensure that adequate funds are provided to maintain the existing circulation network, and where feasible upgrade it to “complete street” design.



*Complete streets in Central Business District*

**1. Automobile and Delivery Vehicle Planning**

**Goal C-2: Coordinate land use and transportation planning.**

Policy C-2.1: 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 un-signalized 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.
- LOS E for Main Street (Highway One) between the northbound lane merge area and Manzanita Street.
- LOS D for Main Street south of the northbound merge lane and north of Manzanita Street and other City-designated arterials and collectors.
- LOS C on all City-designated local streets.
- The maximum allowable LOS standards for Main Street apply to the p.m. peak hour weekdays during the summer and to the p.m. peak hour on weekdays and weekends during the remainder of the year. They do not apply to p.m. peak hours on weekends and holidays during the summer. During the p.m. peak hours on summer weekends and holidays, Main Street can operate at LOS F.

Policy C-2.2: Coordinate Land Use and Transportation. Ensure that the amount and phasing of development can be adequately served by transportation facilities.

Program C-2.2.1: Review development proposals for their direct and cumulative effects on roadway Travel Demand standards.

Policy C-2.3: New Development. Do not permit new development that would result in the exceedance of roadway and intersection traffic serving standards unless one of the following conditions is met:

- a) Revisions are incorporated in the proposed development project which prevent the Level of Service from deteriorating below the adopted Level of Service standards; or
- b) Funding of pro rata share of the cost of circulation improvements and/or the construction of roadway improvements needed to maintain the established Level of Service is included as a condition or development standard of project approval.

Policy C-2.4: Funding and Completing Improvements. Include specific time frames for the funding and completion of roadway improvements for projects which cause adopted roadway and intersection Level of Service standards to be exceeded. Require security, impact fees or other means acceptable to the City to ensure the timely implementation of roadway mitigations.

Policy C-2.5: Traffic Impact Fees. When traffic impact fees are collected, establish a schedule from the date of collection of said fee for the expenditure of funds to construct roadway improvements that meets project needs. Where a project would cause a roadway or intersection to operate below the adopted traffic Level of Service standards, the roadway or intersection improvements should be completed in a timely manner but no later than five years after project completion.

## 2. Recommended Roadway Improvements

**Goal C-3: Develop and manage a roadway system that accommodates future growth and maintains acceptable Levels of Service while considering the other policies and programs of the Coastal General Plan.**

Policy C-3.1: Roadway Improvements. In coordination with Caltrans and Mendocino County, plan for and seek funding for ongoing improvements to the local and regional road system to ensure that the roadway system operates safely and efficiently and to ensure that Highway One in rural areas outside the Mendocino County urban/rural boundary will remain a scenic two-lane road consistent with Section 30254 of the Coastal Act. Project applicants are fiscally responsible for their fair share of roadway improvements necessary to serve their projects.

Program C-3.1.1: When a traffic analysis of traffic demand and/or safety hazards indicates the need, construct the following roadway improvements where such roadway improvements are found to be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies:

- a) Signalize the Main Street/Pudding Creek Road intersection;
- b) Widen the section of Main Street from the Pudding Creek Bridge to the northern City Limits to three lanes, adding a center turn lane;
- c) Reconstruct the Main Street/Ocean View Drive intersection at time of development of the property between the College of the Redwoods and Main Street. Require a traffic engineering analysis of the intersection to

determine appropriate geometrics and signal timing. Construct turning lane mitigations as needed.

- d) Signalize the Main Street/Pine Street intersection; and
- e) Consider extending Harrison Street south from Walnut Street to Cypress Street.

Improvements along Highway One (Main Street) within Caltrans jurisdiction shall be coordinated with Caltrans including their review and approval.

Policy C-3.2: Major Road Intersections. Improvements to major road intersections for public safety or increased vehicle capacity shall be permitted, as necessary, in existing developed areas and where such improvements are sited and designed to be consistent with all policies of the LCP.

Policy C-3.3: Roadway Standards. Continue to provide consistent standards for the City's street system. Where City standards conflict with this LCP, LCP standards shall control for the purpose of development entitlements granted under this LCP.

Program C-3.3.1: Establish standards for public streets, which allow for the following:

- a) Traffic "calming" measures;
- b) Sidewalks with curbs, gutters, and a planting strip between the sidewalk and the roadway;
- c) Rounded street corners with "bulb-outs" at key intersections;
- d) Continuation of the grid street system; and
- e) Standards for radius returns for local, collector, and arterial streets.

Policy C-3.4: Private Roads. Continue to discourage the establishment of private roads.

Program C-3.4.1: Adopt standards for alleyways which address parking restrictions, shared access, lighting, and maintenance.

Program C-3.4.2: Adopt standards to consolidate commercial driveway accesses onto arterials and Main Street.

Policy C-3.5: Traffic Studies. Traffic studies shall be required of all development projects with reasonable potential to have significant traffic impacts based on VMT screening thresholds. Traffic studies shall identify, at a minimum:

- a) The amount of traffic to be added to the street system by the proposed development;
- b) Other known and foreseeable projects and their effects on the street system;
- c) The direct, indirect, and cumulative adverse impacts of project traffic on street system operations, safety, and public access to the coast;
- d) Mitigation measures necessary for project traffic;
- e) The responsibility of the developer to provide improvements; and
- f) The timing of all improvements.

Policy C-3.6: Consider Impacts to Roads for LCP Amendments. Direct, indirect, and cumulative adverse impacts to Highway One capacity in the rural areas surrounding Fort Bragg shall be considered during the review of proposed LCP amendments that would increase density or change land use classifications to ensure that Highway One in rural areas outside the Mendocino County urban/rural boundary remains a scenic two-lane road consistent with Section 30254 of the Coastal Act.

Policy C-3.7: Continuation and Connectivity of Streets. Require the continuation of streets, bicycle and pedestrian paths through new developments wherever possible, and require connectivity to the street grid at as many points as feasible. All such improvements shall be consistent with all applicable policies of this LCP.

Program C-3.7.1: Review site plans for new development to facilitate the continuation of streets to improve local circulation. Where streets are not feasible, priority shall be given to providing pedestrian and bicycle connections to streets wherever possible.



Policy C-3.8: Right-of-Way Acquisition. Require right-of-way dedications for new development to meet the City's roadway width standards.

Policy C-3.9: Roadway Safety. Improve the safety of the roadway system. All safety improvements shall be consistent with the applicable policies of the LCP including, but not limited to, the wetlands, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-3.9.1: Periodically analyze the locations of traffic accidents to identify problems and use this information to set priorities for improvements as a part of the City's Capital Improvement Program.

Policy C-3.10: Integration of Low Impact Development (LID). In development projects that include street improvements, LID features shall be incorporated in the public rights-of-way to treat public storm water runoff within public rights-of-way where feasible.



Policy C-3.11: Installation of Conduit in New Roads and Road Reconstruction Projects. Conduit for communications infrastructure shall be installed in all new roads and road reconstruction projects where feasible and dedicated to the City of Fort Bragg. Conduit shall be sized to accommodate fiber optic and other telecom technologies.

#### **Goal C-4: Develop a Well-Integrated Network of Complete Streets.**

Policy C-4.1: Public Right of Way Dedication. Relevant streets and easements shall be offered for dedication including those supporting multi-modal transportation and coastal access. Streets, all associated utilities (sewer, water, storm water, etc.), and all other public spaces or improvements shall be dedicated to the City of Fort Bragg.

Policy C-4.2: Mill Site Street Connectivity. Each Subdivision Tentative Map shall establish street connectivity that encourages pedestrian and bicycle travel and provides convenient connections to destinations in the Mill Site and Fort Bragg. The roadway network shall include facilities for all modes of transportation. Connection points shall transition at Elm Street, Spruce Street, Bush Street, Fir Street, Pine Street, Redwood Avenue, Alder Street, Oak Street and Cypress Street, as feasible. Connections at Maple and Walnut Streets are discouraged. Connections at South Street, Noyo Point Road, Chestnut Street, Madrone Street and Laurel Street may not be feasible due to ecological, physical and/or safety constraints. On the Northern district of the Mill Site, block size and roadway pattern shall transition to the existing city grid, and the existing alley along the eastern edge of the district. The east-west streets shall extend into the Mill Site in alignment with the existing city grid where feasible. On the South side of the Mill Site, reuse of existing streets is encouraged and larger block sizes may be appropriate for proposed land uses.

Policy C-4.3: Redwood Avenue Gateway. The extension of Redwood Avenue from the existing Central Business District (CBD) onto the Mill Site shall serve as a direct physical connection between existing and future commercial development. The following design criteria for Redwood Avenue is preferred: (1) a two-way street; (2) low motor vehicle speeds; (3) use traffic calming measures; (4) a pedestrian promenade from the CBD to the coast along the northern sidewalk of Redwood Avenue to facilitate pedestrian and solar access; and (5) sidewalks that feature special corner treatments, pedestrian refuge crosswalks, landscaping, and valley gutters similar to the existing downtown. The Redwood Avenue extension shall also be consistent with Policies C-14.3 and C-14.10 of this LCP.

Policy C-4.4: Connections at Spruce, Bush, Fir, and Pine Streets. The street connections shall be designed to ensure that vehicle speeds and volumes are kept low and that the connection itself is compatible with the existing neighborhood and the proposed development. Where feasible, existing street geometries of east-west streets shall be extended onto the Mill Site.

Policy C-4.5: Gated Communities. Gated communities are prohibited on the Mill Site.

Policy C-4.6: Alleys and Garages in the Northern District. The alley grid should be similar to the original alley grid of Fort Bragg west of Harold Street. Except where infeasible, garages located behind residential buildings and accessible via alleys connecting to the main residential street are preferred.

Policy C-4.7: Cypress Street. Cypress Street shall serve as an entry point for the southern district of the Mill Site including access to a potential research and education center, and future employment uses as well as the Coastal Trail.

Policy C-4.8: Mill Site Creek Crossing(s). A structure for crossing any day-lighted segments of Maple Creek shall be required where streets cross the creek.

Policy C-4.9: South District Streets. Streets in the Southern District which primarily serve commercial or industrial uses shall be designed to accommodate large truck movements.

### 3. Residential Areas

The City's residential neighborhoods need to be protected from excessive through-traffic. When Main Street and other arterial streets become congested, drivers may seek alternate routes to their destination, often taking local streets through residential areas. Excessive traffic on local streets has an impact on the quality of life. Through-traffic can generate excessive noise and present potential safety hazards to children. The goals, policies, and programs below are intended to address this issue.

#### **Goal C-5: Preserve the peace and quiet of residential areas.**

Policy C-5.1: Reduce Through-Traffic on Local Streets. Reduce through-traffic on local streets to preserve the peace and quiet of residential areas.

Program C-5.1.1: Develop measures to limit through-traffic volumes on residential streets when traffic studies indicate that traffic volumes on such streets exceed VMT thresholds and/or safety concerns warrant such measures.

Program C-5.1.2: Consider the following measures, as appropriate, to reduce through traffic from using local streets in residential areas:

- a) Narrow and landscape the street entrances to residential areas that experience heavy traffic;
- b) Restrict turning movements into residential areas; and
- c) Use traffic calming measures such as permitting wider sidewalks, additional on-street parking, and landscape strips between the sidewalk and the road.

Policy C-5.2: Additional Connector Streets. Establish additional connectors between residential streets to improve emergency access, particularly on dead-end streets south of Chestnut Street.

### 4. Main Street (Highway One) Corridor

Transportation improvements to Main Street and principal streets in the Central Business District will enhance the character, sense of place and economic well-being of this area. However, the need to accommodate traffic flow through the City should be considered in the context of the community's desire to preserve and enhance the historic character of Fort Bragg's Central Business District.



*South Main Street*



*Central Business District*

**Goal C-6: Regard the quality of life in Fort Bragg and maintaining community identity as more important than accommodating through-traffic.**

Policy C-6.1: Community Priorities for Transportation Improvements. Place a higher priority on maintaining a sense of place and enhancing the attractiveness of the Central Business District than on efficient traffic flow and movement.

Program C-6.1.1: Consider traffic safety, the ease and safety of pedestrian movement across Main Street, and adequacy of on-street parking as key factors in evaluation of proposed roadway improvements along Main Street.

Program C-6.1.2: Ensure that property and business owners in the Central Business District are informed and actively involved in planning future improvements to Main Street and other nearby streets.

Program C-6.1.3: Consider signaling the intersection of Pine Street and Main Street to improve intersection operation including adequate pedestrian safety.

Policy C-6.2: Pedestrian-Oriented Main Street. Ensure that Main Street in the Central Business District is maintained as a pedestrian-oriented corridor with safe vehicular and pedestrian traffic patterns.

Program C-6.2.1: Continue to monitor traffic volumes and accidents on Main Street and make necessary safety improvements as warranted.

## **5. Parking**

Adequate off-street parking is essential for Central Business District businesses. Fort Bragg has implemented an in-lieu fee to build additional off-street parking facilities. Providing additional off-street parking facilities in the Central Business District will have a community-wide benefit.



**Goal C-7: Provide additional parking spaces in the Central Business District.**

Policy C-7.1: Additional Off-Street Parking. Continue to construct additional off-street parking spaces in the Central Business District.

Program C-7.1.1: Continue, and update, as needed, the City's parking in-lieu fee program for the Central Business District.

Program C-7.1.2: Define priorities for the acquisition of property and the construction of additional parking facilities.

Program C-7.1.3: Encourage the use of reciprocal access agreements and interconnecting off-street parking and circulation between adjacent commercial uses.

Program C-7.1.4: Develop a comprehensive signage program within the Central Business District to direct vehicles to off-street parking areas.

