

AGENCY: Planning Commission

MEETING DATE: May 29, 2024

PREPARED BY: MJC

PRESENTED BY: Marie Jones

AGENDA ITEM SUMMARY REPORT

APPLICATION NO.: Coastal Development Permit (CDP 5-24)

APPLICANT/AGENT: Fort Bragg Police Department

OWNER: Caltrans Right of Way

REQUEST: Install three license plate-reading cameras on Highway 1 and one license plate-reading camera on Highway 20.

LOCATION: Highway 1 at Pudding Creek Bridge, Highway 1 on Noyo Harbor Bridge, Highway 20 and Boatyard Drive.

ASSESSOR'S PARCEL NO.: NA

ENVIRONMENTAL DETERMINATION: **15301(c). EXISTING FACILITIES:** Consists of the operation, repair, maintenance, permitting, leasing, licensing, or *minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).*

SURROUNDING LAND USES: NORTH: Various
EAST: Various
SOUTH: Various
WEST: Various

APPEALABLE PROJECT: Can be appealed to City Council
 Can be appealed to Coastal Commission

RECOMMENDED ACTION

Receive Report, Hold a Public Hearing, Deliberate and Adopt a Resolution of the Fort Bragg Planning Commission Approving Coastal Development Permit 5-24 (CDP 5-24) to install three license plate-reading cameras on Highway 1 and one license plate-reading camera on Highway 20.

ALTERNATIVE ACTIONS

1. Receive report, hold a public hearing, deliberate and provide direction to prepare a resolution for denial.
2. Receive report, hold a public hearing, continue the public hearing and request additional information.

PROJECT BACKGROUND

The Fort Bragg Police Station would utilize the cameras to identify vehicles that are involved in criminal activities within the City and to assist with the pursuit of criminals from other jurisdictions.

PROJECT HISTORY

The applicant submitted a complete application on April 25, 2024. In May of 2024, MJC prepared and finalized this permit analysis and resolution.

COASTAL DEVELOPMENT PERMIT

This project is in the Coastal Zone and is not exempt from requiring a Coastal Development Permit (CDP) because it “is located between the sea and the first public road paralleling the sea” (see Coastal Land Use and Development Code (CLUDC) Section 17.71.040(B)(4)).

This project has the potential to impact archaeological and visual resources, which are analyzed below:

- The project site is fully developed/paved and so it cannot have an impact on biological or botanical resources as there are none located on the site
- The project will not conflict with Coastal access.

Visual Analysis. Two of the proposed License Plate readers would be in visually sensitive areas. The locations of Camera 5 and Camera 2 will interfere with views to Pudding Creek and the Noyo River respectively.

Per the CLUDC, visual resource impacts must be analyzed for these locations with a visual simulation.

B. Applicability. The requirements of this Section apply to the review and approval of planning permits, including but not limited to, coastal development permits for proposed development located on any parcel of land that is located along, provides views to, or is visible from any scenic area, scenic road, or public viewing area including:

1. Along the west side of Highway 1;
2. Along the bluff of the Noyo River including any area within viewing distance from the bluff, and the bluffs at the mouth of Pudding Creek within the Coastal Zone (CZ)

The applicant included visual simulations of the cameras.

