

## Land Use Element

| Policy  | Objective  | Implementation  |
|---|--|---|
| <b>Goal LU-1: Promote development and conservation of land in Fort Bragg according to the pattern shown on the Land Use Designations Map.</b> |  |   |
| 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 Inland General Plan and the Inland Land Use and Development Code.  | Ongoing. The Land Use Designations Map is used as part of the review of every planning application. |
| LU-1.2<br>(Coastal)   | 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   | Ongoing. Future applications for these parcels will adhere to this policy.                          |
| <b>Goal LU-2: Establish and maintain clear boundaries and guidelines for the future expansion of Fort Bragg.</b>                              |  |   |
| LU-2.1  | Boundaries of the Sphere of Influence: Retain the existing Sphere of Influence boundaries, as shown on Map LU-2.   | The City has retained the boundaries of the current sphere of influence                             |
| LU-2.2<br>(Coastal)   | Annexations to the Municipal Improvement District Boundary: Require annexation approval prior to permitting new connections to the sanitary sewer system operated by the City's Municipal Improvement District in the Sphere of Influence. Out-of-area service agreements may be approved for new connections to the sanitary sewer system for development proposals that comply with the policy of the Municipal Improvement District regarding projects that provide affordable housing per Resolution No. ID 230-2003, adopted on December 8, 2003. | Ongoing.  |
| LU-2.2<br>(Inland)  | Sewer and Water Connections outside of the Municipal Service District Boundary: Out-of-area service agreements may be approved for new connections to the sanitary sewer system for development proposals that are located outside of the Municipal Service District Boundary and that comply with the policy of the Municipal Improvement District 2 – Land Use Element 2 - 9 November 2012 Fort Bragg Inland General Plan regarding projects that provide affordable housing per Resolution No. ID 230-2003, adopted on December 8, 2003.            | No sewer or water connections were made outside of the Municipal Improvement District 2.            |
| 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.  | The City requests referrals on an on-going basis.   |

| Policy | Objective  | Implementation  |
|--------|--|---|
| LU-2.4 | <p>Annexation Standards</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Proposed annexations must be contiguous to existing developed areas. Annexation proposals that “leapfrog” over vacant and undeveloped land shall not be approved.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• A cost-revenue analysis is not required for parcels that are annexed by the City of Fort Bragg for public purposes.</li> </ul> | <p>The City discouraged piecemeal annexation applications by two property owners located just outside the City limits.<br/>Future annexation considerations will adhere to this policy.</p> |
| LU-2.5 | <p>Discourage Piecemeal Annexations: Discourage annexations of small, individual parcels of land in a piecemeal fashion.</p>   | <p>The City discouraged piecemeal annexation applications by two property owners located just outside the City limits.</p>  |

| Policy  | Objective   | Implementation  |
|---|---|---|
| <b>Goal LU-3 Ensure that the Central Business District remains the historic, civic, cultural, and commercial core of the community.</b> |   |   |
| LU-3.1  | Central Business District: Retain and enhance the small-scale, pedestrian-friendly, and historic character of the Central Business District (CBD).  | Several outdoor dining areas created under a temporary waiver offered to businesses operating under COVID-19 health orders.   |
| LU-3.2  | 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.   | Vacation rentals are banned in the City, other than those located on the second/third floor, above commercial use in the CDB to support building improvements and mixed uses. |
| LU-3.3  | 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.  | The City continues to encourage preservation of historic structures.  |
| LU-3.4  | Encourage Infill Development: Encourage infill development of vacant and underdeveloped land in the Central Business District and adjacent commercial areas before amending the General Plan and rezoning to obtain additional commercial land elsewhere. | The City continues to encourage in-fill commercial development and is not considering annexation of additional commercial land.   |
| LU-3.5 (Coastal)  | Encourage the adaptive re-use and more complete utilization of buildings in the Central Business District and other commercial districts.   | The City continues to encourage adaptive reuse of commercial structures. “The Evil Scrunchies” holiday pop-up shop operated this year on Redwood Ave.                         |
| LU-3.5 (Inland)   | Encourage Smart Growth: Locate new residential, commercial, or industrial development within, contiguous with, or in close proximity to, existing developed areas.  | The LCP amendment application to rezone northern portion of Mill Site utilizes smart growth principles.   |
| 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.   | The City continues to encourage adaptive reuse of commercial structures. “The Evil Scrunchies” holiday pop-up shop operated this year on Redwood Ave.                         |
| <b>Goal LU-4 Promote economic vitality of the City’s existing commercial areas.</b>   |   |   |
| LU-4.1  | Formula Businesses and Big Box Retail: The location, scale, and appearance of formula businesses and big box retail shall not detract from the economic vitality of established   | City Council is actively exploring options regarding the regulation of Formula Business.  |

| Policy  | Objective   | Implementation  |
|---|---|---|
|   | commercial businesses, and shall be consistent with the small town, rural character of Fort Bragg.  | The Planning Commission has held several meetings on the topic and ordinance will be drafted for Council consideration in 2021.   |
| LU-4.2<br>(Coastal)   | 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.   | The City did not receive applications for big box retail projects in 2020. This requirement will apply to future relevant applications.   |
| LU-4.2<br>(Inland)  | Large-Scale Commercial Development: To maintain scenic views along Main Street 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) east of Highway One and north of Pudding Creek Bridge - maximum 30,000 square feet   | The City continues to regulate the size of commercial development when discussing potential projects with developers. Current large scale commercial projects under review include: Avalon Hotel; Grocery Outlet; and Dollar General. |
| LU-4.3<br>(Coastal)   | 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) east of Highway One and north of Pudding Creek Bridge - maximum 30,000 square feet; c) west of Highway One and north of Pudding Creek Bridge and south of the Noyo River Bridge - maximum 15,000 square feet; and d) east of Highway One and south of Noyo River Bridge – maximum 40,000 square feet. | Ongoing. This policy applies to development in the outlined areas.  |
| LU-4.3<br>(Inland)<br><br>LU-4.4<br>(Coastal)   | 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 area.  | Ongoing. No specific instances in 2020.   |
| <p><b>Goal LU-5 (Coastal): Maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and the constitutionally protected rights of power.</b></p> <p><b>Goal LU-5 (Inland): Support Industrial development which is consistent with the protection, enhancement and restoration of natural resources</b></p> |   |   |
| LU-5.1<br>(Coastal)   | Additional Sites for Visitor-Serving Commercial: Continue to provide for and encourage additional visitor-serving commercial facilities.  | Ongoing. Visitor Serving Commercial zoning includes vacant and available land for these   |

| Policy              | Objective   | Implementation  |
|---------------------|---|---|
|                     |   | types of facilities.  |
| LU-5.1<br>(Inland)  | Siting New Industrial Development: Site new industrial development so that it is 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 on natural and scenic resources, either individually or cumulatively.  | Ongoing. No new industrial development proposed in 2020.  |
| LU-5.2<br>(Coastal) | Ensure that there are adequate sites for visitor-serving land uses by: a) Maintaining existing areas designated for Highway-Visitor Commercial uses; b) Maintaining the Highway Visitor Commercial land use designation as one allowing primarily recreational and visitor-serving uses; and c) Reserving adequate infrastructure capacity.   | The City continues to regulate new development to ensure adequate sites are available for visitor serving uses.   |
| LU-5.2<br>(Inland)  | Industrial Land Use Standards: Require that industrial development avoid or minimize creating substantial pollution, noise, glare, dust, odor, or other significant adverse impacts.  | The City continues to regulate new industrial development and conduct code enforcement activities to ensure compliance City standards are met.                          |
| LU-5.3<br>(Coastal) | 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. | Ongoing. The City will continue to review vacancy rates and continue to protect, encourage and, where feasible, provide lower cost visitor and recreational facilities. |
| LU-5.4<br>(Coastal) | Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.  | The City continues to regulate new development to ensure adequate sites are available for recreational uses.  |
| LU-5.5<br>(Coastal) | Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.  | Ongoing. The City maintains the Noyo Headlands coastal trail, which provides free coastal access and recreation.  |
| LU-5.6<br>(Coastal) | 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.   | The City continues to regulate new development to ensure adequate sites are available for visitor serving and recreational uses.  |
| LU-5.7              | Adequate parking should be provided to serve coastal access and recreation uses to the  | Ongoing. The City continues to provide free   |

| Policy  | Objective   | Implementation   |
|---|---|--|
| (Coastal)   | extent feasible. Existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided.  | parking to access the coastal trail, preserve existing parking serving coastal access, and requires adequate parking for future development where access and recreation is proximate.  |
| LU-5.8<br>(Coastal)   | Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.   | Ongoing. There are limited locations in the City limits where water-oriented recreational activities are possible.   |
| <p><b>Goal LU-6 (Coastal): Support industrial development which is consistent with the protection, enhancement, and restoration of coastal resources.</b></p> <p><b>Goal LU-6 (Inland): Provide adequate land to accommodate the housing needs of all income groups</b></p> |   |  |
| LU-6.1<br>(Coastal)   | 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. | Ongoing. The City's General Plan and CLUDC contain policies defining what land uses are permissible in the Noyo Harbor, and future development in the Harbor is subject to Coastal Development Permitting, where discretionary review can ensure ongoing implementation with this policy. In 2020 an application was received for retail on N Franklin Street, between N Harbor Drive and South Street, which could impact traffic. Additional traffic analysis is underway, pursuant to CEQA. |
| LU-6.1<br>(Inland)  | Preserve Neighborhoods: Preserve and enhance the character of the City's existing residential neighborhoods.  | The City is currently seeking funding for improvements to Wiggly Giggly playground, conducts regular street sweeping and takes code enforcement actions to abate nuisance conditions.  |
| LU-6.2<br>(Coastal)   | 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.  | Ongoing. The City's General Plan and CLUDC contain policies defining what land uses are permissible in the in the Coastal Zone, and future development is subject to Coastal   |