Program C-7.1.5: Develop incentives for employers and employees to park off-street in the Central Business District.

Program C-7.1.6: Continue enforcing parking restrictions in alleyways to ensure access for emergency and delivery vehicles.

**Goal C-8: Improve parking design in accordance with smart growth principles.**

Policy C-8.1: Smart Growth Parking. Improve and update parking regulations to maximize utility of parking spaces, tailor parking requirements to the needs and context of individual sites, minimize negative impacts on compact, pedestrian-friendly design.

Program C-8.1.1: Revise the Coastal Land Use and Development Code to establish maximum and minimum parking requirements for each use type. Reduce parking requirements for: 1) affordable and senior housing developments; 2) commercial and mixed-use projects which have complementary peak parking use times; 3) small infill projects in areas with an abundance of on-street parking; and other similar uses which require less parking.

Program C-8.1.2: Continue to encourage the placement of parking facilities behind buildings and landscaped areas, as part of design review, to reduce the visual impacts to the street and improve pedestrian access.

Policy C-8.2: Focus on Availability. Public and on-street parking throughout the Mill Site should be managed to spread parking demand and achieve a target of 10-20 percent of spaces being available at all times along all block faces and in all parking lots, as feasible. This target may be achieved through installation of parking meters, parking time limits, or other mechanisms consistent with all applicable policies of the LCP.

Policy C-8.3: Shared Parking. Shared parking, shall maximize the use of all parking spaces. In all districts, adjacent parking lots shall be designed for joint use where practical. Individual commercial tenants or property owners shall be restricted from reserving for their own use more than two spaces or 10 percent of project spaces, whichever is greater. New commercial and residential development in the Mill Site are encouraged to share parking to take advantage of differential peak parking periods for residential, industrial, retail, restaurant, and office uses that maximize parking use throughout the day.

Policy C-8.4: Coastal Parking Requirements. On- and off-street parking shall be provided to achieve the access requirements of the Coastal Act.

Policy C-8.5: Parking Limits Impact on Access. All proposed parking fees, parking time limits, or other parking restrictions in the coastal zone shall be evaluated for potential public access impacts be found to maximize access opportunities consistent with the public access policies of the LCP and Coastal Act.

Policy C-8.6: Parking and Coastal Views. To protect view sheds from public rights of way to the ocean, coastal access and development shall be located and designed to avoid interference with existing views at the termination of an east-west street on the Mill Site.

## **6. Additional Access to Noyo Harbor**

Currently, access to the north side of Noyo Harbor is limited to North Harbor Drive. Another access is required to improve traffic circulation and to ensure that emergency vehicles can reach Noyo Harbor in the event North Harbor Drive is obstructed. Improved access to the Noyo Harbor would be considered if and when the City annexes the harbor.

### **Goal C-9: Improve access to the north part of the Noyo Harbor.**

Policy C-9.1: Provide Additional Access Routes to Noyo Harbor. Consider constructing a new access route from the west side of Main Street to the north side of the Noyo Harbor. Any new access route to the north side of the Noyo Harbor shall be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-9.1.1: Evaluate the economic and environmental feasibility of acquiring an access route to Noyo Harbor using existing road alignments extended onto the Mill Site.

Policy C-9.2: Improve Existing North Harbor Drive. Consider improvements to North Harbor Drive to increase the efficient use of the street and improve safety for vehicles and pedestrians. Any improvements to North Harbor Drive shall be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-9.2.1: Develop a plan to improve North Harbor Drive by enlarging lane widths and constructing a sidewalk along one side of the street.

## 7. Emergency Routes

The City needs to establish an emergency route to the east for emergency vehicles and for evacuation in the event bridges are blocked or destroyed.

### **Goal C-10: Improve emergency access to the City.**

Policy C-10.1: Emergency Access. Establish an access route out of Fort Bragg that could be used in the event of damage to the Noyo River and Pudding Creek Bridges.

Program C-10.1.1: Work with the property owners to obtain temporary use, in the event of an emergency, of the logging road that begins on Cypress Street and provides access to Highway 20 (aka the A&W Haul Road), east of Fort Bragg.

Program C-10.1.2: Prepare an emergency evacuation route plan for the City.

## 8. Public Transit

Fort Bragg is served by the Mendocino Transit Authority (MTA). MTA provides bus service between Fort Bragg, Willits, Ukiah, and Santa Rosa. A separate bus route provides service between Fort Bragg, Mendocino, and the Navarro River.

MTA has a fixed-route bus service in Fort Bragg with fixed stops that connect Mendocino College, shopping centers, the Central Business District, and the hospital. Local trips within the Fort Bragg area are also provided by MTA's dial-a-ride service where riders can call to be picked up and delivered to their destination Monday through Saturday. In addition, the Redwood Senior Center provides transportation services for seniors in the community.

### **Goal C-11: Provide better public transportation.**

Policy C-11.1: Encourage Transit Use.

Program C-11.1.1: Continue to support the expansion of transit services provided by MTA and other transit providers.

Policy C-11.2: Bus Shelters. Encourage attractive, well-lighted, and comfortable bus shelters placed in convenient locations.

Policy C-11.3: Transit Facilities in New Development. Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all new developments consistent with transit system needs.

Policy C-11.4: Redwood Avenue Extension. The Redwood Avenue extension onto the Mill Site shall accommodate Mendocino Transit Authority (MTA) transit buses and stops. Other developments shall accommodate transit stops, as feasible and necessary, for the

proposed development. Provide transit connections within walking distance (a quarter mile) of key public access and recreational points of interest where feasible.

## **9. Pedestrian Facilities**

Most areas of Fort Bragg have sidewalks for pedestrians. There are, however, a number of residential streets which lack sidewalks, and substandard sidewalk facilities exist throughout the City. Better pedestrian access across Fort Bragg's bridges and along Main Street from the Noyo Bridge to the southern City limits and from Elm Street north is needed. New development must be served by adequate pedestrian facilities. In addition to the policies and programs listed below, see the Conservation, Open Space, and Parks Element regarding policies and programs recommended for increasing and improving the trail system within the Planning Area.

### **Goal C-12: Make it easier and safer for people to walk in Fort Bragg.**

Policy C-12.1: Continuous Sidewalks. Create an uninterrupted pedestrian network of sidewalks, with continuous sidewalks along both sides of streets. New development shall provide sidewalks along project frontages to close gaps in the City's sidewalk network.

Program C-12.1.1: Consider implementing the following funding sources for the purpose of installing sidewalks in existing developed areas of the City:

- a) special benefit assessment districts; and/or
- b) a low-interest revolving loan fund.

Program C-12.1.2: Work with the Mendocino Council of Governments and Caltrans to construct pedestrian walkways over the Hare Creek and Pudding Creek Bridges. These facilities may qualify for funding available through Mendocino Council of Governments (MCOG) or the State of California.

Policy C-12.2: Pedestrian and Bicycle Facilities. Where feasible, incorporate pedestrian and bicycle facilities into the design and construction of all road improvements.

Policy C-12.3: Sidewalk Maintenance. Ensure that property owners maintain sidewalks.

Program C-12.3.1: Continue to implement City regulations that require sidewalks to be maintained by property owners. Carry out regular inspections, notification, and enforcement of this requirement.

Program C-12.3.2: Sidewalk Design. Sidewalks should be reconstructed, as feasible, to enhance the safety, comfort, aesthetic appeal, and interest of the pedestrian environment. Sidewalks are encouraged to conform with the following principles: sidewalks should be consistent with City standards; sidewalks should be widened at their most congested locations such as crosswalks with curb extensions as feasible; where feasible and warranted, road width may be reduced to accommodate wider sidewalks.

Program C-12.3.3: Seek available funding from grants and other funding sources for the construction of sidewalks in existing developed areas.

Program C-12.3.4: Continue to provide traffic controls and properly lit intersections in areas with a high volume of pedestrian movement.

Policy C-12.4: Pedestrian Paths. Develop a series of continuous pedestrian walkways supplemented by multi-use walkways throughout the commercial districts and residential neighborhoods.

Program C-12.4.1: Allow asphalt pedestrian/multi-use paths in single-family residential areas and commercial districts. Factors to consider in applying this measure include compatibility with the neighborhood, connection with the existing sidewalk system, safety and aesthetics.

Policy C-12.5: Pedestrian Path Siting. Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.

### **Goal C-13: Utilize best practice pedestrian improvements on the Mill Site.**

Policy C-13.1: Traffic Calming. The following traffic calming elements, or their equivalents, may be included in all new streets: sidewalks on both sides of the street as part of the pedestrian network; corner “bulb-outs” to improve pedestrian safety; native landscaping along the roadway edge; small block length; mid-block crossings will be considered for long blocks; and dedicated bicycle lanes as part of the bikeway system.

Policy C-13.2: Pedestrian-Oriented Buildings. All new development on the Mill Site shall be oriented toward sidewalks rather than parking lots. Parking placed between a building front façade and the street it faces is discouraged.

Policy C-13.3: Pedestrian Connectivity. To the extent feasible, where streets are discontinuous for cars, pedestrian and bicycle connections shall be made, as feasible, through the construction of multi-use trails and sidewalks with clear sightline visibility from adjoining rights of way.

## **10. Bikeways**

With better facilities and trails, bicycling can become a more significant part of the transportation system and an alternative to automobile use. Fort Bragg has few constraints to bicycling: most of the City is flat, the weather is mild, and the City is compact with relatively short distances between residential areas, schools, parks, and commercial centers.

The California Street and Highway Code has established three categories of bicycle trails based on the physical conditions of the right-of-way.

Class 1 Bikeway - Bike Path or Bike Trail: These facilities are constructed on a separate right-of-way, are completely separated from street traffic, and have minimal

cross flows of automobile traffic. The State standard for minimum paved width of a two-way bike trail is eight feet.

Class 2 Bikeway - Bike Lane: A restricted right-of-way for the exclusive use of bicycles with vehicle parking and cross flow by pedestrians and motorists permitted. Bike lanes are normally striped within paved areas of highways and are one-directional with a minimum standard width of five feet.

Class 3 Bikeway - Bike Route: A route for bicyclists designated by signs or other markings and shared with pedestrians and motorists. Bike routes are typically designated to provide linkages to the bikeway system where Class 1 or 2 Bikeways cannot be provided.

**Goal C-14: Make it easier and safer for people to travel by bicycle.**

Policy C-14.1: Comprehensive Bikeway System. Continue to develop a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.

Policy C-14.2: Bicycle Infrastructure. Improve and expand bicycle facilities and infrastructure according to Map C-2.

Program C-14.2.1: Implement the improvement projects illustrated in Map C-2.

Program C-14.2.2: Implement the recommendations of the City's streets safety Plans.

Program C-14.2.3: Complete the bikeway system as indicated in Map C-2. Bicycle Paths may be funded with dedications, grant funding, traffic impact fees, and other means, as appropriate.

Program C-14.2.4: Maintain and improve bicycle facilities.

Program C-14.2.5: Improve the safety of bicyclists and promote bicycling skills through education, enforcement, encouragement, and community outreach.

Program C-14.2.6: Utilize dedications, grant funding, traffic impact fees, and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bikeway system as described in the Bicycle Master Plan.



*Bicycle use at school*

Policy C-14.3: Require Bikeways. Require new development to provide on-site connections to existing and proposed bikeways, as appropriate.

Policy C-14.4: Bicycle Infrastructure. Require new development, redevelopment, and significant renovation projects to provide bicycle/bicyclist support infrastructure.

Program C-14.4.1: Consider revising the Coastal Land Use and Development Code to reduce parking requirements for projects that facilitate employee/customer bicycle use beyond current code requirements by providing: indoor or covered bike storage, lockers for personal belongings, changing rooms and showers, and/or bicycles for employee use.

Program C-14.4.2: Update the bicycle parking guidelines in the Citywide Design Guidelines. Consider requiring larger “vehicle prints” for bike parking and bikeways that accommodate bike trailers for carrying children, dogs, parcels, groceries, freight, etc.

Policy C-14.5: Bicycle Parking. Provide adequate and secure bicycle parking at bus stops, schools, the library, parks, City offices, coastal visitor-serving/recreational areas, trails and beaches and commercial areas.

Policy C-14.6: School Links. Require that streets linking residential areas with school facilities be designed to include bikeways.

Policy C-14.7: Traffic Control. Consider bicycle operating characteristics in the design of intersections and traffic control systems. Incorporate bicycle and pedestrian facilities into the design and construction of all road improvements as feasible.

Policy C-14.8: Bicycle Parking. Improve continuity and connections between the City’s bike facilities and those of the County and State.

Program C-14.8.1: Produce and distribute a map illustrating all local and regional bicycle routes, facilities, and important destinations.

Program C-14.8.2: Continue working with County, regional, and State transportation agencies on development and implementation of regional bicycle plans and facilities.

Policy C-14.9: Multi-Use Trail Along Highway One. As feasible, a 12 foot wide multi-use trail with a vegetated buffer shall be developed along the eastern edge of the Mill Site from Noyo Point Road to Madrone Street and be offered in dedication to the City of Fort Bragg at the time that the associated parcels are developed. Alternate routes in the vicinity of the eastern edge of the Mill Site may be considered.

Policy C-14.10: Bicycle Network. Where adequate right-of-way is available, dedicated on-street improvements can be added. The Mill Site bicycle network shall integrate existing connections at Elm Street, Cypress Street, and the existing Coastal Trail.

## 11. Access for the Mobility Impaired

Providing transportation facilities accessible to persons who are mobility-impaired is essential. Approximately three percent of the population in Fort Bragg cannot use conventional public transit due to a disability. The Federal Americans with Disabilities Act contains many requirements regarding removal of barriers for persons with disabilities.