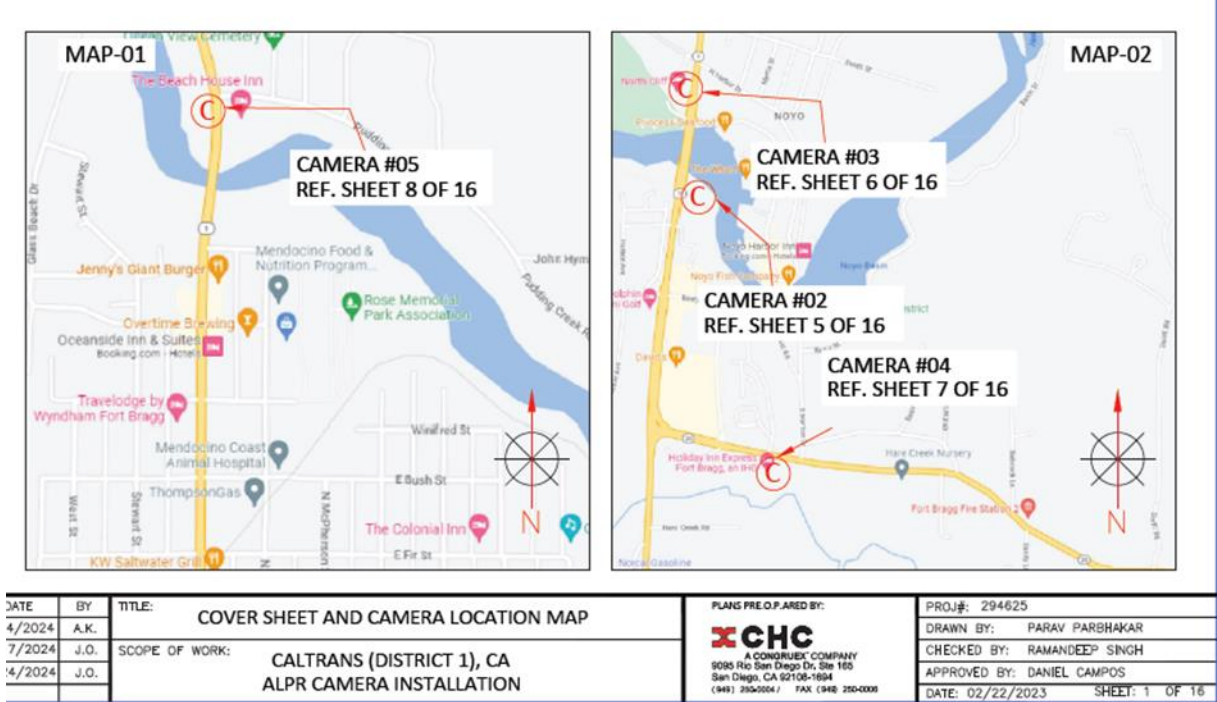


Figure 1: Camera 2 Visual Simulation

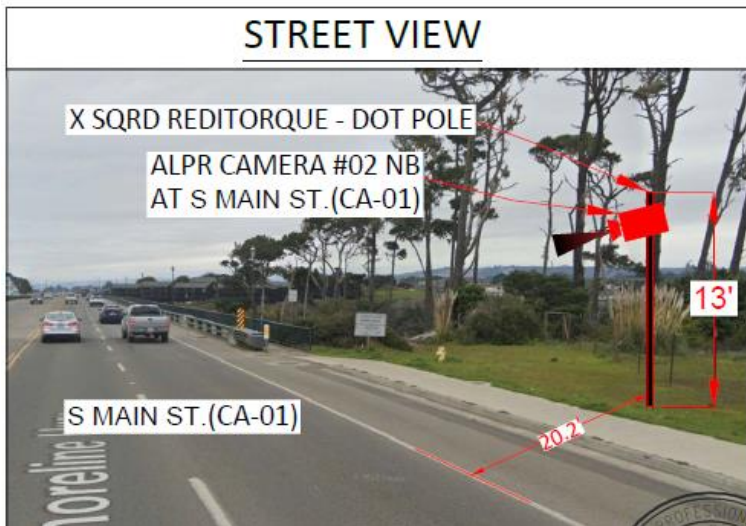
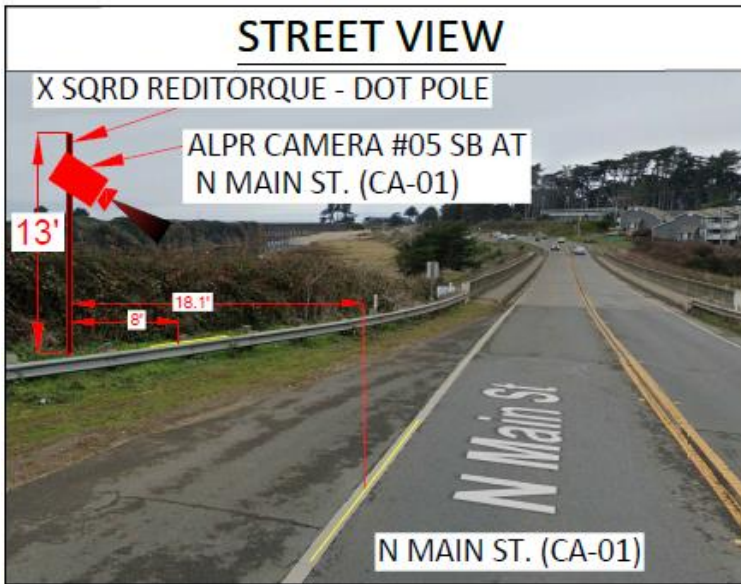


Figure 2: Camera 5 Visual Simulation



Additionally, the CLUDC provides the following standards for the Planning Commission that apply to view blocking development.