| Policy   | Objective  | Implementation   |
|--|--|--|
|  |  | Development Permitting to ensure compliance.   |
| LU-6.3<br>(Coastal)  | 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.   | Ongoing. As infrastructure projects of this nature are planned and scheduled, conformance with this policy will take place.  |
| LU-6.4<br>(Coastal)  | 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. | Ongoing. As infrastructure projects of this nature are planned and scheduled, conformance with this policy will take place.  |
| <b>Goal LU-7 (Coastal): Support industrial development which is consistent with the protection, enhancement, and restoration of coastal resources.</b> |  |  |
| LU-7.1<br>(Coastal)  | Changes in Industrial Land Use: Require that any Local Coastal Program (LCP) amendments and rezoning of lands which are designated Timber Resources Industrial be subject to a specific plan process. The portions of a Specific Plan that meet the definition of “Land Use Plan” as defined by Coastal Act Section 30108.5 and “Implementing Actions” as defined by Coastal Act Section 30108.4 shall be submitted to, and effectively certified by, the Coastal Commission as an LCP amendment before those portions of the Specific Plan become effective.  | Ongoing. LCP amendments become effective after Coastal Commission review and certification.  |
| LU-7.3<br>(Coastal)  | Siting New Industrial Development: Site new industrial development so that it is 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 on coastal resources, either individually or cumulatively.  | Ongoing. The CLUDC lists the land uses permitted in each zoning district, and industrial uses are allowable in industrial zoning districts so that it is contiguous with existing developed areas able to accommodate it and where public services are present to serve future industrial development. |

| Policy  | Objective  | Implementation   |
|---|--|--|
| LU-7.4<br>Coastal   | Where feasible, locate new hazardous industrial development away from existing developed areas.  | Ongoing. The CLUDC requires discretionary review of most hazardous industrial development to ensure that it is compatible with existing and future land uses in the vicinity.  |
| LU-7.5<br>(Coastal)   | Industrial Land Use Standards: Require that industrial development avoid or minimize creating substantial pollution, noise, glare, dust, odor, or other significant adverse impacts.   | Ongoing. The CLUDC requires discretionary review of most industrial development to ensure that it is compatible with existing and future land uses in the vicinity. Most industrial development is restricted to industrial zoning districts to minimize adverse impacts to sensitive land uses. |
| <b>Goal LU-8 (Coastal): Encourage a mixture of commercial fishing, recreational boating and fishing, mixed commercial and visitor-serving uses consistent with coastal access policies.</b> |  |  |
| LU-8.1<br>(Coastal)   | Annexation of Noyo Harbor: Consider annexation of the Noyo Harbor.   | The City Council periodically discusses annexation to determine feasibility and benefits. No plans for annexation are currently in process.  |
| LU-8.2<br>(Coastal)   | 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. | The City has little jurisdiction within the harbor; however, the City continues to support and protect existing infrastructure and recreational opportunities.   |
| LU-8.3<br>(Coastal)   | 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.  | The City has little jurisdiction within the harbor; however, the City continues to support and protect existing infrastructure and recreational opportunities.   |



| Policy  | Objective   | Implementation  |
|---|---|---|
| LU-8.4<br>(Coastal)   | The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.  | The City has little jurisdiction within the harbor; however, the City continues to support and protect existing infrastructure and recreational opportunities. City promotional efforts highlight fishing activities. |
| <b>Goal LU-9 (Coastal): Minimize impacts of aquaculture development on coastal resources.</b> |   |   |
| LU-9.1<br>(Coastal)   | 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.   | Ongoing. Any future aquaculture development would require Coastal Development Permit approval.  |
| LU-9.2<br>(Coastal)   | No intake or discharge lines shall be placed above ground in the Timber Resources Industrial District in any Environmentally Sensitive Habitat Areas as defined in Policy OS-1.2 and Section 30107.5 of the Coastal Act, including but not limited to, along portions of any coastal bluff that constitute ESHA, or within any rocky intertidal habitat area.   | Ongoing. Any future aquaculture development would require Coastal Development Permit approval.  |
| LU-9.3<br>(Coastal)   | 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 within the Timber Resources Industrial district, 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. | Ongoing. Any future development would require Coastal Development Permit approval.  |
| LU-9.4<br>(Coastal)   | 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  | Ongoing. The City continues to regulate these facilities in the Harbor District consistent with   |

| Policy               | Objective   | Implementation  |
|----------------------|---|---|
|                      | abandonment of the aquaculture development or facility it was installed to serve.   | this policy.  |
| LU-9.5<br>(Coastal)  | All aquaculture development or facilities shall be sited and designed to be visually compatible with the character of surrounding areas, and shoreline facilities shall be screened.  | Ongoing. Aquaculture development requires a Coastal Development Permit including analysis of visual impacts of proposed development.            |
| LU-9.6<br>(Coastal)  | All aquaculture development or facilities shall be sited and designed to prevent impacts which would significantly degrade environmentally sensitive habitat areas, as defined in Policy OS-1.1 and section 30107.5 of the Coastal Act, and shall be compatible with the continuance of biological and ecological values in those habitat areas.  | Ongoing. Aquaculture development requires a Coastal Development Permit and analysis of potential environmental impacts of proposed development. |
| LU-9.7<br>(Coastal)  | All aquaculture development or facilities shall be sited and designed to avoid encroachment of aquaculture operations into adjacent recreational areas.   | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy.                                  |
| LU-9.8<br>(Coastal)  | No aquaculture development or facilities shall interfere with the public's right of access to the sea. All aquaculture development or facilities shall ensure adequate provision of lateral and vertical access.  | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy.                                  |
| LU-9.9<br>(Coastal)  | All aquaculture development or facilities shall be sited and designed to: (1) minimize risks to life and property from geologic and flood hazards, including but not limited to bluff erosion, slope stability, seismic events, liquefaction, tsunamis, floods, and wave attack; and (2) 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. | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy.                                  |
| LU-9.10<br>(Coastal) | Availability of adequate water to serve all aquaculture development or facilities shall be demonstrated prior to approval of such aquaculture development or facilities.  | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy.                                  |
| LU-9.11<br>(Coastal) | 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.   | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy.                                  |

| Policy  | Objective  | Implementation   |
|---|--|--|
| LU-9.12<br>(Coastal)  | 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). | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy. |
| LU-9.13<br>(Coastal)  | 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.  | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy  |
| LU-9.14<br>(Coastal)  | 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.  | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy  |
| LU-9.15<br>(Coastal)  | All aquaculture development or facilities shall be carried out in a manner that will sustain the biological productivity of coastal waters, protect human health and maintain healthy populations of all species of marine organisms for long-term commercial, recreational, scientific and educational purposes.  | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy. |
| LU-9.16<br>(Coastal)  | Aquaculture facilities sited within the Harbor District shall not interfere with existing recreational boating facilities and existing coastal-dependent industry, including fishing.  | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy. |
| LU-9.17<br>(Coastal)  | Ocean front land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.  | Ongoing. Aquaculture development requires a Coastal Development Permit to ensure conformance with this policy. |
| <b>Goal LU-10: Provide adequate land to accommodate the housing needs of all income groups.</b> |  |  |
| LU-10.1<br>(Coastal)  | Preserve Neighborhoods: Preserve and enhance the character of the City’s existing residential neighborhoods.   | Ongoing. The City engages in code enforcement to abate nuisance conditions.                                    |

| Policy               | Objective  | Implementation   |
|----------------------|--|--|
| LU-10.2<br>(Coastal) | 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.  | Ongoing. The City’s land use map and zoning districts prescribe the locations for new development, and Coastal Development Permit review ensures conformance with this policy. |
| LU-10.3<br>(Coastal) | 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. | New development in the Coastal Zone requires a Coastal Development Permit, where conformance with this policy will be ensured.   |
| LU-10.4<br>(Coastal) | 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.  | New development in the Coastal Zone requires a Coastal Development Permit, where conformance with this policy will be ensured.   |
| LU-10.5<br>(Coastal) | 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.  | New development in the Coastal Zone requires a Coastal Development Permit, where conformance with this policy will be ensured.   |
| LU-10.6<br>(Coastal) | 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.   | New development in the Coastal Zone requires a Coastal Development Permit, where conformance with this policy will be ensured.   |
| LU-10.7<br>(Coastal) | 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  | New development in the Coastal Zone requires a Coastal Development Permit, where conformance with this policy will be ensured.   |

| Policy | Objective  | Implementation |
|--------|--|----------------|
|        | appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support. |                |