### Goal C-15: Provide mobility-impaired persons with access to transportation.



Policy C-15.1: Regulations for Disabled Person. Enforce Federal and State regulations regarding access for persons with disabilities.

Policy C-15.2: Conformance with State and Federal ADA Regulations. Continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating disabled access.



Policy C-15.3: Support Improved Access. Support improved access to public transportation and pedestrian facilities for people with disabilities.

Program C-15.3.1: Continue to apply for grants for ADA-related projects from MCOG and other sources.

## 12. Train Service

Sierra Railroad, known as the Skunk Line, operates a rail system between Willits and Fort Bragg. It is the only railroad in the region that has maintained passenger service on a regular basis since its founding. Train service is offered daily (approximately eleven months per year) and handles approximately 80,000 passengers annually. Freight service is provided on request.

The Skunk Depot, located at Laurel Street in the Central Business District, has been recently renovated, including additional parking facilities. It provides access to MTA's



local and regional buses. The railroad not only benefits from the extensive tourist traffic on the Mendocino Coast, it is also a major generator of visitors to the Willits and Fort Bragg areas.

Although the use of the Skunk Line for freight transportation has decreased in recent years, it continues to provide freight service. If the rail lines were upgraded to carry heavier loads, it could serve as an incentive to increase freight loads.

**Goal C-16: Increase use of the Skunk Line for transportation of people and freight.**



Policy C-16.1: Skunk Train. Encourage increased use of the Skunk Train.

Program C-16.1.1: Continue to work with the Skunk Train Company to improve and expand facilities at the Skunk Depot.

Program C-16.1.2: Work with the Mendocino Council of Governments to facilitate increased use of the Skunk Line as an alternative to automobile transportation between Fort Bragg and Willits.

**13. Regional Transportation Planning**

Traffic congestion along Fort Bragg's Main Street is connected to development in unincorporated areas to the north and south of the City. Fort Bragg's Main Street is also Highway One, the primary north-south route for all communities on the coast. Land use decisions made by the County of Mendocino have a significant impact on transportation in the Fort Bragg area. The City works closely with the regional agencies described below:

- County of Mendocino: maintains and plans the county road system.
- Mendocino Council of Governments (MCOG): prepares and carries out a Regional Transportation Plan, establishes priorities for Federal and State funding, and funds studies of transportation corridors.
- Mendocino Transit Authority (MTA): operates several transit routes serving the City and the region. It is a county-wide authority created through a joint powers agreement among cities and the County.
- Caltrans: Maintains, plans and constructs improvements on Hwy. 1 and Hwy 20.

**Goal C-17: Coordinate regional traffic planning.**



Policy C-17.1: Regional Transportation Efforts. Participate in regional transportation planning efforts.

Program C-17.1.1: Continue to provide City Council and staff representation on regional transportation planning agencies.

Program C-17.1.2: Work with the MCOG and Caltrans to coordinate transportation planning and to identify funding for necessary transportation improvements.

Program C-17.1.3: Continue to ensure that MCOG's Regional Transportation Plan (RTP), the State Transportation Improvement Program (STIP) and the State Highway Systems Operation and Protection Plan (SHOPP) include needed improvements to Highway One and Highway 20 in the Fort Bragg Planning area. Such improvements shall be designed to ensure that Highway One in rural areas outside the Mendocino County urban/rural boundary remains a scenic two-lane road consistent with Section 30254 of the Coastal Act.

#### **14. Funding Transportation Improvements**

Funding transportation improvements is predominantly a Federal, State, and regional responsibility. For many years the road system has received the largest proportion of public expenditures for transportation. Although increased funding for alternative modes of transportation has significant environmental and social benefits, roadway funding will continue to receive the highest priority. Fort Bragg remains a relatively isolated coastal community and depends on the road system for the majority of its transportation needs.

A significant amount of the traffic in Fort Bragg is through-traffic (trips that originate and/or have destinations outside of the City). The logging industry, tourist travel, and people coming to Fort Bragg from around the region for shopping, educational, medical, and other services generate much of the traffic.

It is necessary that funding mechanisms be expanded to ensure effective coordination among different government jurisdictions. The goals, policies, and programs below complement those in the Land Use and Public Facilities Elements requiring new development to pay for its fair share of maintaining the City's infrastructure and service levels.

#### **Goal C-18: Promote balanced funding for transportation.**



Policy C-18.1: Development to Pay its Fair Share. Require new development to pay its fair share of transportation improvements to maintain levels of service and traffic safety in the City.

Program C-18.1.1: Develop a City-wide Traffic Mitigation Fee Program.

Program C-18.1.2: Work with the County of Mendocino, MCOG, and Caltrans to develop traffic mitigation fees for the Fort Bragg Sphere of Influence. Consider adopting a memorandum of understanding between the City of Fort Bragg and the County regarding traffic mitigation fees.

Program C-18.1.3: Work with MCOG to ensure that the standards and requirements contained in the joint City and County Traffic Mitigation Program between Fort Bragg and the County are incorporated into the Regional Transportation Plan.

Program C-18.1.4: Include in the Traffic Mitigation Fee Program mitigation fees for new development with primary access to Highway One and Highway 20. Utilize the funds collected as a local match to encourage Caltrans to raise the priority of Highway One and Highway 20 improvements.

Program C-18.1.5: Ensure that the City's Pavement Management System obtains funding from the Traffic Mitigation Fee Program, as deemed appropriate by the traffic impact fee nexus study and applicable State law.

Program C-18.1.6: Carry out an ongoing inventory of transportation system needs to be included in the City's Capital Improvement Plan.



Noyo River Bridge

## **6. COMMUNITY DESIGN ELEMENT**

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### **A. Purpose**

The Community Design Element is concerned primarily with the protection of the visual resources and quality in the Coastal Zone and the City, or what residents and visitors see. The City's appearance is essential to the quality of life in Fort Bragg. Visual quality and amenities go hand-in-hand with long-term economic development strategies, and strengthen the stability and desirability of the community. To be attractive to residents, visitors, and businesses, the City must be concerned about its appearance, physical character, and livability. Existing residential real estate values and the desirability of businesses that depend on tourism are closely tied to the visual character of the community.

This element contains sections addressing: Visual Analyses for development in the Coastal Zone; Design Review; the Central Business District; historic preservation; and public art and spaces.

The Community Design Element establishes goals, policies, and programs to preserve and enhance Fort Bragg's authentic, small town character. The community is defined in part by its isolated location on the magnificent coastline of Mendocino County. Its sense of place derives from its heritage as a regional center for the timber and fishing industries. As the economy evolves to incorporate more tourism and service-based organizations, the community has acknowledged the importance of maintaining the historic identity of downtown and the integrity of the residential neighborhoods, while enhancing views and access to the coastline and planning for continued growth and development.

### **B. Community Design and the Coastal Act**

Protection of visual resources is called for by the Coastal Act. Section 30251 of the Coastal Act states that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas to minimize alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. The Local Coastal Program Background Report contains an inventory of scenic views.

Fort Bragg has many valuable visual resources in the Coastal Zone, including high bluffs, jutting headlands, wetlands, serene river estuaries, beaches, dunes, and forest. Scenic resources attract many visitors to these areas and provide the basis for the City's tourist

industry. Visual resources can be readily degraded through poorly-designed and located structures, roads, signs, and utility lines that block coastal views, alter natural landforms, and detract from the small town character of the community.

In addition, Section 30253 of the Coastal Act states that new development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

### **C. Citywide Design Guidelines**

Most new development in the City is subject to a design review process which is intended to ensure that new development and significant expansions<sup>1</sup> preserve and enhance the aesthetic character of its setting. The Citywide Design Guidelines are intended to be flexible and to encourage innovative and creative designs. For this reason, the Citywide Design Guidelines contain generally qualitative statements rather than quantitative standards, and there are many acceptable ways to meet each guideline. Compliance with the Citywide Design Guidelines is the basis for Design Review approval; however, compliance does not replace, supersede or otherwise modify the independent requirement for a coastal development permit approved pursuant to the applicable policies and standards of the certified LCP.

### **D. Historic Preservation**

Much of Fort Bragg was built during the first half of the twentieth century, and the Central Business District, along with many of the neighborhoods, reflect the architectural heritage of the community. Fort Bragg's architecturally significant buildings and structures convey a sense of the community's history, providing a link to the past and strengthening the City's identity. From the Sherwood Pomo who lived in the area for over 5,000 years to the more recent European settlers seeking lumber, fish, and fur, the landscape has seen remarkable transformations.

The City has a Historic Building Inventory that identifies buildings, sites, structures, and objects of cultural and historical importance. The purpose of this inventory is to preserve the community's heritage by facilitating use of California's State Historic Building Code. To be included in the Historic Building Inventory, a structure must be at least 40 years old and meet other criteria related to its design and history. A property is listed at the owner's request and does not denote federal or state recognition on official registers or inventories.

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<sup>1</sup> For the purpose of Design Review, significant expansion of existing development is defined as an increase equal to or greater than 25 percent of the existing floor area of a structure.


## E. The Central Business District

The Central Business District (CBD) is the heart of the community's commercial, civic, historic, and cultural life. It is the area with the largest concentration of historic buildings such as the Skunk Train Depot, the Guest House Museum, the Old Fort Building, Town Hall, City Hall, and numerous commercial and residential structures. The combined efforts of government and property owners will ensure that the attractiveness of the downtown will be preserved and enhanced. Increasing pedestrian activity, improving street lighting, parking, and amenities, and ensuring that renovations and new construction maintain the historic scale and character of this area will foster the continued vitality of the CBD.



*Old Fort Building, 430 North Franklin Street*

## F. Goals, Policies, and Programs

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Policy CD-2.1, Policy CD-2.2, Policy CD-2.5, and Policy CD-8.1

### **Goal CD-1: Preserve and enhance scenic views.**

Policy CD-1.1: Visual Resources. Permitted development shall be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance scenic views in visually degraded areas.

Policy CD-1.2: Retain Mill Site Forested Areas. The forested area fronting the west side of Highway One between Walnut Street and Maple Street shall be retained as far as feasible; trees may be removed if they are dead or damaged, or pose a public safety hazard, or to provide driveways or new public streets. Areas containing environmentally sensitive habitat areas (ESHA), or within ESHA buffers must also comply with coastal resource protection policies pertaining to ESHA, as described under Goal OS-1.

Policy CD-1.3: Viewshed Impact Analysis Required. A Viewshed Impact Analysis, which analyzes and addresses impacts on scenic views consistent with the LCP's visual resource policies, shall be required for all development located in areas designated "Potential Scenic Views Toward the Ocean or the Noyo River" on Map CD-1 except the following:

1. The replacement of any structure, other than a public works facility, destroyed by a disaster. The replacement structure shall conform to applicable existing zoning requirements, shall be for the same use as the destroyed structure, shall not exceed either the floor area, height, or bulk of the destroyed structure by more than 10 percent, and shall be sited in the same location on the affected property as the destroyed structure.
2. The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.
3. Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.
4. The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not seaward of the location of the former structure.
5. Any repair or maintenance activity for which the Director determines has no potential for impacts to visual resources.

Definitions as used in this subsection:

1. "Disaster" means any situation in which the force or forces which destroyed the structure to be replaced were beyond the control of its owner.
2. "Bulk" means total interior cubic volume as measured from the exterior surface of the structure.
3. "Structure" includes landscaping and any erosion control structure or device which is similar to that which existed prior to the occurrence of the disaster.

Policy CD-1.4: Minimize Impacts to Scenic Resources. New development shall be sited and designed to minimize adverse impacts on scenic areas visible from scenic roads or public viewing areas (e.g. parks, trails, public beaches) to the maximum extent feasible.

Policy CD-1.5: Minimize Impacts to Natural Landforms. All new development shall be sited and designed to minimize alteration of natural landforms by:

1. Conforming to the natural topography.
2. Preventing substantial grading or reconfiguration of the project site.
3. Minimizing flat building pads on slopes. Building pads on sloping sites shall utilize split level or stepped-pad designs.
4. Requiring that man-made contours mimic the natural contours.
5. Ensuring that graded slopes blend with the existing terrain of the site and surrounding area.
6. Minimizing grading permitted outside of the building footprint.
7. Clustering structures to minimize site disturbance and to minimize development area.
8. Minimizing height and length of cut and fill slopes.
9. Minimizing the height and length of retaining walls.
10. Cut and fill operations may be balanced on-site, where the grading does not substantially alter the existing topography and blends with the surrounding area. Export of cut material may be required to preserve the natural topography.

Policy CD-1.6: Fences and Landscaping. Fences, walls, and landscaping shall minimize blockage of scenic areas from roads, parks, beaches, and other public viewing areas. Where required for security or habitat protection, accessory walls and fencing shall be sited and designed to protect scenic views and visual resources by: minimizing fence height; implementing a visually permeable design to preserve public scenic views; and/or relocating fencing to areas that do not impede views.

Policy CD-1.7: Bluff Face and Bluff Retreat Setback Development. Development on the bluff face and within the bluff retreat setback shall be limited to the following uses with a conditional use permit where there is no feasible less environmentally damaging alternative, feasible mitigation measures have been provided to minimize all adverse environmental impacts, and allowable structures are designed to be visually compatible with the surrounding area to the maximum extent feasible:

- (a) engineered accessways or staircases to beaches, boardwalks, viewing platforms, and trail alignments for public access purposes,
- (b) pipelines to serve coastal dependent industry,
- (c) habitat restoration,
- (d) hazardous materials remediation, and
- (e) landform alterations where such alterations re-establish natural landforms and drainage patterns that have been eliminated by previous development activities.