Development Standards.

1. Development shall be sited and designed to minimize adverse impacts on scenic areas visible from scenic roads or public viewing areas to the maximum feasible extent.
2. Fences, walls, and landscaping shall minimize blockage of views of scenic areas from roads, parks, beaches, and other public viewing areas.
3. Development shall minimize removal of natural vegetation. Existing native trees and plants shall be preserved on the site to the maximum extent feasible.
4. Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting) shall be minimized, restricted to low intensity fixtures and shielded so that no light shines beyond the boundaries of the property.

The Police Chief (Applicant) was asked if he could relocate the cameras 100 feet south of each location, so that they would not have any impact on visual resources. The Police Chief replied as follows:

“This is the second or third go-round for locations. Because of the type of cameras, they have to be in a “choke point” in the road, protected from higher speed traffic (each camera is \$3,000), good sun for solar power, etc. They also face opposite of what you would expect. For instance, Camera 5 faces south to catch SB (Southbound) cars because the number of vehicles with rear plates is many times higher than front plates. The cameras are also smaller than you would think. I attached some photos for you. Looking at Location 2, it appears the trees behind the location already block the view (photo attached) and moving 100 feet to the south would block the Fort Bragg sign. Looking at Location 5, it appears the hillside and flora blocks most of the view already (photos

attached). Moving it 100 feet to the south would allow drivers to turn early to Manzanita and we would miss them.”

Thus, it appears that relocating the cameras to a less prominent location is not feasible, so the Planning Commission can determine that the project complies with the first Development Standard above because it minimizes impacts to visual resources to the maximum extent feasible.

Archaeological Resources. The project site is fully developed with the existing building footprint and paving on the back portion of the parcel for parking, so a pre-construction archaeological survey is not possible. There is a chance that the ground disturbance associated with constructing the replacement buildings will result in the disturbance of the ground and could impact cultural resources. Standard Condition 6 will minimize potential impacts to cultural resources.

Environmentally Sensitive Habitat Areas (ESHA). The proposed locations of work are not within a mapped ESHA (see Map OS-1), therefore a biological study was not required or completed for this project. Additionally, all areas of work would be very small with less than one SF of disturbance per hole, which would be hand augured. Additionally, all proposed locations are within the Caltrans right of way, which, within City Limits, is composed of heavily disturbed ruderal vegetation and/or bare earth. Finally, the location for Camera 5, which has the highest likelihood of any ESHA because it is not located within a landscaped median was heavily disturbed in 2023 with the expansion of the Pudding Creek Bridge. See Photo 1, below.



Figure 3: Location of Camera 5 illustrating extent of ground disturbance in 2023 for Bridge Widening.

All proposed cameras would also be located more than 150 feet from the Pudding Creek and Noyo River wetland ESHAs. Therefore, the project will not have an impact on ESHAs.

Stormwater Analysis. The Department of Public Works reviewed the project and recommends the following Special Condition be included to ensure conformance with Section 17.64 Stormwater Runoff Pollution Control:

Special Condition 1: All construction, including but not limited to, installation of concrete footings for the camera poles shall be performed in conformance with Municipal Code Section 17.64 Stormwater Runoff Pollution Control. Applicant has completed the “Small Construction Site Storm Water Erosion and Sediment Control Plan Template” forms and shall abide by all “during-construction” site measures as delineated on the forms, and no sediment will be allowed to drain or blow offsite.

Hazards Analysis. Camera 5 is subject to tsunami risk; however, it is a relatively small project and destruction by a tsunami would not result in major property destruction or risk to health or safety.

RECOMMENDED ACTION

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ATTACHMENTS

1. Resolution of the Fort Bragg Planning Commission Approving Coastal Development Permit 5-24 (CDP 5-24) to install three license plate-reading cameras on Highway 1 and one license plate-reading camera on Highway 20.
2. Project Plans
3. Public Hearing Notice