### **Public Facilities Element**

| Policy   | Objective   | Implementation  |
|--|---|---|
| <b>Goal PF-1 Ensure that new development is served by adequate public services and Infrastructure.</b> |   |   |
| PF-1.1<br>(Coastal)  | 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.  | Ongoing. This is standard practice on all development applications.   |
| PF-1.1<br>(Inland)   | Ensure Adequate Services and Infrastructure for New Development: Review new development proposals to ensure that the development 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. .   | Ongoing. This is standard practice on all development applications.   |
| PF-1.2<br>(Coastal)  | 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 | Any new development will be required to construct/contribute to any infrastructure necessary for proposed and future development. |

| Policy              | Objective  | Implementation  |
|---------------------|--|---|
|                     | the proposed development, and all other known and foreseeable development, will not cause Levels of Service (LOS) of roads, streets, and intersections within the City to reduce below LOS standards contained in Policy C-1.1 of the Circulation Element of the Coastal General Plan.   |   |
| PF-1.2<br>(Inland)  | 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.   | All proposed development is reviewed and conditioned to ensure adequate public infrastructure/capacity. Water and sewer capacity fees are calculated based on proposed use.                                       |
| PF-1.3<br>(Coastal) | 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, <input type="checkbox"/> Adequate services do or will exist to serve the proposed development upon completion of the proposed development, and <input type="checkbox"/> 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. | The City is in the process of evaluating potential future build out to assure appropriate services will be available for those priority uses.   |
| PF-1.3<br>(Inland)  | Ensure Adequate Services and Infrastructure for Annexations: 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. See also Policy LU-2.4 regarding annexations.   | The City is not currently considering annexation. However, with the addition of Summer’s Lane Reservoir, a new 1.5 MG water tank, and waste water facility upgrade, annexation might be considered in the future. |
| PF-1.4<br>(Coastal) | 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 inconsistent with the certified LCP. Where existing or planned   | All development will be reviewed for consistency with this policy.  |

| Policy   | Objective   | Implementation  |
|--|---|---|
|  | 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. |   |
| PF-1.5<br>(Coastal)  | Ensure Adequate Services and Infrastructure for Annexations: 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.        | The City is not currently considering annexation. However, with the addition of Summer’s Lane Reservoir and a new 1.5 MG water tank, annexation might be considered in the future. Any proposed annexations will be evaluated for adequate services.  |
| <b>Goal PF-2 Assure that the City's infrastructure is maintained and expanded to meet the needs of the City's residents.</b> |   |   |
| 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.  | New development does not currently pay its share of some costs because the City does not have Development Impact Fees for capital projects such as parks and transportation. The City does require new development to pay it’s fair share of costs associated with new Public infrastructure.                         |
| PF-2.2   | Potable Water Capacity: Develop long-term solutions regarding the supply, storage, and distribution of potable water and develop additional supplies.   | In 2020, the following projects have made progress: a raw water line replacement project; relocation of water main to Pudding Creek bridge; design for improvements to water infrastructure north of Pudding Creek; and preliminary investigations into additional water storage and possible reclamation activities. |
| PF-2.3   | Emergency Water Supply: Develop an emergency water supply for disaster preparedness.  | In 2016, the City completed the Summers Lane Reservoir Project. In 2019, a new water storage tank was installed. These additional sources provide additional emergency water supply.  |
| PF-2.4   | Potable Water Quality: Maintain the safety of the water supply.   | The City continues to operate the Water Treatment Plant in compliance with all State  |

| Policy | Objective  | Implementation  |
|--------|--|---|
|        |  | and Federal regulations.  |
| PF-2.5 | Wastewater: Review wastewater capacity and expansion plans as needed when regulations change and as the treatment and disposal facility nears capacity.  | An upgrade to the Waste Water Treatment Facility was completed in 2020, and has capacity for increased treatment volumes.   |
| PF-2.6 | Storm Drainage: Annually review storm drain system capacity and expansion plans.   | The City increased its attention to Storm Drainage facilities and compliance with increased MS4 permitting requirements associated with business license approval/renewal.                        |
| PF-2.7 | Public Buildings: Ensure that public buildings in the City are adequate to provide services for the community  | City Hall and Town Hall was closed to the public due to COVID-19 pandemic. In lieu, the City offered virtual meetings, e-comment features, individual appointments, and outdoor portable toilets. |
| PF-2.8 | 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. | The Capital Improvement Plan (CIP) is updated every year as part of the Budget process.   |
| PF-2.9 | 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.  | This is an ongoing activity.  |

### ***Conservation & Open Space Element***

| Policy   | Objective   | Implementation   |
|--|---|--|
| <b>Goal OS-1 (Coastal) Preserve and Enhance the City's Environmentally Sensitive Habitat Areas</b> |   |  |
| <b>Goal OS-1 (Inland) Preserve areas with important biotic resources</b>                           |   |  |
| OS-1.1 (Coastal)   | 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 | Ongoing. This definition match's the Coastal Act's definition. |



| Policy              | Objective  | Implementation   |
|---------------------|--|--|
|                     | activities and developments.   |  |
| OS-1.1<br>(Inland)  | Special Review Areas: Areas in the City containing watercourses, wetlands, sensitive plant and wildlife habitat, and forested land shall be designated as Special Review Areas.  | The City continues to require biological reports and other specialized studies when reviewing projects designated as Special Review areas. |
| OS-1.2<br>(Coastal) | <p>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-1.7 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:</p> <ul style="list-style-type: none"> <li>• Any habitat area that is rare or especially valuable because of their special nature or role in an ecosystem and is easily degraded or disturbed by human activities or developments.</li> <li>• Any habitat area of plant or animal species designated as rare, threatened, or endangered under State or Federal law.</li> <li>• Any habitat area of species designated as Fully Protected or Species of Special Concern under State law or regulations.</li> <li>• 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.</li> </ul> | Ongoing. The City will continue to use this policy when reviewing development.   |
| OS-1.2<br>(Inland)  | Preserve Natural Resources: Require that sensitive natural resources in Special Review Areas be preserved and protected to the maximum degree feasible.  | The City continues to require biological reports and other specialized studies when reviewing projects designated as Special Review areas. |
| OS-1.3<br>(Coastal) | Development in ESHA Wetlands: Diking, Filling, and Dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been   | Ongoing. The City will continue to use this policy when reviewing CDP applications.  |

| Policy              | Objective   | Implementation  |
|---------------------|---|---|
|                     | <p>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</p> |   |
| OS-1.3<br>(Inland)  | <p>Biological Report Required for Special Review Areas: Permit applications for development within or adjacent to Special Review Areas which have the possibility of containing 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 CEQA, the Department of Fish and Wildlife, and the City of Fort Bragg's <i>General Plan(s)</i> are fully met. The required content of the biological report is specified in the <i>Land Use and Development Code</i>.</p>   | <p>The City continues to require biological reports and other specialized studies when reviewing projects designated as Special Review areas.</p>   |
| OS-1.4<br>(Coastal) | <p>The more specific permissible use provisions for wetlands identified in Policy OS-1.3 shall control over the more general permissible use provisions for other types of ESHA identified in Policy OS-1.5 and Policy OS-1.6.</p>  | <p>Ongoing. The City will continue to use this policy when reviewing CDP applications.</p>  |
| OS-1.4<br>(Inland)  | <p>Maintain Open Space: Require site planning and construction to maintain adequate open space to permit effective wildlife corridors for animal movement between open spaces.</p>  | <p>The comprehensive planning process for reuse of the former Mill Site includes Open Space/Parks zoning along the coastal trail. This "green-belt" serves multiple functions, including a wildlife corridor for animal movement.</p> |
| OS-1.5<br>(Coastal) | <p>Development in Rivers and Streams with ESHA. 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.</p>  | <p>Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p>   |

| Policy              | Objective  | Implementation  |
|---------------------|--|---|
| OS-1.6<br>(Coastal) | Development within Other Types of 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. | Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.<br><br>The City requires biological studies in conjunction with almost all CDP applications. These studies are referred to the Coastal Commission, Fish and Wildlife, and is relevant, the State Water Board and/or Army Corps of Engineers to ensure consistency with these policies. |
| OS-1.7<br>(Coastal) | Development in areas adjacent to Environmentally Sensitive Habitat Areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.  | Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.<br><br>The City requires biological studies in conjunction with almost all CDP applications. These studies are referred to the Coastal Commission, Fish and Wildlife, and is relevant, the State Water Board and/or Army Corps of Engineers to ensure consistency with these policies. |
| OS-1.8<br>(Coastal) | 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 4 – Conservation, Open Space, Energy, & Parks Element 4 - 4 July 2008 Fort Bragg Coastal General Plan 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 Game, other relevant resource agencies, and the City, that 100 feet is not necessary to  | Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.<br><br>The City requires biological studies in conjunction with almost all CDP applications. These studies are referred to the Coastal   |

| Policy                      | Objective  | Implementation   |
|-----------------------------|--|--|
|                             | <p>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. 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.</p>  | <p>Commission, Fish and Wildlife, and is relevant, the State Water Board and/or Army Corps of Engineers to ensure consistency with these policies.</p>   |
| <p>OS-1.9<br/>(Coastal)</p> | <p>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. Erosion 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, 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 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</p> | <p>Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p> <p>The City requires biological studies in conjunction with almost all CDP applications. These studies are referred to the Coastal Commission, Fish and Wildlife, and is relevant, the State Water Board and/or Army Corps of Engineers to ensure consistency with these policies.</p> |

| Policy                       | Objective   | Implementation   |
|------------------------------|---|--|
|                              | <p>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.</p> |  |
| <p>OS-1.10<br/>(Coastal)</p> | <p>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. Invasive plant eradication projects 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.</p>  | <p>Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p> <p>The City requires biological studies in conjunction with almost all CDP applications. These studies are referred to the Coastal Commission, Fish and Wildlife, and is relevant, the State Water Board and/or Army Corps of Engineers to ensure consistency with these policies.</p> |
| <p>OS-1.11<br/>(Coastal)</p> | <p>Land Divisions and ESHA. Prohibit new land divisions creating new parcels located entirely within an environmentally sensitive habitat area 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.</p>  | <p>Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p> <p>The City requires biological studies in conjunction with almost all CDP applications.</p>   |

| Policy               | Objective   | Implementation  |
|----------------------|---|---|
|                      |   | <p>These studies are referred to the Coastal Commission, Fish and Wildlife, and is relevant, the State Water Board and/or Army Corps of Engineers to ensure consistency with these policies.</p> <p>Subdivisions in the Coastal Zone are required to identify development envelopes where development may occur consistent with the ESHA policies of the LCP.</p>   |
| OS-1.12<br>(Coastal) | <p>Drainage and Erosion Control Plan. Permissible development on all properties containing environmentally sensitive habitat, including but not limited to those areas identified as ESHA Habitat Areas on Map OS-1, shall prepare a drainage and erosion control plan for approval by the City. The plan shall include measures to minimize erosion during project construction, and to minimize erosive runoff from the site after the project is completed. Any changes in runoff volume, velocity, or duration that may affect sensitive plant and animal populations, habitats, or buffer areas for those populations or habitats, shall be reviewed by a qualified biologist to ensure that there will not be adverse hydrologic or, erosion, or sedimentation impacts on sensitive species or habitats. Mitigation measures shall be identified and adopted to minimize potential adverse runoff impacts. All projects resulting in new runoff to any streams in the City or to the ocean shall be designed to minimize the transport of pollutants from roads, parking lots, and other impermeable surfaces of the project.</p>   | <p>Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p> <p>The Public Works Department, in conjunction with the Coastal Commission, Fish and Wildlife and the State Water Board, review development applications in the Coastal Zone for consistency with this and other related policies.</p>                              |
| OS-1.13<br>(Coastal) | <p>Landscaping 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 and replacement with native stock; 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.</p> | <p>Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p> <p>CDP applicants are required to submit landscape plans and biological reports, which are reviewed by City staff in conjunction with the Coastal Commission, Fish and Wildlife and the State Water Board to ensure consistency with this and related policies.</p> |