Policy CD-1.8: Bluff Top Development. Development located on bluff tops shall incorporate a setback from the edge of the bluff that avoids and minimizes visual impacts from the beach and ocean below. The blufftop setback necessary to protect visual resources may be in excess of the setback necessary to ensure that risk from geologic hazards are minimized for the life of the structure, as detailed in Policy SF-1.5.

Policy CD-1.9: Land Division. All proposed divisions of land and boundary line adjustments shall be analyzed for consistency of potential future development with the visual resource protection policies of the LCP, and no division of land or boundary line adjustment shall be approved if development of resulting parcel(s) would be inconsistent with these policies.

Policy CD-1.10: New Development Shall Minimize Removal of Natural Vegetation. Existing native trees and plants shall be preserved on the site to the maximum extent feasible.

Policy CD-1.11: Protect East-West Public Views to the Ocean. Development located west of the terminus of a public east-west street shall be sited and designed to preserve/protect public views to the ocean.

Policy CD-1.12: Retain Views North of Pudding Creek. New development north of Pudding Creek and west of Main Street on parcels with total frontage of more than 135 feet, on either the Haul Road or Main Street as determined by the Planning Commission, shall be required to leave a minimum of 30 percent of the project's total parcel frontage free of view-blocking development. The area free of view-blocking development shall not include narrow passageways between buildings on the site, and shall be concentrated. Vehicles are not considered view blocking development.

Policy CD-1.13: Development Set Back from Coastal Trail. All new development (including decks and balconies) shall be set back at least 100 feet from trail (which includes Pomo Bluffs Park trail and Noyo Headland Park trail) and shall be consistent with all other applicable LCP setback requirements.

Policy CD-1.14: Restore and Enhance Visually Degraded Areas. Encourage and assist where possible, public and private efforts to restore the scenic beauty of visually degraded areas that are visible from scenic roads or public viewing areas in the City's Coastal Zone.

**Goal CD-2: Ensure that new development demonstrates excellence of design and sensitivity to the character of the surrounding neighborhood.**



Policy CD-2.1: Citywide Design Guidelines. Require Design Review of new development or significant expansion of existing development to ensure projects are designed and constructed in a manner consistent with the Citywide Design Guidelines.

Design Review approval requirements shall not replace, supersede or otherwise modify the independent requirement for a coastal development permit approved pursuant to the applicable policies and standards of the certified LCP.

Program CD-2.1.1: Periodically update the Citywide Design Guidelines.



Policy CD-2.2: Citywide Design Guidelines and Exceptional Design. Projects which offer exceptional or innovative design may be exempted from the requirements of the Citywide Design Guidelines, through a public hearing and affirmative decision by the City Council. This decision could be made prior to consideration of the Coastal Development Permit, Use Permit and CEQA document for the project as the exemption would not be considered approval of a permit for the project.

Policy CD-2.3: High Quality Design Adjacent to the Coastal Trail. Development located on properties adjacent to the coastal trail shall be sited and designed to preserve and minimize impacts to scenic views. Where possible, the physical form of structures and grading should be integrated into the natural setting and character of the site.

Policy CD-2.4: Variety in Design. Discourage sameness and repetitive residential designs.



Policy CD-2.5: Property Maintenance and Nuisances. Ensure properties are well maintained and nuisances are abated.

Program CD-2.5.1: Continue to implement and enforce the City's nuisance abatement ordinance, and update, as necessary.

Program CD-2.5.2: Provide code enforcement for immediate health and safety violations in conjunction with the building inspection process.

Policy CD-2.6: Encourage Pedestrian Scale Development. New commercial development shall be designed to integrate pedestrian circulation and access within development as well as connect pedestrian activity to adjacent development.

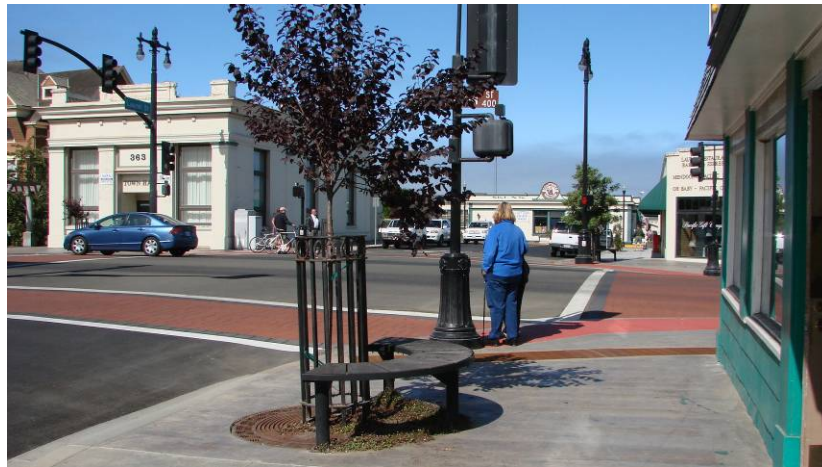
**Goal CD-3: Preserve the Central Business District as the commercial, civic, historic, and cultural center of the community.**

Policy CD-3.1: Adaptive Reuse. Facilitate the adaptive reuse of existing older buildings in the Central Business District.

Program CD-3.1.1: Consider implementing economic strategies to incentivize property owners to renovate and upgrade older buildings in the Central Business District.

Policy CD-3.2: Pedestrian Activity. Encourage increased pedestrian movement and activity in the Central Business District.

Program CD-3.2.1: Continue to support the operation of a Farmers Market and a multitude of street fairs and promotional activities in the Central Business District.



*Streetscapes in Downtown Fort Bragg*



Policy CD-3.3: Economic Vitality. Continue to support the economic diversity and vitality of downtown businesses.

Program CD-3.3.1: Consider establishing a Business Improvement District (BID) to stimulate increased business activity and revenues in the Central Business District.

Policy CD-3.4: Public Art in the Central Business District. Throughout the Central Business District, encourage new development and existing development to install public art.

Policy CD-3.5: Public Parking. Improve the availability of public parking facilities in the Central Business District and other commercial areas.

Program CD-3.5.1: Implement shared parking agreements wherever feasible. Utilize, as appropriate, development agreements, conditions of approval, easements, and other means to assure shared parking arrangements.

Program CD-3.5.2: Consider reduced and/or flexible parking requirements for mixed use developments.

Program CD-3.5.3: Consider establishing a parking assessment district for the Central Business District to help finance the acquisition of property for additional off-street parking lots.

Program CD-3.5.4: Periodically update the Central Business District parking in-lieu fee program to ensure that it presents a fair and equitable alternative to the provision of on-site parking.

Policy CD-3.6: Strengthen the Distinctive Identity of the Central Business District. Strengthen the distinctive identity and unique sense of place of the Central Business District.

Program CD-3.6.1: Consider establishing a sign program for the Central Business District, with distinctive signs at the entryways to and within the Central Business District.

Program CD-3.6.2: Locate an area where a pocket park or a small plaza could be established for public gatherings, street fairs, concerts, and similar outdoor public events.

**Goal CD-4: Create attractive entryways to the City.**

Policy CD-4.1: Entryways. Create strong gateways that clearly define points of entry to the City through use of distinctive signs, lighting, landscaping and quality architecture.



*Fort Bragg Gateway Welcome Sign*

**Goal CD-5: Improve the appearance and effectiveness of parking facilities.**

Policy CD-5.1: Parking Location. Wherever feasible, locate parking facilities to the rear of the development so that the building facade is contiguous with the street frontage, and parking areas are hidden from the street.

Policy CD-5.2: Screen Parking Facilities. Parking facilities shall be planted with landscape screening where visible from a public viewing area to the maximum extent feasible while maintaining public scenic views.

**Goal CD-6: Use lighting to create a sense of security and to provide cohesion to the physical structure of the community.**

Policy CD-6.1: Exterior Lighting. Outdoor lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity fixtures, downcast, and shielded/recessed so that no light shines beyond the boundary of the property. No night lighting shall be permitted directly over marine waters. All outdoor lighting shall be shorter wavelength “bird friendly” lighting to avoid attracting birds at night.

Program CD-6.1.1: Security. Establish standards to ensure that on-site lighting is adequate to provide security while not producing excessive glare.

**Goal CD-7: Preserve cultural and historic resources.**

Policy CD-7.1 Historic Preservation. Protect and preserve buildings and sites with historic and cultural significance to the community.



Trestle at Pudding Creek: A historically significant structure at MacKerricher State Park

Program CD-7.1.1: Develop informational resources to educate public about resources available to historic properties and encourage property owners to list their buildings in the Historic Building Inventory.

Program CD-7.1.2: Consider approval of building permits using California’s State Historic Building Code, as appropriate.

Program CD-7.1.3: Consider implementing economic development strategies for the preservation and restoration of historic buildings and sites, such as property tax relief with the implementation of Mills Act program.

Policy CD-7.2: Discourage Demolitions. Discourage the demolition of historic buildings.

Program CD-7.2.1: Increase Public Awareness. Support activities of the Fort Bragg-Mendocino Coast Historical Society to increase public awareness and appreciation of the City's cultural and historic resources.



*Guest House Museum, Main Street*

**Goal CD-8: Support public art and open space.**



Policy CD-8.1: Public Art. Encourage the provision of murals, fountains, sculptures, and other forms of public art on commercial buildings, in public spaces and parks.

Program CD-8.1.1: Work with local artists, nonprofit organizations and property owners to encourage and support installation of public art in the Central Business District.



*Mural at Company Store*

Policy CD-8.2: Provide Public Open Spaces. Encourage the development of public open spaces for gatherings and community events in commercial areas of the City.

Program CD-8.2.1: Consider the purchase of appropriate locations for public open space and the enhancement of existing public spaces to accommodate community gatherings.

Program CD-8.2.2: Encourage the inclusion of public open spaces in new commercial development that is sufficiently large to accommodate such uses.



## **7. SAFETY ELEMENT**

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### **A. Purpose**

The Safety Element, pursuant to Government Code Section 65302(g), deals with the protection of the community from unreasonable risks associated with the effects of earthquakes, landslides, slope instability, subsidence, other geologic hazards, flood, and fire. Maps identifying earthquake hazards, unstable soil hazards, landslide hazards, and flood zones are included in this element.

For many of the hazard policies of the Coastal Act and LCP throughout this Element, the distinction between existing development and new development is critical. For the purpose of determining when changes result in an existing structure becoming a new structure or constituting redevelopment, redevelopment is defined as: work that includes replacement of 50% or more of a structure [as required by California Code of Regulations Section 13252(b) and Section 17.71.040(B)(2)(b)(iii)(d) of the certified IP]; including additions to the structure that result in an enlargement of the structure by 50% or more; including any alteration of a structure where the cost equals or exceeds 50% of the market value of the structure before the start of construction; and changes are evaluated cumulatively.

The geology, topography, soils, hydrology, and fire risk of Fort Bragg pose numerous constraints on future development. This element guides land use planning and policy decisions in order to achieve an acceptable level of public protection.

### **B. Seismic Safety and Geologic Hazards**

There are no active earthquake faults in the City. However, the San Andreas Fault is located approximately 9 miles to the west, and the Mayacama fault is 22 miles to the east. Major earthquakes can occur on these faults. Seismic activities can cause major disruptions of the City's transportation and emergency services network. Should the Pudding Creek, Noyo River, and/or Hare Creek Bridges become unusable following a seismic event, people may not be able to evacuate, and emergency access would be blocked. Potential hazards associated with earthquakes include: rupture of the ground surface by displacement along faults, shaking of the ground caused by the passage of seismic waves through the earth, ground failure induced by shaking, such as landslides, liquefaction and subsidence of unstable ground, and tsunamis.

Non-seismic geologic hazards include the presence of unstable soils on steep slopes and expansive soils which, in the presence of moisture, will swell and shrink when returning to a dry condition. Map SF-1: Geologic Hazards identifies areas of potential landslides.

## C. Coastal Hazards

Assessing Coastal Hazards includes potential exposure to vulnerabilities due to sea level rise, flooding and erosion. Coastal hazards include tidal and storm flooding, storm surge, wave run-up, bluff retreat, erosion, and landslides, as influenced by sea level rise over time. In order to understand and assess vulnerabilities and to improve community resilience, it is critical to identify areas of highest risk and determine risk tolerance to inform adaptation strategies necessary to prepare for change in the face of uncertainty.

### 1. Sea Level Rise

Fort Bragg is relatively protected from Sea Level Rise (SLR) due to its location on a 40 to 70 foot high coastal bluff. Based on current best available science<sup>1</sup>, and using a High Emissions scenario, there is a 66% probability that sea levels will rise between 2.3 feet and 5.4 feet by 2150. There is about a 5% probability that SLR could exceed 7.3 feet and a 0.5% chance of sea level rise exceeding 12.6 feet by 2150. If high emissions result in the extreme H++ scenario, which assumes a very rapid loss of the Antarctic ice sheet and is currently considered unlikely, sea level rise by 2150 could be as high as 21.5 feet.<sup>2</sup> Sea level rise of five feet or higher would impact local beaches and built portions of Noyo Harbor, which is located outside of the City Limit but is important to our culture and economy. Higher levels of sea level rise could impact the City's water intake on the Noyo River and the lowland area of the Mill Site as illustrated in Map SF-4.

### 2. Erosion

Large sections of the Pacific coast, especially those with rocky headlands or sea cliffs, are not vulnerable to flooding, but are susceptible to erosion. In areas where the coast erodes easily, higher sea levels are likely to accelerate shoreline erosion due to increased wave attack. The Fort Bragg Headlands are fairly resistant to erosion from wave action and sea level rise, due to their rocky base. A geotechnical study completed for the Mill Site in 2009, determined that bluff erosion has occurred at an average rate of about 1 to 2 inches per year over the past 95 years and most of the upper bluff erosion that has taken place was due to runoff from the many hard surfaces of the site. Thus, the removal of asphalt and other impervious surfaces along the bluff edge and replacement with the Coastal Trail and a system of berms and swales has virtually eliminated bluff erosion on the Mill Site. However, the erosion or dismantling of dams such as the Pudding Creek Dam and the Beach Berm may expose previously protected areas to sea water flooding and further erosion.

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<sup>1</sup> California Ocean Protection Council Science Advisory Team Working Group. *Rising Seas in California: An Update on Sea-Level Rise Science*. California Ocean Science Trust, April 2017.

<sup>2</sup> Sweet, W.V., R.E. Kopp, C.P. Weaver, J. Obeysekera, R.M. Horton, E.R. Thieler and C.Z. *Global and Regional Sea Level Rise Scenarios for the United States*. 2017.

### 3. Flooding

Portions of the City have areas subject to potential flooding during severe storms. Because of the generally flat terrain in the Fort Bragg area, a 100-year storm could briefly exceed the ability of the City's infrastructure to move runoff water from the City to outfalls into natural drainages and the ocean. This drainage overload may result in shallow standing water in low areas, but with low risk to streets or improved property. Sea level rise; high tides and severe storms may also cause flooding in low-lying areas near creeks and drainages.

Map SF-2: Flood Hazards shows areas within the 100-year floodplain. Within floodplains established by the Federal Emergency Management Agency (FEMA), property owners may be required to obtain flood insurance as a condition of mortgage approval. The areas subject to flooding are shown on maps called the Flood Insurance Rate Maps (FIRM) that are prepared by FEMA. The City participates in the FEMA flood insurance program, which allows property owners to obtain subsidized insurance rates.

FEMA also requires the City to establish development standards for construction in the 100-year floodplain. Typically the standards developed by a city or county can range from limits on the intensity of development to requirements to raise the "habitable floor" of the structure to at least one foot above the 100-year flood peak elevation. Approximately 99% of the developable land area is situated above both the 100-year and the 500-year floodplains. The only areas in the Coastal Zone located within the 100 year flood plain are along the coastal bluff faces, the City's beaches, and along the Noyo River. The presence of riparian habitat and excessive slopes in these areas prohibits development within the 100 year flood plain.

### D. Fire Protection



In 1991, the City of Fort Bragg and the Fort Bragg Rural Fire District entered into an agreement creating the Fort Bragg Fire Protection Authority (FBFPA). The Authority has primary fire protection responsibility within the City limits and/or developed lands within the District (the District includes all of the City's Sphere of Influence). In addition to normal fire calls, the Fort Bragg Fire Protection Authority has increasingly been called to assist with accidents, hazardous material spills, medical calls, and to provide personnel and equipment for large wildfires

outside of the area. The California Department of Forestry and Fire Protection (Cal Fire) has responsibility for wildland fires within the Planning Area. The primary constraints or issues involving the Fire Protection Authority concern adequate staffing, adequate equipment, and adequate fire flow to structures.

## E. Police Protection



Within the City, the Fort Bragg Police Department has primary responsibility for police response. The Fort Bragg Police Department provides public safety services on a 24-hour a day, seven days a week basis. The Fort Bragg Police Department contracts with the Ukiah Police Department for dispatch services. The Police Department provides emergency and non-emergency police services to the community through uniformed police officers and community service officers who provide public safety, investigate crimes and traffic accidents, enforce traffic and parking regulations, and provide a variety of other community-oriented policing services. The department also provides customer service to the community and supports police operations through administrative and business offices of the Police Department, including the following: executive leadership, management and supervision, management of reports, telephone inquiries, statistics, employee training, property and evidence management, fingerprinting, and court coordination. The constraint to providing adequate police response involves the need to ensure that the Police Department remains sufficiently staffed to meet the response needs of both the existing and future population.

## F. Emergency Preparedness

California State Law requires that all cities and counties adopt an Emergency Plan. The purpose of this plan is to outline policies and procedures with respect to significant events occurring within or threatening the community which would require the deployment of extraordinary resources for the protection of life and property.

The City has an adopted *Emergency Operations Plan*. The purpose of this plan is to ensure that the City will be prepared to respond effectively in the event of emergencies to save lives, restore and protect property, repair and restore essential public services, and provide for the storage and distribution of medical, food, water, shelter sites, and other vital supplies to maintain the continuity of government.

The Mendocino Emergency Services Authority (MESA), a joint powers organization that includes the County of Mendocino and the incorporated cities within the county, serves as the coordinating agency for mutual aid services provided by fire departments, law enforcement agencies, and emergency medical service providers throughout the county. In addition, MESA reviews and makes recommendations regarding emergency operation plans for public and private institutions where pre-planning for emergency procedures is advisable. Coordination of emergency services and planning guidelines is provided for situations including flood, wildland fires, structure fires, explosions, hazardous material spills, severe weather, and earthquakes.

## **G. Other Hazards**

### **1. Hazardous Materials**

Various types of chemicals and other potentially hazardous materials are used by Fort Bragg industries and businesses. Other hazardous substances are transported to and through Fort Bragg. Finally, residents use various hazardous materials for landscaping, cleaning, and other residential uses. Improper transport, storage, or use of these substances can result in releases to the environment with consequent impacts on human health and the environment. The Mendocino Solid Waste Management Authority operates a hazmobile that serves the City. The Fire Protection Authority maintains a hazardous materials unit behind the main fire station. This unit is used to respond to hazardous waste spills.

### **2. Mill Site Clean-up**

The Mill Site will be remediated per the regulations of the California Department of Toxic Substances Control (DTSC). DTSC's oversight of the Georgia-Pacific Mill Site clean-up began in 2006, with clean-up efforts initially focused on the removal of contaminated soil and fly ash. Clean-up efforts have since focused on removal of fuel pipelines and specific soil contaminants including petroleum, polychlorinated biphenyls (PCBs), lead, and dioxin. As of 2018, 97% of the site was fully remediated to a residential standard. Nevertheless, compliance with DTSC's soil management plan (SMP) is required for some areas of the site as illustrated in Map SF-5.

Map SF-5 illustrates remediation status of all portions of the Mill Site based on the status of clean-up as well as indicating which areas require further compliance with the DTSC's soil management plan. Clean-up statuses include: areas still under investigation for further remediation work; areas that have received a "no further action" determination from DTSC that are subject to land use restrictions; and areas that have received a "no further action" determination from DTSC where there are no land use restrictions. Compliance with a soil management plan is required in those locations indicated by the map. The SMP describes necessary measures to be taken in the event of soil disturbance including soil sampling, comparison of soil data to applicable action levels, subsequent management of soils if samples are found to be above the action levels and provides the basis for preparation of site-specific health and safety plans.

### **3. Electromagnetic Radiation**


The potentially adverse health effects of electromagnetic fields (EMF) from electrical transmission lines, substations, and appliances have been documented in many studies. Safe levels of exposure to EMFs are under intense debate. The Federal Communications Commission (FCC) sets the standards for EMF exposure levels superseding local and State control. The approach taken to this potential health hazard is one of prudent

avoidance – establishing reasonable regulation before electrical transmission lines are built and discouraging sensitive development from encroaching in or near electrical transmission line rights-of-way.

#### 4. Air Quality

Emissions of pollutants from motor vehicles, industrial uses, and other sources can be injurious to people's health. Policies and programs to protect the City's air quality are included in the Conservation, Open Space, and Parks Element.

## H. Goals, Policies, and Programs

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Policy SF-3.4, Policy SF-6.3, Policy SF-6.4, Policy SF-7.1, Policy SF-7.2, Policy SF-8.1, Policy SF-8.2, Policy SF-9.1, Policy SF-9.2, Policy SF-12.1, and Policy SF- 12.2.

### **Goal SF-1: Minimize impacts of development on bluff tops and shoreline features.**

Policy SF-1.1: Minimize Hazards. New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard; and (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Policy SF-1.2: All ocean-front and bluff top development shall be sized, sited and designed to minimize risk from coastal hazards, including sea level rise, wave run-up, flooding, and beach and bluff erosion hazards, and avoid the need for a shoreline protective structure at any time during the life of the development.

Policy SF-1.3: Erosion control plan. All Coastal Development Permit applications for bluff top and shoreline parcels shall include a site specific erosion control plans as part of the Stormwater Runoff and Pollutant Control Plan (SRPCP). The plan shall be prepared by a registered engineer qualified in hydrology and soil mechanics, and shall ensure that the development will not create nor contribute to the erosion or failure of any bluff face, and will eliminate or mitigate any adverse impacts on local shoreline sand supply to the maximum extent feasible.

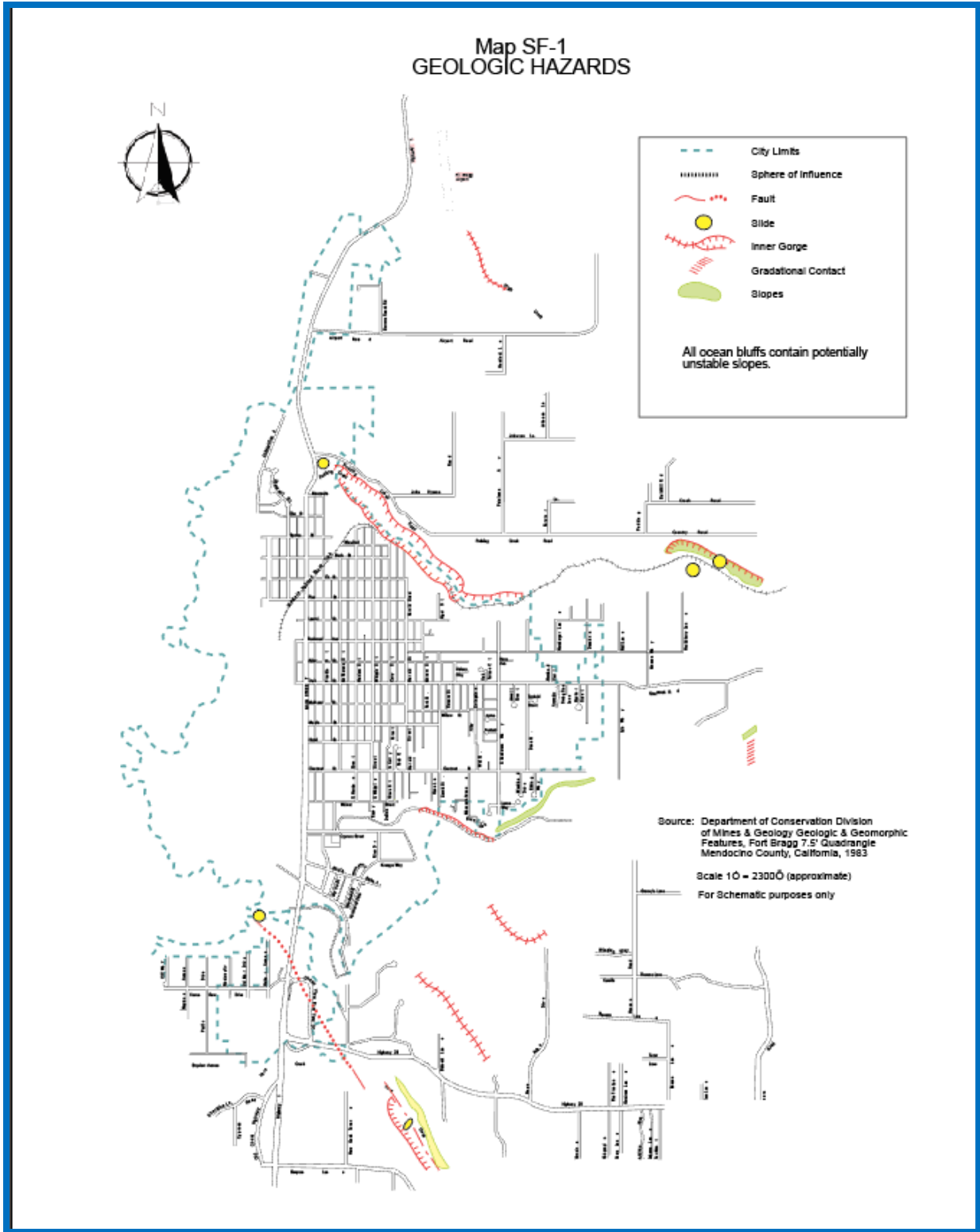
Policy SF- 1.4: Geotechnical report required. Applications for development located in or near an area subject to geologic hazards, including but not limited to areas of potential erosion of shoreline/bluff-top parcels [Map SF-1], 100-year floodplain [MapSF-2], tsunami run-up [Map SF-3], and sea level inundation [Map SF-4], shall be evaluated for potential coastal hazards based on best available science. If the initial evaluation determines that the proposed development may be subject to coastal hazards over its anticipated

duration, a site-specific coastal hazard report shall be prepared in accordance with 17.54.040(C) of the Coastal Land Use and Development Code to ensure that such development can be built in a manner consistent with the applicable LCP coastal hazard policies.

Policy SF-1.5: Bluff top Setback. All development located on a bluff top shall be setback from the bluff edge a sufficient distance to ensure that it accounts for bluff retreat over time and provides a stable condition based on the anticipated life of the development. Stability shall be defined as maintaining a minimum factor of safety against sliding of 1.5 (static) or 1.1 (pseudo static), as described in Section 17.54.040(E) of the Coastal Land Use and Development Code. This requirement shall apply to the principal structure and accessory or ancillary structures. Slope stability analyses and erosion rate estimates shall be performed by a licensed Certified Engineering Geologist or Geotechnical Engineer.

Policy SF-1.6: Siting and design of new development shall take into account anticipated future changes in sea level based on the best available scientific information. Development shall be set back a sufficient distance landward and elevated to a sufficient foundation height to protect coastal resources and to minimize risk to life and property to the greatest extent feasible based on the anticipated life of the development.