| Policy               | Objective  | Implementation   |
|----------------------|--|--|
| OS-1.14<br>(Coastal) | Vegetation Removal in ESHA. Prohibit vegetation removal in Environmentally Sensitive Habitat Areas and 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.  | Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.<br><br>CDP applicants are required to submit landscape plans and biological reports, which are reviewed by City staff in conjunction with the Coastal Commission, Fish and Wildlife and the State Water Board to ensure consistency with this and related policies. |
| OS-1.15<br>(Coastal) | 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, 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) Other mitigation measures may include opening areas to tidal action, removing dikes, improving tidal flushing, or other restoration measures.   | Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.   |
| OS-1.16<br>(Coastal) | Biological Report Required. a) Permit applications for development within or adjacent to Environmentally Sensitive Habitat Areas including areas identified in Map OS-1 or other sites identified by City staff which have the possibility of containing environmentally sensitive habitat shall include a biological report prepared by a qualified biologist which identifies the resources and provides recommended measures to ensure that the requirements of the Coastal Act and the City of Fort Bragg's Local Coastal Program are fully met. The required content of the biological report is specified in the Coastal Land Use and Development Code. 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 | Ongoing. The City will continue to use this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.<br><br>The City requires biological studies in conjunction with almost all CDP applications. These studies are referred to the Coastal Commission, Fish and Wildlife, and sometimes the State Water Board to ensure consistency with these policies.                |

| Policy  | Objective   | Implementation   |
|---|---|--|
|   | <p>approving the permit and paid for by the applicant. 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.</p> |  |
| <p><b>Goal OS-2 (Coastal) Preserve and enhance the City’s other natural resources.</b></p>          |   |  |
| <p><b>Goal-OS-2 (Inland) Encourage Native Plants and Discourage Non-native Plants and trees</b></p> |   |  |
| <p>OS-2.1<br/>(Coastal)</p>   | <p>Riparian Habitat: Prevent development from destroying riparian habitat to the maximum feasible extent. Preserve, enhance, and restore existing riparian habitat in new development unless the preservation will prevent the establishment of all permitted uses on the property.</p>   | <p>Ongoing. The City will continue to implement this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p> <p>The Public Works Department, in conjunction with the Coastal Commission, Fish and Wildlife and the State Water Board, review development applications in the Coastal Zone for consistency with this and other related policies.</p> |
| <p>OS-2.1<br/>(Inland)</p>  | <p>Native Landscaping: All development shall be conditioned to require that 50% of all plantings are native plants 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.</p>   | <p>Ongoing. The City will continue to implement this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p>  |
| <p>OS-2.2<br/>(Coastal)</p>   | <p>Policy OS-2.2: Protect Aquifers: Protect groundwater aquifers.</p>   | <p>Ongoing. The City will continue to implement this policy when reviewing CDP applications. No development in the Coastal Zone may be approved without conformance with this policy.</p>  |



| Policy  | Objective   | Implementation   |
|---|---|--|
|   |   | CDP applicants are required to submit landscape plans and biological reports, which are reviewed by City staff in conjunction with the Coastal Commission, Fish and Wildlife and the State Water Board to ensure consistency with this and related policies. |
| OS-2.2<br>(Inland)  | Prohibit Invasive Species: Condition development projects requiring discretionary approval to prohibit the planting of any species of broom, pampas grass, gorse, or other species of invasive non-native plants deemed undesirable by the City.  | The City requires a landscape plan with most projects that require discretionary approval in order to ensure compliance with this and related policies.  |
| OS-2.3<br>(Inland)  | 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 trees and native vegetation on the site.   | All new development is required to preserve or conditioned to provide mitigation for removal of native vegetation or trees.  |
| OS-2.4<br>(Inland)  | Forested Areas: Maintain existing forested areas and reforest parks and streetscapes with new trees as needed. Projects proposed in forested areas are required to meet the requirements of the Special Review Areas.   | The City continues to preserve and protect forested areas and trees. Discretionary applications that involve the removal of major vegetation are referred to Fish and Wildlife for additional review.  |
| <b>Goal OS-3 Protect and preserve soil as a natural resource.</b> |   |  |
| OS-3.1  | Soil Erosion: Minimize soil erosion to prevent loss of productive soils, prevent flooding and landslides, and maintain infiltration capacity and soil structure.  | All building permits involving soil disturbance of 120 SF or greater are required to provide additional documentation to ensure provisions are in place to stabilize soil.   |
| <b>Goal OS-4 Protect and preserve Cultural Resources.</b>         |   |  |
| OS-4.1  | Preserve Archaeological Resources: New development shall be located and/or designed to avoid archaeological and paleontological resources where feasible, and where new development would adversely affect archaeological or paleontological resources, reasonable mitigation measures shall be required. | The City actively consults with Sherwood Valley Band of Pomo to ensure that this policy is followed for all private and public projects.   |

| Policy              | Objective   | Implementation   |
|---------------------|---|--|
| OS-4.2<br>(Coastal) | <p>Archaeological Resources Report Required. A) Development located within areas of known or potential archaeological or paleontological resources included in (i) – (iv) shall be required to submit a report consistent with the requirements of section B below prior to approval of a building, grading, or coastal development permit for the development. i. Former Georgia Pacific timber mill. The entire property which comprises the former Georgia-Pacific timber mill site; ii. Noyo Bay. The area located along the south side of Noyo Bay (e.g., Todd Point); iii. Noyo River. All of the areas located adjacent to the north side of the Noyo River; iv. North Fort Bragg Coast. All of the areas located west of Highway 1 and north of Pudding Creek; v. Special Review Areas. All Special Review Areas identified on Map OS-2 in the Coastal General Plan; and vi. Other areas identified by the Director. 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, as having the potential for containing archaeological or paleontological resources. B) Report required. 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. The permit review authority may waive the requirement for a project specific report if the Director determines that an existing report satisfies the requirements of this section. The report shall be prepared consistent with the requirements of Section 18.50.030 of the Coastal Land Use &amp; Development Code.</p> | <p>The City requires archaeological reports for development projects in the areas described by this policy. In addition, all project involving ground disturbing activities are referred Sherwood Valley Band of Pomo for review and coordination of tribal monitoring, if requested.</p>  |
| OS-4.3<br>(Coastal) | <p>Halt all work if archaeological resources are uncovered during construction. Require an evaluation by a qualified archaeologist before recommencing construction.</p>  | <p>The ILUDC and CLUDC includes policies requiring compliance with this General Plan policy. Discretionary permits require adherence to this policy as a standard condition of approval.</p>   |
| OS-4.4<br>(Coastal) | <p>Locate and/or design new development to avoid archaeological resources where feasible.</p>   | <p>The City requires archaeological reports for development projects in sensitive areas (as mapped and recommended by the Sherwood Valley Band of Pomo) in order to review projects for potential environmental impacts related to cultural and/or archaeological resources. These reports are referred to the Sherwood Valley Band of Pomo for review and coordination.</p> |

| Policy   | Objective   | Implementation   |
|--|---|--|
| OS-4.5<br>(Coastal)  | Mitigation shall be designed in compliance with the guidelines of the State Office of Historic Preservation and the State Native American Heritage Commission.  | The City requires archaeological reports for development projects in sensitive areas (as mapped and recommended by the Sherwood Valley Band of Pomo) in order to review projects for potential environmental impacts related to cultural and/or archaeological resources. These reports are referred to the Sherwood Valley Band of Pomo for review and coordination. Mitigation measures are developed, where necessary, with the assistance of the Sherwood Valley Band of Pomo. |
| <p style="text-align: center;"><b>Goal OS-5 (Coastal) Preserve areas with biotic resources.</b></p> <p style="text-align: center;"><b>Goal OS-5 (Inland) Protect, enhance, restore riparian areas and wetlands</b></p> |   |  |
| OS-5.1<br>(Coastal)  | Native Species: Preserve native plant and animal species and their habitat.   | The City continues to require biological reports and other specialized studies when reviewing projects designated as Special Review areas. The City has mapped open space areas where development is prohibited to help preserve natural habitats.   |
| OS-5.1<br>(Inland)   | Streams and Creeks: To the maximum extent feasible, preserve, protect, and restore streams and creeks to their natural state.   | The City has explored the feasibility of daylighting Alder and Maple stormwater culverts.  |
| OS-5.2<br>(Coastal)  | To the maximum extent feasible and balanced with permitted use, require that site planning, construction, and maintenance of development preserve existing healthy trees and native vegetation on the site. | The City continues to require biological reports and other specialized studies when reviewing projects designated as Special Review areas. The City has mapped open space areas where development is prohibited to help preserve natural habitats. Discretionary permits are reviewed for consistency with this policy.  |