Policy SF-1.7: Land divisions, including subdivisions, lot splits, lot line adjustments, and conditional certificates of compliance which create new shoreline or bluff top lots, shall not be permitted unless the subdivision can be shown to create lots which can be developed without requiring a current or future bluff or shoreline protection structure. No new lots shall be created that could require shoreline protection or bluff stabilization structures at any time.



Policy SF-1.8: Alterations to Landforms. Minimize, to the maximum feasible extent, alterations to cliffs, bluff tops, faces or bases, and other natural land forms in the Coastal Zone. Permit alteration in landforms only if erosion/runoff is controlled and either there



exists no other feasible environmentally superior alternative or where such alterations re-establish natural landforms and drainage patterns that have been eliminated by previous development activities.

Program SF-1.8.1: Establish standards in the Coastal LUDC or Grading Ordinance for the alteration and grading of natural landforms taking into account site characteristics, the resulting habitat disturbance, drainage modification, and erosion and sedimentation resulting from vegetation removal.

Policy SF-1.9: Bluff Face and Bluff Retreat Setback. Prohibit development on the bluff face and within the bluff retreat setback because of the fragility of this environment and the potential for resultant increase in bluff and beach erosion due to poorly-sited development except that the following uses may be allowed with a conditional use permit:

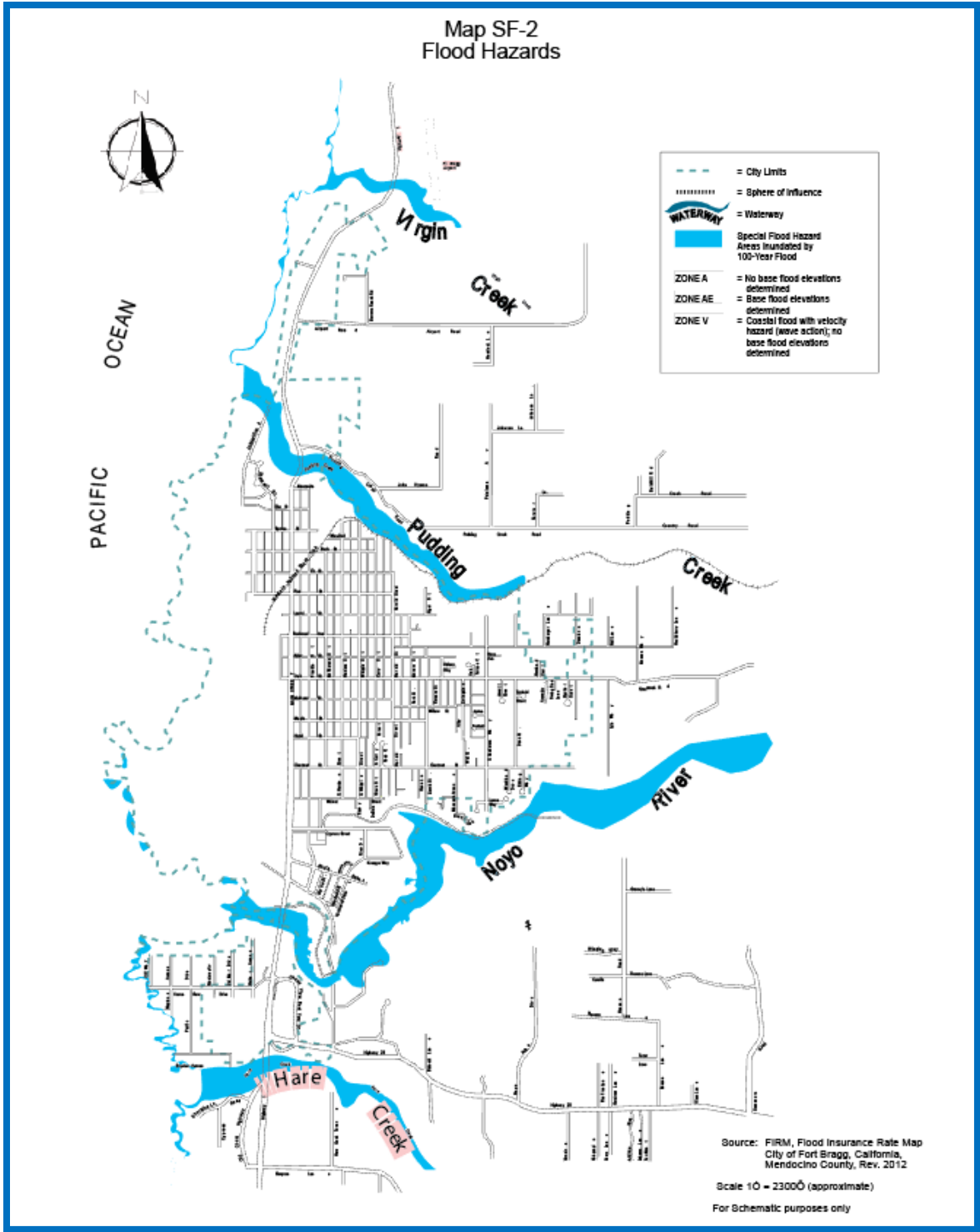
- (1) engineered access ways or staircases to beaches, boardwalks, viewing platforms, and trail alignments for public access purposes;
- (2) pipelines or other underground infrastructure to serve coastal dependent industry;
- (3) habitat restoration;
- (4) hazardous materials remediation;
- (5) storm water outfalls; and
- (6) Landform alterations where such alterations re-establish natural landforms and drainage patterns that have been eliminated by previous development activities.

Findings shall be made that no feasible, less environmentally damaging, alternative is available and that feasible mitigation measures have been provided to minimize all adverse environmental impacts. Require as a part of the conditional use permit, a full geotechnical report as specified in Policy SF-1.4. Such structures shall be constructed and designed so as to neither create nor contribute to erosion of the bluff face and to be visually compatible with the surrounding area to the maximum extent feasible.

Policy SF-1.10: Seawalls, Breakwaters and Other Shoreline Structures. Prohibit construction of seawalls, breakwaters, revetments, groins, harbor channels, retaining walls, and other structures altering the natural shoreline processes unless a finding is made that such structures are required as: (1) the development is either as a coastal dependent uses, a public beach, or an existing structures; (2) the development is at risk; (3) there is no less environmentally damaging alternative available; and (4) the structure has been designed to eliminate or mitigate adverse impacts; otherwise, shoreline protective devices can only be permitted and relied upon if they can be found consistent with all of the policies of the certified LCP or were legally permitted prior to the effective date of this Coastal General Plan provided that the CDP did not contain a waiver of the right to a future shoreline or bluff protection structure. The design and construction of allowed protective structures shall respect natural landforms and provide for lateral beach access.

“Existing structures” for purposes of Policy SF-1.10 shall consist only of a principal structure, e.g. residential dwelling, required garage, or second residential unit, and shall not include accessory or ancillary structures such as decks, patios, stairs, landscaping, etc.

Policy SF-1.11: Shoreline Protective Device Removal. Shoreline protective devices shall only be authorized until the time when the existing principal structure that is protected by such a device: 1) is no longer present; 2) no longer requires armoring; or 3) is redeveloped. Permittees shall be required to submit a coastal permit application to remove the authorized shoreline protective device within six months of a determination that the shoreline protective device is no longer authorized to protect the structure it was designed to protect because the structure is no longer present or no longer requires armoring and the device is not needed to protect adjacent development that is still entitled to shoreline armoring.



**Goal SF-2: Reduce seismic and geologic-related hazards.**

**Policy SF-2.1: Seismic Hazards.** New development shall minimize risks to life and property in areas of high geologic hazards and shall employ earthquake resistant construction and engineering practices.

Program SF-2.1.1: Continue to comply with the provisions of the State Alquist-Priolo Act.

Program SF-2.1.2: Require measures to mitigate potential seismic hazards for structures as conditions of project approval.

Program SF-2.1.3: Monitor and review existing critical, high priority buildings to ensure structural compliance with seismic safety standards.

Program SF-2.1.4: Provide information to the public on ways to reinforce buildings to reduce damage from earthquakes and what to do in the event of an earthquake.

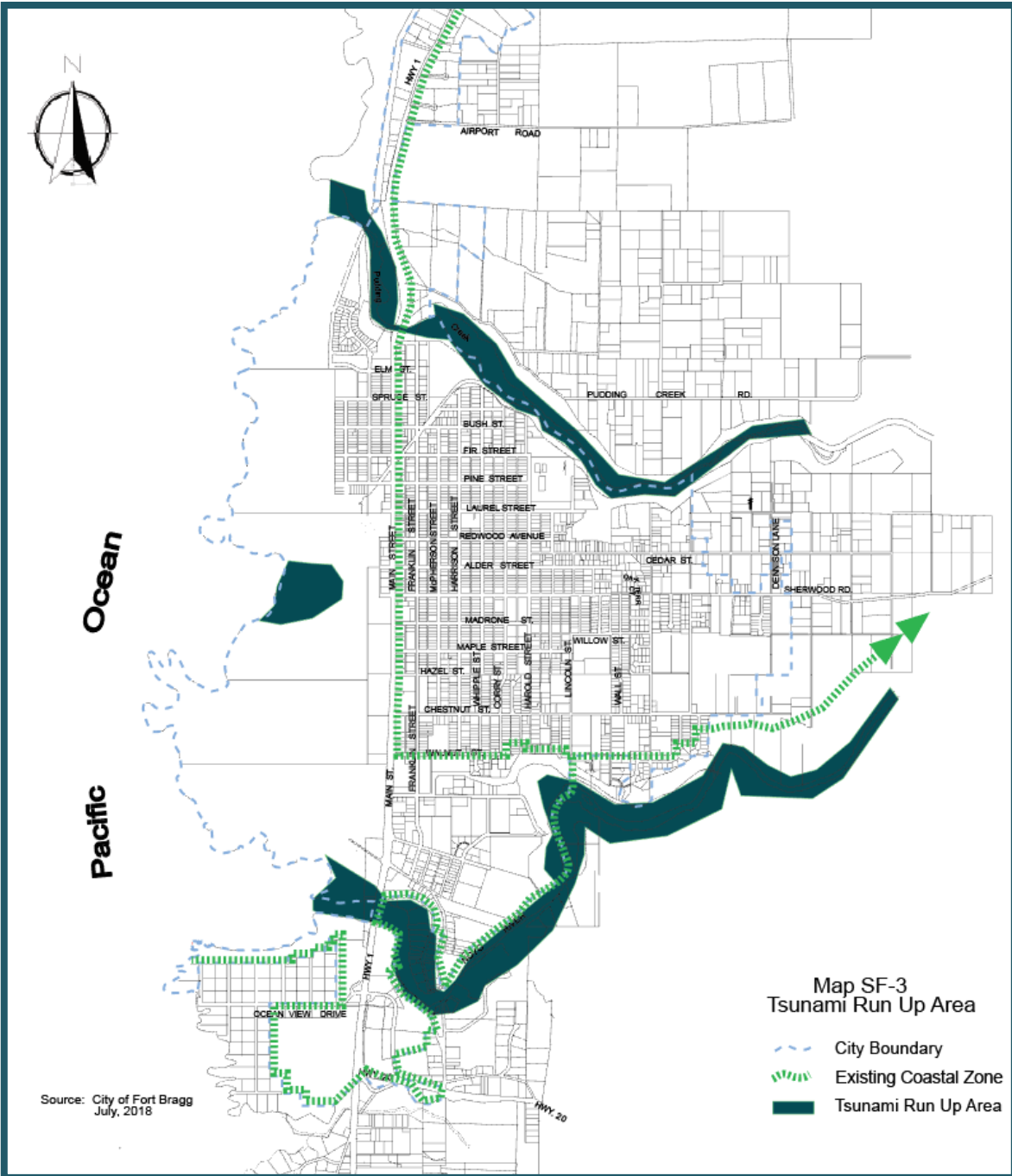
Program SF-2.1.5: Provide information to educate the public about the availability and the benefits of obtaining earthquake insurance.

Program SF-2.1.6: Encourage residents to consider earthquake insurance for their homes and businesses.

Program SF-2.1.7: Continue to comply with State law regarding reinforcement of unreinforced masonry structures.

Policy SF-2.2: Require professional inspection of foundations and excavations, earthwork, and other geotechnical aspects of site development during construction on those sites specified in soils, geologic, and geotechnical studies as being prone to moderate or high levels of seismic hazard.

Policy SF-2.3: Development on Slopes. Require that development in areas with identified slope stability constraints as shown on Map SF-1 or other areas where City staff determines there is potential slope stability issues be inspected and certified by a geologist, geotechnical engineer, or engineering geologist. The certification of slope development shall require: (1) Repair, stabilization, or avoidance of active or potentially active landslides, areas of soil creep, or areas with possible debris flow as a condition of project approval; and (2) site specific geologic and soil studies for all development proposed on an existing slope steeper than 2:1 or on artificial fill.



Policy SF-2.4: Minimize Development in Tsunami Prone Locations. Minimize uses and development in the Tsunami Inundation Area and in lowland areas to those that support and protect passive recreation, ESHAs and open space.

Policy SF-2.5: Development in Tsunami Hazard Areas. Review development proposals to ensure that new development in an area subject to tsunami is designed to withstand

tsunami damage, provide adequate structural resistance based on the use category, and demonstrate safe evacuation potential.

Policy SF-2.6: Overnight visitor-serving facilities and high-occupancy buildings in susceptible areas shall provide tsunami information and post evacuation plans.

Policy SF-2.7: The installation of Tsunami Warning signs are required in all areas subject to Tsunami inundation.

Policy SF-2.8: Prohibit siting new critical facilities, including fire and police stations and hospitals in tsunami inundation zones to the maximum extent feasible. If it is necessary to site such facilities in tsunami inundation zones to provide adequate population protection, new critical facilities including bridges shall be located and configured to be functional immediately after a tsunami event using the State return rate established for critical facilities.

Policy SF-2.9: Tsunami Preparedness. Periodically review and update tsunami preparation and response policies/practices to reflect current inundation maps and design standards.

Program SF-2.9.1: Utilize Map SF-3, or alternative maps prepared with best available science, to identify areas within the City that are subject to tsunamis. The City will update Map SF-3 once the state (California Geological Survey) publishes probabilistic-based tsunami hazard maps for the area.

Program SF-2.9.2: Review probabilistic-based tsunami hazard maps for the area to identify susceptible areas, plan evacuation routes or locations suitable for vertical evacuation and make evacuation plans available to all emergency responders and other appropriate parties.

Program SF-2.9.3: Develop a local response plan and/or participate in any regional effort to develop and implement workable response plans for distribution of information on tsunami alerts, watches, and warnings, to appropriate emergency responders and City personnel.

Program SF-2.9.4: Include tsunami evacuation route information as part of any overall evacuation route sign program implemented in the City. Evacuation routes shall be clearly posted. An evacuation route traffic monitoring system that provides real-time information on the traffic flow at critical roadways should be considered.

Program SF-2.9.5: Develop and implement a tsunami educational program for residents, visitors, and people who work in the susceptible areas.

### **Goal SF-3: Reduce the risks from flooding.**

Policy SF-3.1: Flood Hazards. Ensure adequate standards for development in the 100-year floodplain. Utilize Map SF-2, or alternative maps prepared with best available science.

Program SF-3.1.1: Maintain and update as necessary the zoning and building code standards and restrictions for development in identified floodplains and areas subject to inundation by a 100-year flood. Use the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) in the review of development proposals.

Program SF-3.1.2: Ensure all development in flood prone areas meet Federal, State, and local requirements.

Policy SF-3.2: Floodplain Development. Limit new development in floodplains in the Coastal Zone, including but not limited to those floodplain areas shown on Map SF-2, to those uses allowed in the Open Space or Coastal Dependent land use designations consistent with all other applicable requirements of the LCP.

Policy SF-3.3: Storm Drainage. Continue to maintain effective flood drainage systems and regulate construction to minimize flood hazards.

Program SF-3.3.1: Continue to update the City's Storm Drain Master Plan.



Policy SF- 3.4: Require development to pay for the costs of drainage facilities needed to drain project-generated runoff and to offer to dedicate any drainage facilities within the City's right of way to the City of Fort Bragg.

Program 3.4.1: Update and utilize the City's Drainage Development Impact Fees to ensure that development pays for its proportional share of drainage facilities.

Policy SF-3.5: Require an analysis of the cumulative effects of development on stormwater runoff, discharge into natural watercourses, and increased volumes and velocities in watercourses and their impacts on downstream properties when surface runoff is not adequately minimized through LID strategies. In cases where the drainage areas are undeveloped, fully improved conditions shall be determined by the designation of the area on the General Plan or the zoning classification of the area. The storm drain system shall provide for the protection of the abutting properties that would be adversely affected by any increase in runoff attributed to the development, for which off-site storm drain improvements may be required.

Policy SF-3.6: Surface water flowing from a development shall be collected and conveyed without damage to any improvement, building, or dwelling to an existing adequate storm drainage facility, or to a natural watercourse having definable bed and banks. Storm drainage facilities constructed in the public right-of-way shall be designed to adequately

convey the storm water runoff from the development and be offered for dedication to the City. Any surface waters detained or ponded on adjacent property(s) as the result of improvements, shall not cause any damage to the property.

#### **Goal SF-4: Prepare for Sea Level Rise.**

Policy SF-4.1: Consider best available science regarding Sea Level Rise (including storm surge and perigean/king tide) projections for all projects in sea level rise hazard areas. Proposed development in SLR hazard areas shall: (1) consider the combined effects of sea level rise, high tides, storm surge, and extreme waves; and (2) evaluate a range of sea level rise and storm scenarios including low, medium- high, and in certain cases, extreme scenarios (accounting for rapid ice sheet loss) for the appropriate time horizon(s) associated with the life of the planned development. Utilize Map SF-4, or alternative maps prepared with best available science.

Program SF-4.1.1: Undertake a Sea Level Rise update study periodically as topographic conditions or reliable/settled scientific evidence may change. Utilize updated Sea Level Rise studies and maps to inform SLR policies of this Coastal General Plan and the review of development projects.

Program SF-4.1.2: Water Supply Resilience. When considering upgrades to the Noyo River fresh water intake and/or pumping station, consider the cost benefit analysis of the project location given predictions of future sea level rise. Consider and explore fresh water pumping locations further up the river, if the combination of sea level rise and low flows on the Noyo will result in a compromised water supply within the life expectancy of the proposed improvement.

Program SF-4.1.3: Desalination for Water Resilience. Consider desalination technologies to address potential salination of the City's Noyo River water source by sea level rise.

Program SF-4.1.4: Monitor long-term bluff retreat due to sea level rise. Monitor and study long-term bluff retreat, particularly at the Mill Site where sea level rise may cause erosion hotspots.

Program SF-4.1.5: Ocean Lake Senior Housing Resilience. Consider the effects of sea level rise and the risks associated with periodic flooding of Ocean Lake when considering proposals for new development at this location.

Policy SF-4.2: Select Appropriate Sea Level Rise Projection. The risk level projection scenario selected for siting and design of subject development shall be based on the development's degree of risk to life and property and potential for impacts to coastal resources. Anticipated life of development in the coastal zone is not an entitlement to maintain development in hazardous areas, rather for sea level rise planning purposes. Risk scenarios and Planning Horizons shall be based on site-specific project life expectancy:



- (1) Risk scenarios for analyzing SLR are categorized according to the following:
  - Low risk-aversion scenarios are projects that would have limited consequences or a higher ability to adapt;
  - Medium-high risk-aversion scenarios are projects with greater consequences and/or a lower ability to adapt such as decisions regarding commercial and residential structures; or
  - Extreme risk-aversion scenarios are projects with little to no adaptive capacity that would be irreversibly destroyed or significantly costly to repair, and/or would have considerable public health, public safety, or environmental impacts should that level of sea level rise occur.
- (2) Planning Horizon for analyzing SLR impacts shall be based on the anticipated duration of the proposed development. Examples of planning horizon may include:
  - Temporary structures, ancillary development, amenity structures, or moveable or expendable construction may have a relatively short expected life (e.g., 25 years or less).
  - Residential or commercial structures will likely be around for some time (e.g., 75- 100 years).
  - Critical infrastructure like bridges or wastewater treatment plants have an even longer timeframe (e.g., 100+ years).

Policy SF- 4.3: Planning for Adaptations. Development in SLR hazard areas which are constructed for lower risk scenario or shorter planning horizons but where future impacts are likely, an adaptive management plan shall be required. The Plan shall address vulnerabilities from higher projections detail steps for maintenance, retrofitting, relocation, and/or removal in accordance with SF-5.1, SF-5.2, and SF-5.3.

Policy SF-4.4: Mill Site Lowland Area Project Review. Consider the effects of long term SLR and project life expectancy for all projects located within the Lowland Area of the Mill Site, including projects related to creek daylighting, mill pond remediation and management, mill pond dam removal or stabilization, beach berm stabilization or removal, trail access, infrastructure improvements, etc.

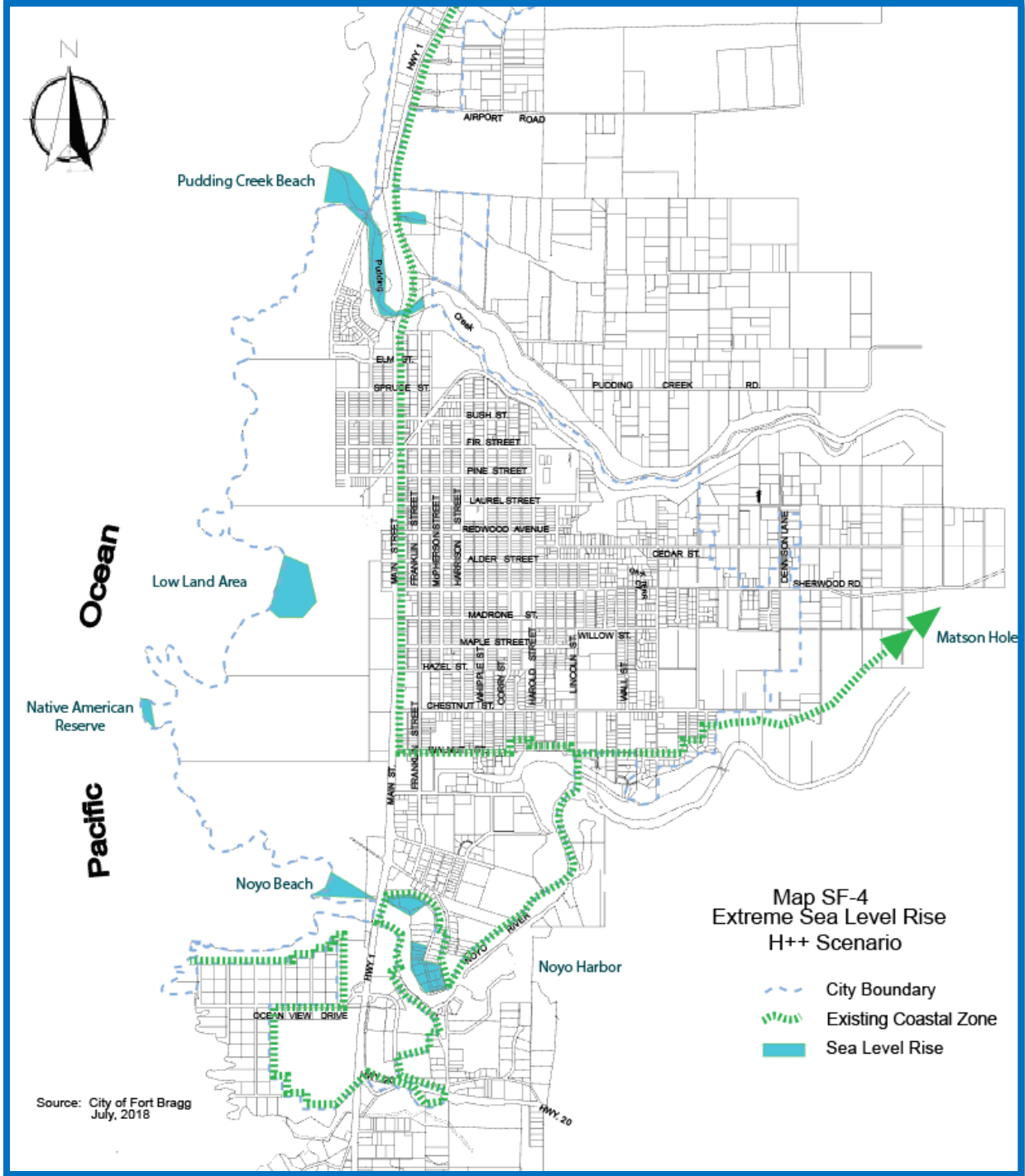
Policy SF-4.5: Planning for Noyo Harbor Sea Level Rise Resilience. Work with the County of Mendocino to improve harbor resilience to Sea Level Rise and discourage long term investment after 2100 in areas vulnerable to impacts.

Program SF-4.5.1: Explore the feasibility of establishing an alternative access road to the North Harbor.

Program SF-4.5.2: After the year 2100, consider establishing a moratorium on new water and sewer connections in the North Harbor to discourage future development.

Program SF-4.5.3: Consider rezoning portions of the Urban Reserve on the Mill Site with “Ocean Dependent” zoning, to provide an upland area suitable for harbor activities such as fish processing, boat building, etc.

Program SF-4.5.4: On a regular basis, work with Mendocino County and resource agencies to establish collaborative approaches to develop adaptive strategies to address the effects of Sea Level Rise in the Noyo Harbor. Collaborative efforts will include planning for shorter term adaptation strategies like elevation, flood proofing, etc.



**Goal SF-5: Convey Elements of Risk Associated with Projects located in Coastal Hazard Areas.**

Policy SF-5.1: Assumption of Risk and Risk Disclosures. As conditions of CDP approval for development in hazardous areas, developers shall acknowledge assumption of risk by: (1) Add to affected deed(s), a disclosure of risk associated with the development's

location in a coastal hazard zone and acknowledge that development is located in an area that may become hazardous in the future.

Policy SF-5.2: Limits on Future Shoreline Armoring. In situations where new development or redevelopment does not qualify as a structure entitled to shoreline protection under LUP Policy SF-1.10, private property owners shall record acknowledgment and waiver in a deed disclosure acknowledging that the development does not qualify as a structure entitled to obtain shoreline armoring for that development.

Policy SF-5.3: Development Removal Conditions. All new development on private property located in hazardous areas shall be conditioned to require that the development be removed and the affected area restored at the applicant's expense if:

- (1) Any government agency with relevant authority and jurisdiction has ordered that the structures are not to be occupied due to hazards, or be removed;
- (2) Essential services to the site can no longer feasibly be maintained (e.g., utilities, roads);
- (3) Removal is required pursuant to LCP policies for sea level rise adaptation planning; or
- (4) The development requires new and/or augmented shoreline protective devices that conflict with LCP or relevant Coastal Act policies.

Acknowledgement of this condition shall be recorded on the deed as a disclosure against the property development subject to this provision.