| Policy              | Objective  | Implementation   |
|---------------------|--|--|
| OS-5.2<br>(Inland)  | Riparian Habitat: Prevent development from destroying riparian habitat to the maximum feasible extent. Preserve, enhance, and restore existing riparian habitat in new development unless the preservation will prevent the establishment of all permitted uses on the property. | The City continues to protect riparian habitat. 2019 example include that the riparian buffer area be clearly demarcated on Parcel Map for a lot line adjustment to facilitate Housing application submitted by Habitat for Humanity.  |
| OS-5.3<br>(Coastal) | Require site planning and construction to maintain adequate open space to permit effective wildlife corridors for animal movement between open spaces.   | The City continues to require biological reports and other specialized studies when reviewing projects designated as Special Review areas. The City has mapped open space areas where development is prohibited to help preserve natural habitats. The City's draft LCP amendment includes a buffer along the coastline to provide numerous benefits, including wildlife corridors. City actively refers relevant projects to Water Quality Board and Army Corps of Engineers for Section 401/404 permitting |
| OS-5.3<br>(Inland)  | No Net Loss of Wetlands: Ensure no net loss of wetlands, as defined by the U.S. Army Corps of Engineers.   | City actively refers relevant projects to Water Quality Board and Army Corps of Engineers for Section 401/404 permitting   |
| OS-5.4<br>(Coastal) | Condition development projects, requiring discretionary approval to prohibit the planting of any species of broom, pampas grass, gorse, or other species of invasive non-native plants deemed undesirable by the City.   | The City requires a landscape plan with discretionary applications, and reviews these projects for consistency with this and other related policies. The CLUDC prohibits the planting of invasive species, and many projects are required to remove invasive plants where they exist. The City also periodically relies on code enforcement efforts to help eradicate invasive species around the City.  |

| Policy  | Objective  | Implementation   |
|---|--|--|
| OS-5.4<br>(Inland)  | Protect Aquifers: Protect groundwater aquifers.  | New development projects are reviewed for potential impacts to groundwater resources. Code enforcement actions taken to protect aquifers.  |
| <p align="center"><b>Goal-6 (Coastal) Reduce dependence on non-renewable energy and materials.</b></p> <p align="center"><b>Goal -6 (Inland) Improve water quality.</b></p> |  |  |
| OS-6.1<br>(Coastal)   | Energy Conservation Measures in Buildings: Continue to require structures to comply with State energy conservation standards and encourage owners of existing dwellings to retrofit with energy-saving features. | The City implements the California Building Code and its progressive measures related to energy conservation.  |
| OS-6.1<br>(Inland)  | Pollution in Runoff: Ensure protection of water resources from pollution and sedimentation.  | Applicants undergoing projects with ground disturbing activities complete stormwater checklist and implement best management practices to reduce pollution runoff.   |
| OS-6.2<br>(Coastal)   | Development Review Process: Make energy conservation an important criterion in the development review process.   | The City implements the California Building Code and its progressive measures related to energy conservation.  |
| OS-6.2<br>(Inland)  | Minimize Introduction of Pollutants: Development shall be designed and managed to minimize the introduction of pollutants into estuaries, wetlands, rivers and streams to the extent feasible.                   | The City implements its MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants.   |
| OS-6.3<br>(Coastal)   | Alternative Energy: Encourage the development and use of alternative sources of energy such as wind, solar, and waves to meet Fort Bragg's energy needs.   | The City implements the California Building Code and its progressive measures related to energy conservation, including newly enacted requirements related to solar-readiness for new homes. The City continues to explore the local feasibility of wave energy for City energy needs. |

| Policy                                | Objective   | Implementation  |
|---------------------------------------|---|---|
| OS-6.3<br>(Inland)                    | 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.   | The City continues to review and require that all new development maintains directs storm water offsite.  |
| OS-6.4<br>(Inland)                    | Maintain and Restore Biological Productivity and Water Quality: Development shall maintain and, where feasible, restore the biological productivity and the quality of streams and wetlands to maintain optimum populations of aquatic organisms and for the protection of human health.  | The City continues to work with property owners and developers to restore biological productivity and water quality. 2019 example include working with State agencies and applicant to develop appropriate wetland restoration activities on the site of the proposed Avalon project.                               |
| OS-6.5<br>(Inland)                    | Municipal Activities to Protect and Restore Water Quality: The City shall promote both the protection and restoration of water quality. 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. | The City continues to provide public education regarding protection and restoration of water quality. 2019 examples include installing new medallions on all stormwater inlets throughout the City; providing paper brochures in City Hall in English/Spanish; maintaining on-line resources on the City's website. |
| <b>Goal OS-7 Improve air quality.</b> |   |   |
| 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 <i>Regional Clean Air Plan</i> .  | New development that triggers CEQA is required to submit a CalEEMod analysis (required by MCAQMD) to determine potential Air Quality impacts. All demolitions are referred to Mendocino County Environmental review for review.   |
| OS-7.2                                | Air Quality Standards: Seek to comply with State and Federal standards for air quality.   | Discretionary projects subject to CEQA review must meet air quality requirements in order for impacts to be less than significant, including compliance with State and Federal standards.   |

| Policy  | Objective  | Implementation  |
|---|--|---|
|   |  | All demolitions are referred to Mendocino County Environmental review for review.   |
| <p><b>Goal OS-8 (Coastal) Reduce, recycle, and reuse solid waste generated in the City.</b></p> <p><b>Goal OS-8 (Inland) Conserve and enhance a variety of open space features including creeks, wildlife habitats, scenic view corridors, and other amenities.</b></p> |  |   |
| OS-8.1 (Coastal)  | Recycling and Reuse of Solid Waste: Comply with State requirements to reduce the volume of solid waste through recycling and reduction of solid waste.                                       | <p>The City requires building permits with demolition components and with substantial construction components submit a construction and demolition waste deposit. Applicants can retrieve their deposit after showing a reduced amount of waste going to the landfill.</p> <p>The City has also begun a Zero Waste program to educate citizens and businesses in ways to reduce waste generation.</p> |
| OS-8.1 (Inland)   | Open Space: Plan for and condition new development to implement the City’s priorities for open space.  | The comprehensive planning process to facilitate development and reuse of former Mill Site includes zoning for Open Space/Parks. This “green-belt” serves multiple functions, including a wildlife habitat, wildlife corridor, and possibility of daylighting Maple/Alder Creeks.   |
| OS-8.2 (Inland)   | Protect and Restore Open Space: During the development review process, protect and restore open space areas such as wildlife habitats, view corridors, and watercourses as open and natural. | The comprehensive planning process to facilitate development and reuse of former Mill Site includes zoning for Open Space/Parks. This “green-belt” serves multiple functions, including a wildlife habitat, wildlife corridor, and possibility of daylighting Maple/Alder Creeks.   |
| OS-8.3 (Inland)   | Trails in Open Space: Wherever feasible, plan and construct trails through the greenbelts and open space that connect to the City’s trail system with those of State Parks and MCRPD.        | The City completed the middle section of the Coastal Trail in 2018, providing connection to   |

| Policy  | Objective   | Implementation   |
|---|---|--|
|   |   | multi-use trail system from Pomo Bluffs to MacKerricher State Park.  |
| <p><b>Goal OS-9 (Coastal) Improve water quality.</b></p> <p><b>Goal OS-9 (Inland) Provide an attractive system of parks and recreation facilities throughout the City to meet the needs of all age groups and capabilities.</b></p> |   |  |
| OS-9.1 (Coastal)  | 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).                                 | Fort Bragg has considerably more than three acres of parkland per 1,000 residents. Noyo Headlands Park alone is over 105 acres, accounting for 15 acres for every 1,000 residents. This does not include the other parks in the City. The comprehensive planning process to facilitate development and reuse of former Mill Site includes zoning for Open Space/Parks. The intention is to serve multiple functions, including additional parklands.   |
| OS-9.1 (Inland)   | 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).                                 | Fort Bragg has considerably more than three acres of parkland per 1,000 residents. Noyo Headlands Park alone is over 105 acres, accounting for 15 acres for every 1,000 residents. This does not include the other parks in the City. The comprehensive planning process to facilitate development and reuse of former Mill Site identified zoning for Open Space/Parks. The intention is to serve multiple functions, including additional parklands. |
| OS-9.2 (Coastal)  | 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. | Development is subject to the City's MS4 requirements, and development applications are reviewed for compliance.   |



| Policy              | Objective   | Implementation  |
|---------------------|---|---|
| OS-9.2<br>(Inland)  | 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.  | In 2019 the City applied for and was not awarded grant funds for Bainbridge Park improvements. The City is preparing to submit another grant request for this objective. In addition, the comprehensive planning process to facilitate development and reuse of former Mill Site includes Open Space/Parks zoning. The intention is to serve multiple functions, including additional parklands and athletic fields.  |
| OS-9.3<br>(Coastal) | 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:  | Development in the Coastal Zone is subject to Coastal Development Permitting. Compliance with this policy would be required for the approval of any permit.   |
| OS-9.3<br>(Inland)  | Recreational Facilities: Provide recreational facilities to meet the needs of all Fort Bragg citizens, especially children and teenagers.   | The comprehensive planning process to facilitate development and reuse of former Mill Site includes zoning for Open Space/Parks. The intention is to serve multiple functions, including additional parklands and athletic fields. In 2019, the City assisted with the purchase of a lawn mower to better care for existing playing fields. The City provides ongoing support to Mendocino Park and Recreation Department for operation of CV Starr Center and amenities, as well as use of City Hall gym for activities such as Skate Night and drop-in Volleyball and Basketball. |
| OS-9.4<br>(Coastal) | 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. | Development is subject to Coastal Development Permitting and therefore compliance with this policy. Additionally, the City has helped fund the Noyo Center for Marine Science over the past several years. The Center includes education  |

| Policy              | Objective  | Implementation  |
|---------------------|--|---|
|                     |  | on the maintenance, enhancement and restoration of marine resources to locals and tourists to the region  |
| OS-9.4<br>(Inland)  | Playground Facilities: Add or upgrade playground facilities at existing neighborhood parks.  | The City is actively seeking funds for improvements to Wiggly Giggly Playground at Bainbridge Park. Internal funds have been identified to complete essential improvements necessary for maintenance and safety.  |
| OS-9.5<br>(Coastal) | 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. | Development is subject to Coastal Development Permitting and therefore compliance with this policy. Development is also subject to the City's MS4, and all development proposals are reviewed for compliance with established storm water runoff standards. Additionally, the City contributes funding to the Noyo Center for Marine Science. The Center includes education on the maintenance, enhancement and restoration of marine resources to locals and tourists to the region. |
| OS-9.5<br>(Inland)  | Ballfields: Develop additional baseball, softball, and other ballfields.   | The comprehensive planning process to facilitate development and reuse of former Mill Site includes Open Space/Parks zoning. The intention is to serve multiple functions, including additional parklands and athletic fields.  |
| OS-9.6<br>(Inland)  | 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.  | The comprehensive planning process to facilitate development and reuse of former Mill Site includes Open Space/Parks zoning. The intention is to serve multiple functions, including additional parklands and athletic fields.  |

| Policy  | Objective  | Implementation   |
|---|--|--|
| OS-9.7<br>(Inland)  | Financing Parks: Consider methods of increasing revenues for the acquisition and development of parkland and open space areas and supporting recreational facilities.  | The City continues to seek grant funding to support open space and recreation facilities.  |
| <p><b>Goal OS-10 (Coastal)</b> Improve water quality through the Selection and Design of Appropriate Best Management Practices (BMPs).</p> <p><b>Goal OS-10 (Inland)</b> Develop park and recreation facilities with the coordination of other agencies and the public.</p> |  |  |
| OS-10.1<br>(Coastal)  | Construction-phase Stormwater Runoff Plan. All development that requires a grading permit shall submit a construction-phase erosion, sedimentation, and polluted runoff control plan. This plan shall evaluate potential construction-phase impacts to water quality and coastal waters, and shall specify temporary Best Management Practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, and prevent contamination of runoff by construction chemicals and materials. |  |
| OS-10.1<br>(Inland)   | Coordinate with Other Agencies: Coordinate with other governmental entities to procure and develop additional park and recreational facilities.  | The City provides ongoing support to Mendocino Park and Recreation Department for operation of CV Starr Center and amenities, as well as use of City Hall gym for activities such as Skate Night and drop-in Volleyball and Basketball. In 2019 the City applied to State Parks for funding improvements to Bainbridge Park. |
| OS-10.2<br>(Coastal)  | Post-Construction Stormwater Runoff Plan. All development that has the potential to adversely affect water quality shall submit a post-construction polluted runoff control plan (“Runoff Mitigation Plan”). This plan shall specify long-term Site Design, Source Control, and, if necessary, Treatment Control BMPs that will be implemented to minimize stormwater pollution and erosive runoff after construction, and shall include the monitoring and maintenance plans for these BMPs                           | Applicants undergoing projects with ground disturbing activities complete stormwater checklist and implement best management practices to reduce pollution runoff.   |
| OS-10.2<br>(Inland)   | MacKerricher State Park: Continue to coordinate with State Department of Parks and Recreation regarding development adjacent to MacKerricher State Park.   | The City continues to coordinate with State Department of Parks and Recreation regarding development adjacent to MacKerricher State Park.  |
| OS-10.3<br>(Coastal)  | Policy OS-10.3: Emphasize Site Design and Source Control BMPs. Long-term post-construction Best Management Practices (BMPs) that protect water quality and control   | The City implements its MS4 stormwater permit which includes regulations to  |

| Policy                       | Objective  | Implementation  |
|------------------------------|--|---|
|                              | <p>runoff flow shall be incorporated in the project design of development that has the potential to adversely impact water quality 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 reducing the potential for contamination at the source of pollution. 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 and coastal waters resulting from the development. Site Design and Source Control BMPs may include, but are not limited to, those outlined in the City’s Storm Water Management program.</p> | <p>ensure all private and public sector development projects minimize pollutants.</p>   |
| <p>OS-10.3<br/>(Inland)</p>  | <p>City/School/Recreation District Cooperation: Continue to encourage City/School/Recreation District cooperation in developing and maintaining park and recreation facilities.</p>  | <p>A portion of the City’s Transient Occupancy Tax is earmarked for the improvement of City and school district playing fields. There is a committee established for the management of these funds, in which the City has partnered with the school district.<br/>The City included the Fort Bragg Unified School District as a stakeholder for Bainbridge Park improvements.</p> |
| <p>OS-10.4<br/>(Coastal)</p> | <p>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-12.1) 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</p>   | <p>The City continues to work with property owners and developers to restore biological productivity and water quality, as well as implement MS4 stormwater permit which includes regulations to ensure all private and public sector</p>   |

| Policy  | Objective   | Implementation   |
|---|---|--|
|   | outlined in the City's Storm Water Management program, 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.  | development projects minimize pollutants.  |
| OS-10.4<br>(Inland)   | Public Participation: Actively solicit public participation in the selection, design, and facilities planning for existing and future park sites.   | The City engaged in an extensive public participation process to revise the Bainbridge Park Master Plan, including facility selection, design and location.  |
| OS-10.5<br>(Coastal)  | <p>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 4 – Conservation, Open Space, Energy, &amp; Parks Element 4 - 14 July 2008 Fort Bragg Coastal General Plan water quality and coastal waters shall be guided by Chapter 18.64.070, Tables 1-3, of the Land Use &amp; Development Code, or equivalent tables which list pollutants of concern for each type of development or land use.</p> <p>The design of BMPs shall be guided by the California Stormwater Quality Association (CASQA) Stormwater BMP Handbooks dated January 2003 (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' 2007 "Storm Water Quality Handbook: Project Planning and Design Guide" (or the current edition) may also be used to guide design of construction-phase BMPs.</p> | The City continues to work with property owners and developers to restore biological productivity and water quality, as well as implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants. |
| OS-10.6<br>(Coastal)  | 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.   | Applicants undergoing projects with ground disturbing activities complete stormwater checklist and implement best management practices to reduce pollution runoff.   |
| <b>Goal OS-11 (Coastal) Improve water quality through site design and source control BMPs</b> |   |  |
| <b>Goal OS-11 (Inland) Provide a comprehensive trail system</b>                               |   |  |
| OS-11.1<br>(Coastal)  | Use Integrated Management Practices in Site Design. The city shall require, where appropriate and feasible, the use of small-scale integrated management practices (e.g., Low Impact Development techniques) designed to maintain the site's natural hydrology by minimizing impervious surfaces and infiltrating stormwater close to its source (e.g.,   | The City continues to work with property owners and developers to integrate BMPs into site design, as well as implement MS4 stormwater permit which includes regulations   |

| Policy               | Objective  | Implementation   |
|----------------------|--|--|
|                      | vegetated swales, permeable pavements, and infiltration of rooftop runoff).  | to ensure all private and public sector development projects minimize pollutants.  |
| OS-11.1<br>(Inland)  | Multiple Use Trail System: Develop a multiple use trail system.  | The City completed the middle section of the Coastal Trail in 2018, providing connection to a multi-use trail system from Pomo Bluffs to MacKerricher State Park.  |
| OS-11.2<br>(Coastal) | Preserve Functions of Natural Drainage Systems. Development shall be sited and designed to preserve the infiltration, purification, detention, and retention functions of natural drainage systems that exist on the site, where appropriate and feasible. Drainage shall be conveyed from the developed area of the site in a non-erosive manner.   | The City continues to work with property owners and developers to preserve natural drainage systems, as well as implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants. |
| OS-11.2<br>(Inland)  | Establish an integrated trail system serving inland hiking and trail needs utilizing existing rights-of-way, City streets, and river front property.   | On-going effort.   |
| OS-11.3<br>(Coastal) | Minimize Impervious Surfaces. Development shall minimize the creation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and roof-tops), especially directly connected impervious areas, where feasible. Redevelopment shall reduce the impervious surface site coverage, where feasible. Directly connected impervious areas include areas covered by a building, impermeable pavement, and/or other impervious surfaces, which drain directly into the storm drain system without first flowing across permeable land areas (e.g., lawns).                              | The City continues review proposed development to minimize impervious surfaces, as well as implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants.                      |
| OS-11.3<br>(Inland)  | Review development applications and require a trail easement dedication, where an appropriate nexus is established.  | Proposed Avalon Hotel includes public access dedication from HWY 1 to the Haul Road.   |
| OS-11.4<br>(Coastal) | 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. | The City continues review proposed development to minimize impervious surfaces and maximize infiltration, as well as implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize        |

| Policy               | Objective  | Implementation  |
|----------------------|--|---|
|                      |  | pollutants.   |
| OS-11.4<br>(Inland)  | 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.  | On-going.   |
| OS-11.5<br>(Coastal) | Divert Stormwater Runoff into Permeable Areas. Development that creates new impervious surfaces shall divert stormwater runoff flowing from these surfaces into permeable areas, where appropriate and feasible, to enhance on-site stormwater infiltration capacity.  | The City continues review proposed development to minimize impervious surfaces and maximize infiltration, as well as implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants. |
| OS-11.5<br>(Inland)  | Review development applications to ensure that new development does not block proposed trail easements shown on Map OS-1.  | On-going.   |
| OS-11.6<br>(Coastal) | Use Permeable Pavement Materials. 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, 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. | The City continues review proposed development to minimize impervious surfaces and maximize infiltration, as well as implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants. |
| OS-11.6<br>(Inland)  | Consider the access needs of a variety of users, including schoolage children, the elderly, and those with handicaps or disabilities when developing trails and recreation facilities.   | On-going.   |
| OS-11.7<br>(Coastal) | 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-12.1 and OS-12.2).   | In 2020, no project were proposed on steep slopes.  |
| OS-11.7<br>(Inland)  | Pursue development of a trail through east Fort Bragg.   | This is currently not being actively pursued.   |
| OS-11.8<br>(Coastal) | Landscape with Native Plant Species. The City shall encourage development to use drought-resistant native plant species for landscaping, to reduce the need for irrigation and   | The City conditions all development near ESHA to only utilize native plants and to  |