Policy SF- 5.4: Non-conforming Due to Coastal Resource Protection Standards. When proposed development involves redevelopment of an existing structure that is legally non-conforming due to a coastal resource protection standard regardless of whether the proposed improvements meet the threshold of redevelopment, nonexempt improvements cannot be permitted when the improvements increase the degree of non-conformity of the existing structure. For example, increasing the hazardous condition, developing seaward, or increasing the size of the structure in a non-conforming location is not permitted.

### **Goal SF-6: Reduce fire hazards.**

Policy SF-6.1: Minimize Fire Risk in New Development. Review all development proposals for fire risk and require mitigation measures to reduce the probability of fire.

Program SF-6.1.1: Continue to consult the Fort Bragg Fire Protection Authority in the review of development proposals to identify the projected demand for fire protection services and implement measures to maintain adequate fire protection services. Mitigation measures may include levying fire protection impact fees for capital facilities, if warranted.

Policy SF-6.2: Maintain a High Level of Fire Protection. Work with the Fire Protection Authority to ensure a continued high level of fire protection.

Program SF-6.2.1: Increase water main sizes or loop existing water mains where necessary to provide adequate flows and pressures for fire protection.

Program SF-6.2.2: Develop a plan to provide sprinklers for commercial structures in the Central Business District. The plan shall include consideration of City funding to construct risers for this area.

Program SF-6.2.3: Work with the Fort Bragg Fire Protection Authority to establish a regular schedule for periodic inspections of commercial and industrial premises by the Fire Prevention Officer.



Policy SF-6.3: Mutual Aid Agreements. Continue to maintain mutual aid agreements.

Program SF-6.3.1: Coordinate equipment use and purchase and inter-agency communications.

Program SF-6.3.2: Continue to coordinate with the Office of Emergency Services (OES) of Mendocino County.



Policy SF-6.4: Fire Protection Authority Needs. Anticipate the needs of the Fort Bragg Fire Protection Authority.

Program SF-6.4.1: Work with the Fort Bragg Fire Protection Authority to review its long-term fire plan on an annual basis to identify needed capital equipment and staff.

Program SF-6.4.2: If warranted, mitigation measures may be required that may include the levying of fire impact fees for capital facilities, equipment, and dedication of land for new facilities.

Policy SF-6.5: Vegetation Management. Continue to implement an effective and environmentally sound vegetation management and weed abatement program.

Program SF-6.5.1: Require a landscaping zone system for defensible space around buildings in high fire risk areas.

Program SF-6.5.2: Continue to require weed abatement to reduce the risk of fire. Use mechanical rather than chemical methods wherever possible.

## **Goal SF-7: Maintain effective police services.**



Policy SF-7.1: Demand for Police Services. Review development proposals for their demand for police services and implement measures to maintain adequate police services.

Program SF-7.1.1: Consider the impacts on the level of police services of large development proposals in the environmental review and planning process.

Program SF-7.1.2: If warranted, mitigation measures may include the levying of police impact fees for capital facilities, equipment, and dedication of land for new facilities.



Policy SF-7.2: Shared Resources. Utilize shared resources to improve police response.

Program SF-7.2.1: Periodically review shared use of resources such as communication facilities and joint use of personnel where feasible with the County Sheriff's Department.

## **Goal SF-8: Ensure emergency preparedness.**



Policy SF-8.1: Coordinate with County. Continue coordination with the Mendocino County Emergency Services Authority.



Policy SF-8.2: Maintain an Updated Emergency Plan. Update the City's *Emergency Operations Plan* as needed to take into account the requirements of the California Standardized Emergency Management Systems (SEMS).

Program SF-8.2.1: Establish an emergency evacuation route system that includes standards for street identification, street widths, and grade standards for the evacuation route system.

## **Goal SF-9: Maintain an effective medical emergency response system.**



Policy SF-9.1: Emergency Medical Response. Ensure that the Fire Protection Authority and the Mendocino Coast District Hospital continue to maintain a high level of emergency medical response.

Program SF-9.1.1: Periodically review the emergency medical response system.



Policy SF-9.2: Support Maintenance of Mendocino Coast District Hospital's Emergency Facilities. Continue to encourage the Mendocino Coast District Hospital to maintain its emergency department and acute care facilities.

Program SF-9.2.1: Maintain ongoing communication with Mendocino Coast District Hospital to identify actions the City can implement to support the Hospital's Emergency Department.

**Goal SF-10: Comply with Soil Management Plan and Land Use Controls required by DTSC for the reuse of the Mill Site.**

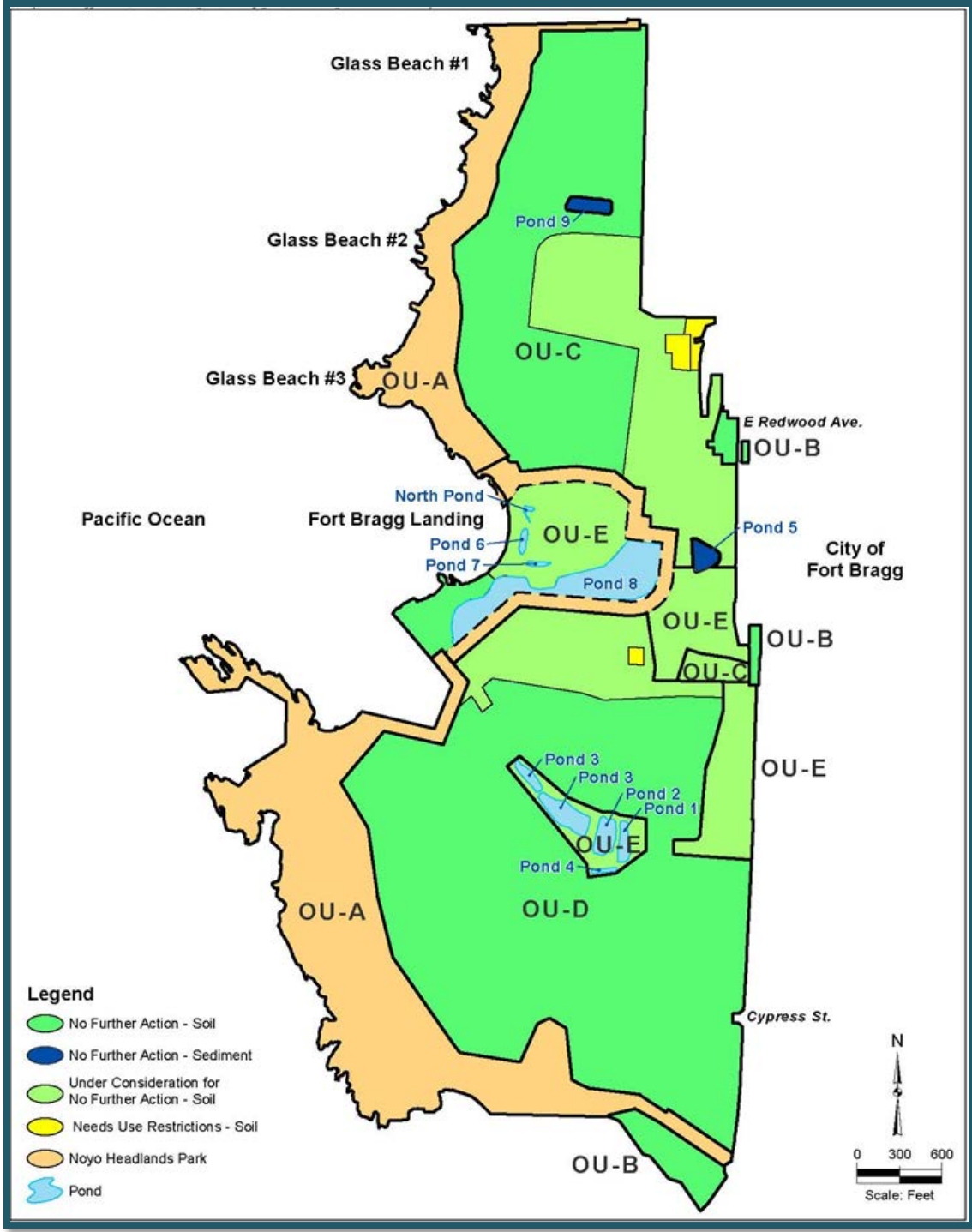
Policy SF-10.1: Mill Site Deed Restrictions. Mill Site Property owners shall establish a deed restriction prohibiting the domestic use of groundwater for the entire Mill Site.

Policy SF-10.2: Mill Site Soil Management Plan. All development projects within the Mill Site shall comply with the Mill Site Soil Management Plan (SMP) as prepared by DTSC. The SMP provides the basis for the following:

1. Identifies potential hazards related to geologic and soils conditions;
2. Identifies areas with potential soil issues and identifies specific land use restrictions, and associated measures and procedures to follow within these areas during ground disturbing activities if unknown contaminants are uncovered during excavation and construction; and
3. Maps all land use covenants (LUCs) within the Mill Site and identifies development restrictions.

Policy SF-10.3: Mill Site Worker Health and Safety. The Soil Management Plan (SMP) approved by the Department of Toxic Substances Control (DTSC) shall be provided to all project developers within the Mill Site. Where applicable, the developer's general contractor shall prepare a construction worker health and safety plan containing worker health and safety requirements based on any known and potential conditions identified in the SMP (e.g., remaining foundations, discovery of ash or petroleum, etc.).

Policy SF-10.4: Land Use Covenants. Development shall be consistent with all land use covenants (LUCs). Development in areas with Land Use Covenants (see Map SF-5 or alternative maps prepared in accordance with the most current version of the SMP) may proceed subject to the requirements of the LUCs and associated Soil Management Plan (SMP) controls.



**Map SF-5 – Illustration of Operable Units, Remediation Achieved, and Properties that are subject to Land Use Controls**



**Goal SF-11: Reduce hazards of transportation, storage, and disposal of hazardous materials and wastes.**

Policy SF-11.1: Protection from Hazardous Waste and Materials. Provide measures to protect the public health from the hazards associated with the transportation, storage, and disposal of hazardous wastes (TSD Facilities).

Program SF-11.1.1: Continue to ensure that use, transportation, and disposal of hazardous materials are in accordance with the local, State, and Federal safety standards.

*Implementation of this program is the responsibility of the Fire Protection Authority.*

Program SF-11.1.2: Continue to support and participate in Mendocino County's Hazardous Materials Business Plans which requires all businesses using hazardous materials to list the types, quantities, and locations of hazardous materials with the County's Department of Environmental Health.

*Chapter 6.95 of the California Health and Safety Code requires businesses with more than 50 gallons, 500 pounds or 200 cubic feet of hazardous materials to maintain a current Hazardous Materials Business Plan (HMBP). The law provides for the collection of fees to fund the program.*

Program SF-11.1.3: Require, as a condition of City approvals of non-residential projects, that the Fire Protection Authority be notified of all hazardous substances that are transported, stored, treated, or could be released accidentally into the environment.

Program SF-11.1.4: Require that applications for discretionary development projects that will generate hazardous waste or utilize hazardous materials include detailed information on hazardous waste reduction, recycling, transportation, and storage, and prepare a plan for emergency response to a release or threatened release of a hazardous material.

Program SF-11.1.5: Revise the Coastal LUDC to require secondary containment facilities and a buffer zone adequate to protect public health and safety on properties with hazardous materials storage and/or processing activities.

Policy SF-11.2: Support Environmental Review of Hazardous Waste Transportation, Storage and Disposal Facilities. Support a thorough environmental review for Hazardous Waste Transportation, Storage and Disposal (TSD) Facilities, proposed in the Fort Bragg area.

Program SF-11.2.1: Require that the environmental review of proposed Hazardous Waste TSD Facilities shall, at a minimum, contain the following analysis and information:

- a) A worst-case generic description, estimating the number, type, scale, scope, location, and operating characteristics of proposed TSD Facility(ies) based on the projected volumes and types of hazardous waste. Data from existing facilities regarding the probability of accidents, spills, and explosions should be documented and included;
- b) An assessment of risk resulting from the accidental release, fire, and explosion of hazardous waste. This assessment should take into account all phases of operation including transport, storage, and treatment. The assessment of risk should include the probability of occurrence and magnitude of impact;
- c) Quantify estimates of air emissions, by applying emissions rates of existing facilities to the future volumes of hazardous waste and identifying emissions for incinerator facilities under worst case circumstances;
- d) An assessment of non-incineration alternatives for hazardous waste treatment such as chemical dechlorination for the detoxification of PCBs, dioxins, solvents, and pesticides; photolysis; and biological treatment; and
- e) Review of the operating characteristics of proposed TSD Facilities, taking into account maintenance and operating procedures, emissions monitoring, and safety devices to assure the ongoing enforceability of the mitigating measures that are required.



**Goal SF-12: Minimize community exposure to electromagnetic fields (EMFs).**



**Policy SF-12.1: Consider EMFs in Land Use Decisions.** Consider information regarding EMF radiation in excess of FCC permitted levels from existing and new electrical transmission lines and other sources in making land use decisions.

Program SF-12.1.1: Request that information on the EMF radiation levels for proposed new facilities be provided.

Program SF-12.1.2: Request a full and public disclosure of anticipated EMF levels for new projects within the Fort Bragg Planning Area.

Program SF-12.1.3: Require all new projects and facilities which produce EMFs in excess of the levels proscribed by the FCC to have an EMF mitigation plan as part of the project's environmental review.



Policy SF-12.2: Siting of Schools and Other Sensitive Uses. Minimize and reduce EMF radiation levels near sensitive uses such as schools, hospitals, and playgrounds.

Program SF-12.2.1: Work with the School District to continue enforcement of California State Board of Education regulations regarding EMF fields.