| Policy  | Objective  | Implementation  |
|---|--|---|
|   | landscaping chemicals (e.g., pesticides and fertilizers).  | remove invasive plants. All other development is encouraged to use drought tolerant landscaping.  |
| OS-11.8<br>(Inland)   | Consider completing a feasibility study for the development of a pedestrian bridge over Pudding Creek.   | Implemented. In addition to Pudding Creek Trestle, Caltrans is planning pedestrian upgrade to the Hwy 1 bridge.   |
| OS-11.9<br>(Coastal)  | 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.  | In 2019, the City replaced many aging storm drain inlet markers and continues to replace, as needed.  |
| OS-11.10<br>(Coastal)   | 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.  | The City continues to work with property owners and developers to implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants during and post construction. |
| <b>Goal OS-12 (Coastal) Improve water quality through additional requirements for Developments of Special Water Concern</b> |  |   |
| OS-12.1   | 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-12.2 below to protect coastal water quality. Developments of Special Water Quality Concern include the following: a) Housing developments of ten 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 with 5,000 square feet or more of impervious surface area, potentially exposed to stormwater runoff. e) Heavy industrial developments. f) Vehicle service facilities (including retail gasoline outlets, service stations, commercial car washes, and vehicle repair facilities). g) Commercial or industrial outdoor storage areas of 5,000 square feet or more, 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 | No project in 2020 was proposed in areas identified as Special Water Concern. Implementation ongoing.   |



| Policy  | Objective  | Implementation   |
|---|--|--|
|   | <p>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. a. "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) Any other development determined by the review authority to be a Development of Special Water Quality Concern.</p>  |  |
| OS-12.2   | <p>Additional Requirements for Developments of Special Water Quality Concern. All Developments of Special Water Quality Concern (as identified in Policy OS-12.1, 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 Runoff Mitigation Plan required for all development. The WQMP shall include hydrologic calculations per City standards that estimate increases in pollutant loads and runoff flows resulting from the proposed development, and specify the 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-10.4, 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 filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1- hour storm event (with an appropriate safety factor of 2 or greater) for flow-based BMPs. 4) Goal for Runoff Reduction. In Developments of Special Water Quality Concern, the post-development peak stormwater runoff discharge rate shall not exceed the estimated pre-development rate for developments where an increased discharge rate will result in increased potential for downstream erosion or other adverse habitat impacts.</p> | <p>No project in 2020 was proposed in areas identified as Special Water Concern. Implementation ongoing.</p> |
| <p><b>Goal OS-13 (Coastal) Improve water quality through Municipal activities to protect water quality.</b></p> |  |  |

| Policy  | Objective  | Implementation   |
|---|--|--|
| OS-13.1   | 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. | No project in 2020 was proposed in areas identified as Special Water Concern. Implementation ongoing.  |
| <b>Goal OS-14 Improve water quality through construction-phase pollution control.</b> |  |  |
| OS-14.1   | Minimize Polluted Runoff and Pollution 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.   | The City continues to work with property owners and developers to implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants from construction.   |
| OS-14.2   | 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.  | The City continues to work with property owners and developers to implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants during construction. |
| OS-14.3   | 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.   | The City continues to work with property owners and developers to implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants during construction. |
| OS-14.4   | 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.  | The City continues to work with property owners and developers to implement MS4 stormwater permit which includes regulations to ensure all private and public sector development projects minimize pollutants during construction. |
| OS-14.5   | Grading During Rainy Season. Grading is prohibited during the rainy season (from November 1 to March 30), except in response to emergencies, unless the review authority determines that soil conditions at the project site are suitable, and adequate erosion and sedimentation  | The City continues to work with property owners and developers to implement MS4 stormwater permit which includes regulations   |

| Policy | Objective  | Implementation  |
|--------|--|---|
|        | control measures will be in place during all grading operations. | to ensure all private and public sector development projects minimize pollutants during grading activities. |

***Circulation Element***

| Policy  | Objective  | Implementation                                |
|---|--|---|
| <p><b>Goal C-1 (Coastal) Coordinate land use and transportation planning</b></p> <p><b>Goal C-1 (Inland) Complete Street Planning</b></p> |  |   |
| C-1.1 (Coastal)   | <p>Level of Service Standards:<br/>           Signalized and All-Way-Stop Intersections Along Highway One: LOS D<br/>           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.<br/>           Signalized and All-Way Stop Intersections not Along Highway One: 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.<br/>           Side Street Stop Sign Controlled Intersections Not Along Highway One (Side Street Approach): LOS C, or LOS E if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.</p> <ul style="list-style-type: none"> <li>• If volumes at an unsignalized intersection are increased to meet or exceed Caltrans rural peak hour signal Warrant #11 criteria levels and the intersection is operating at an unacceptable level of service, then signalization of the intersection is warranted.</li> <li>• LOS E for Main Street (Highway One) between the northbound lane merge area and Manzanita Street.</li> <li>• LOS D for Main Street south of the northbound merge lane and north of Manzanita</li> </ul> | Continue implementation of current standards. |

| Policy             | Objective  | Implementation   |
|--------------------|--|--|
|                    | <p>Street and other City-designated arterials and collectors.</p> <ul style="list-style-type: none"> <li>• LOS C on all City-designated local streets.</li> <li>• 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.</li> </ul>  |  |
| C-1.1<br>(Inland)  | Balance the need of all users. The City shall balance the need to increase motor vehicle capacity with the need for complete streets that provide facilities for bicycle and pedestrian circulation and commercial viability.  | The City is working with Caltrans to implement upgrades to pedestrian facilities along Main Street   |
| C-1.2<br>(Coastal) | Coordinate Land Use and Transportation: Ensure that the amount and phasing of development can be adequately served by transportation facilities.   | Grocery Outlet and Dollar General planning applications are currently under review to analyze potential traffic impacts and mitigation     |
| C-1.2<br>(Inland)  | Walking and bicycling shall be considered an essential and integral part of the city's circulation network.  | The City continues to integrate pedestrian and cycling facilities into long-range planning and implementation efforts.                     |
| C-1.3<br>(Coastal) | Do not permit new development that would result in the exceedance of roadway and intersection Levels of Service standards unless one of the following conditions is met: 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. | Continue implementation of current conditions and standards.   |
| C-1.3<br>(Inland)  | 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.  | The City continues to implement complete streets standards throughout the City through grant funded projects and development applications. |

| Policy  | Objective  | Implementation   |
|---|--|--|
| C-1.4<br>(Coastal)  | 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, bonding or other means acceptable to the City to ensure the timely implementation of roadway mitigations.   | Street infrastructure projects are guided by the Alley Master Plan and the City's Pavement Management Program  |
| C-1.5<br>(Coastal)  | 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.   | Minimal development has not triggered a requirement for traffic impact fees.   |
| <p><b>Goal C-2 (Coastal) 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.</b></p> <p><b>Goal C-2 (Inland) Coordinate land use and transportation planning.</b></p> |  |  |
| C-2.1<br>(Coastal)  | Roadway Improvements: In coordination with Caltrans and Mendocino County, plan for and seek funding for on-going improvements to the local and regional road system to ensure that the roadway system operates safely and efficiently and to ensure that Highway 1 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.   | City collaborates with Caltrans on their Highway 1 projects in and near Fort Bragg: Pudding Creek Bridge widening, installation of Traffic Management Systems, and ADA upgrades. |
| C-2.1<br>(Inland)   | <p>Level of Service Standards:</p> <p>Signalized and All-Way-Stop Intersections Along Highway One: LOS D</p> <p>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.</p> <p>Signalized and All-Way Stop Intersections not Along Highway One: 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.</p> <p>Side Street Stop Sign Controlled Intersections Not Along Highway One (Side Street Approach): LOS C, or LOS E if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.</p> | Continue implementation of current standards.  |

| Policy             | Objective   | Implementation  |
|--------------------|---|---|
|                    | <ul style="list-style-type: none"> <li>• If volumes at an unsignalized intersection are increased to meet or exceed Caltrans rural peak hour signal Warrant #11 criteria levels and the intersection is operating at an unacceptable level of service, then signalization of the intersection is warranted.</li> <li>• LOS E for Main Street (Highway One) between the northbound lane merge area and Manzanita Street.</li> <li>• LOS D for Main Street south of the northbound merge lane and north of Manzanita Street and other City-designated arterials and collectors.</li> <li>• LOS C on all City-designated local streets.</li> <li>• 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.</li> </ul> |   |
| C-2.2<br>(Coastal) | 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.  | Minimal development has not required significant capacity enhancements. Current development under review include Grocery Outlet and Dollar General, which may necessitate improvements. |
| C-2.2<br>(Inland)  | Coordinate Land Use and Transportation: Ensure that the amount and phasing of development can be adequately served by transportation facilities.  | The City continues to ensure development can be served by transportation facilities.  |
| C-2.3<br>(Coastal) | Design Roadways to Protect Scenic Views. In scenic areas, roadway improvements, including culverts, bridges or overpasses, shall be designed and constructed to protect public views and avoid or minimize visual impacts and to blend in with the natural setting to the maximum extent feasible.  | Continue implementation of current standards.   |
| C-2.3<br>(Inland)  | Do not permit new development that would result in the exceedance of roadway and intersection Levels of Service standards unless one of the following conditions is met: a) Revisions are incorporated in the proposed development project which prevent the Level of Service from deteriorating below the adopted Level of Service standards; orb) 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.   | The City reviews all proposed development to ensure projects do not result in LOS exceedance without appropriate mitigation.  |
| C-2.4<br>(Coastal) | Roadway Standards: Continue to provide consistent standards for the City's street system.   | Continue implementation of current standards.   |

| Policy             | Objective   | Implementation  |
|--------------------|---|---|
| C-2.4<br>(Inland)  | Include specific periods 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, bonding or other means acceptable to the City to ensure the timely implementation of roadway mitigations.   | The City reviews all proposed development to ensure projects do not result in LOS exceedance without appropriate mitigation.                                  |
| C-2.5<br>(Coastal) | Continue to prohibit the establishment of private roads.  | Continue current prohibition.   |
| C-2.5<br>(Inland)  | 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.   | Minimal development has not triggered any requirements for traffic impact fees  |
| C-2.6<br>(Coastal) | Traffic Studies for High Trip Generating Uses: Traffic studies shall be required for all major development proposals, including but not limited to, drive-through facilities, fast food outlets, convenience markets, major tourist accommodations, shopping centers, commercial development, residential subdivisions, and other generators of high traffic volumes that would affect a Level of Service. 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 to provide for project traffic while maintaining City Level of Service standards; (e) the responsibility of the developer to provide improvements; and (f) the timing of all improvements. | Traffic studies are required for all projects with significant possibility of traffic impacts. Continue implementation of current requirements and standards. |
| C-2.7<br>(Coastal) | Consider Impacts to Roads for LCP Amendments. Direct, indirect, and cumulative adverse impacts to Highway 1 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 1 in rural areas outside the Mendocino County urban/rural boundary remains a scenic two-lane road consistent with Section 30254 of the Coastal Act.   | Continue implementation of current standards. No such project submittals during the current reporting year.   |
| C-2.8<br>(Coastal) | Continuation of Streets: Require the continuation of streets and bicycle and pedestrian paths through new developments wherever possible.   | Continue implementation of current standards.   |

| Policy   | Objective  | Implementation  |
|--|--|---|
| C-2.9<br>(Coastal)   | Policy C-2.9: Facilitate Street Connections. Review site plans for new development to facilitate the continuation of streets to improve local circulation. Priority shall be given to providing pedestrian and bicycle trails that establish connections to streets wherever possible.   | Continue implementation of current standards. No such project submittals during the current reporting year.                       |
| C-2.10<br>(Coastal)  | Continue Grid System onto Mill Site: Ensure that the grid street system and a north/south arterial on the Mill Site be designed to ensure the maximum benefit to local traffic, pedestrian, and bicycle circulation and to provide maximum public access to the coast.   | Continue implementation of current standards.   |
| C-2.11<br>(Coastal)  | Right-of-Way Acquisition: Require right-of-way acquisition for new development to meet the City's roadway width standards.   | Continue implementation of current standards. One such acquisition occurred during the reporting year (Redwood Avenue extension). |
| C-2.12<br>(Coastal)  | 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.  | 2019 Street Safety Plan adopted, and Caltrans project currently underway to improve safety.                                       |
| <p><b>Goal C-3 (Coastal) Preserve the peace and quiet of residential areas</b></p> <p><b>Goal C-3 (Inland) 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 General Plan.</b></p> |  |   |
| C-3.1<br>(Coastal)   | Reduce Through-Traffic on Local Streets: Reduce through-traffic on local streets to preserve the peace and quiet of residential areas.   | Continue implementation of current standards.   |
| C-3.1<br>(Inland)  | Roadway Improvements: In coordination with Caltrans and Mendocino County, plan for and seek funding for on-going improvements to the local and regional road system to ensure that the roadway system operates safely and efficiently. Project applicants are fiscally responsible for their fair share of roadway improvements necessary to serve their projects. | On-going coordination for funding and project coordination through the Mendocino Council Of Governments (MCOG) and Caltrans.      |
| C-3.2<br>(Coastal)   | Additional Connector Streets: Establish additional connectors between residential streets to improve emergency access, particularly on dead-end streets south of Chestnut Street.  | Continue implementation of current standards. No such project undertaken during the current reporting year.                       |
| C-3.2<br>(Inland)  | Roadway Standards: Continue to provide consistent standards for the City's street system.  | Continue implementation of current standards.   |



| Policy  | Objective   | Implementation  |
|---|---|---|
| C-3.3<br>(Inland)   | High Trip Generating Uses: Traffic studies shall be required for all major development proposals that require a conditional approval, including but not limited to, drive through facilities, fast food outlets, convenience markets, major tourist accommodations, shopping centers, commercial development, residential subdivisions, and other generators of high traffic volumes that would affect a Level of Service. 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 to provide for project traffic while maintaining City Level of Service standards; e) The responsibility of the developer to provide improvements; and f) The timing of all improvements. | Continue implementation of current standards. No such project submittals during the current reporting year.                       |
| C-3.4<br>(Inland)   | 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.  | Continue implementation of current standards. No such project submittals during the current reporting year.                       |
| C-3.5<br>(Inland)   | Right-of-Way Acquisition: Require right-of-way dedications for new development to meet the City's roadway width standards.  | Continue implementation of current standards. One such acquisition occurred during the reporting year (Redwood Avenue extension). |
| C-3.6<br>(Inland)   | Roadway Safety: Improve the safety of the roadway system  | A Street Safety Plan was prepared during the reporting year.  |
| C-3.7<br>(Inland)   | Integration of Low Impact Development (LID): Development projects shall incorporate LID features, and subdivision or development projects that include street improvements shall incorporate LID features into the public rights-of-way when feasible.  | Continue implementation of current standards.   |
| C-3.8<br>(Inland)   | Installation of Conduit in New Roads and Road Reconstruction Projects. Conduit shall be installed in all new roads and road reconstruction projects and dedicated to the City of Fort Bragg. Conduit shall be sized to accommodate fiber optic and other telecom technologies.  | Continue implementation of current standards. No such project undertaken during the current reporting year.                       |
| <p><b>Goal C-4 (Coastal) Regard the quality of life in Fort Bragg and maintaining community identity as more important than accommodating through-traffic.</b></p> <p><b>Goal C-4 (Inland) Preserve the peace and quiet of residential areas.</b></p> |   |   |

| Policy   | Objective  | Implementation  |
|--|--|---|
| C-4.1<br>(Coastal)   | 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.   | Continue implementation of current standards.   |
| C-4.1<br>(Inland)  | Reduce Through-Traffic on Local Streets: Reduce through-traffic on local streets to preserve the peace and quiet of residential areas.   | The City continues to implement recommendation for street calming measures contained in Street Safety plan, which is regularly updated. |
| C-4.2<br>(Inland)  | Additional Connector Streets: Establish additional connectors between residential streets to improve emergency access, particularly on dead-end streets south of Chestnut Street.  | Continue implementation of current standards. No such project undertaken during the current reporting year.                             |
| <p><b>Goal C-5 (Coastal)</b> Provide additional parking spaces in the Central Business District.</p> <p><b>Goal C-5 (Inland)</b> Regard the quality of life in Fort Bragg and maintaining community identity as more important than accommodating through-traffic.</p> |  |   |
| C-5.1<br>(Coastal)   | Additional Off-Street Parking: Continue to construct additional off-street parking spaces in the Central Business District.  | Currently, the City has waived parking requirements in the CBD.   |
| C-5.1<br>(Inland)  | 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.   | Continue implementation of current standards.   |
| C-5.2<br>(Inland)  | Franklin Street: Ensure that Franklin Street in the Central Business District is maintained as a pedestrian-oriented corridor with safe vehicular and pedestrian traffic patterns.   | Franklin Street south of Oak Street was rehabilitated in 2017 and existing multi-modal features were maintained                         |
| <p><b>Goal C-6 (Coastal)</b> Improve access to the North Part of the Noyo Harbor.</p> <p><b>Goal C-6 (Inland)</b> Provide additional parking in the Central Business District.</p>   |  |   |
| C-6.1<br>(Coastal)   | 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. | Continue implementation of current standards.   |
| C-6.1  | Additional Off-Street Parking: Continue to construct additional off-street parking spaces in   | Currently, the City has waived parking  |

| Policy  | Objective  | Implementation   |
|---|--|--|
| (Inland)  | the Central Business District.   | requirements in the CBD.   |
| C-6.2<br>(Coastal)  | Improve Existing North Harbor Drive: Consider improvements to North Harbor Drive to increase capacity and 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. | Continue implementation of current standards.  |
| <p><b>Goal C-7 (Coastal)</b> Improve emergency access to the City.</p> <p><b>Goal C-7 (Inland)</b> Improve the Design of Parking Lots in Accordance with Smart Growth Principles.</p> |  |  |
| C-7.1<br>(Coastal)  | 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.   | Continue implementation of current standards.  |
| C-7.1<br>(Inland)   | Improve and update parking regulations in accordance with best practices and smart growth principles.  | The City does not require on-site parking for ADUs and recently updated regulations to comply with state law, which states that if a garage is converted into an ADU, replacement parking is not required. |
| <p><b>Goal C-8 (Coastal): Provide better public education.</b></p> <p><b>Goal C-8 (Inland): Improve emergency access to the City.</b></p>   |  |  |
| C-8.1<br>(Coastal)  | Encourage transit use  | Continue implementation of current standards; collaborate with the Mendocino Transit Authority (MTA).  |
| C-8.1<br>(Inland)   | 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.   | Continue implementation of current standards.  |
| C-8.2<br>(Coastal)  | Bus Shelters: Encourage attractive, well-lighted, and comfortable bus shelters placed in convenient locations.   | Continue implementation of current standards; collaborate with the Mendocino Transit Authority (MTA).  |
| C-8.3<br>(Coastal)  | Transit Facilities in New Development. Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, industrial, residential, and institutional developments.   | Continue implementation of current standards; collaborate with the Mendocino Transit Authority (MTA).  |

| Policy  | Objective   | Implementation   |
|---|---|--|
| <p><b>Goal C-9 (Coastal): Make it easier and safer for people to walk in Fort Bragg.</b></p> <p><b>Goal C-9 (Inland): Improve east-west access routes that are sensitive to the environment and preserve Fort Bragg's unique identity and sense of place.</b></p> |   |  |
| C-9.1<br>(Coastal)  | Provide Continuous Sidewalks: Provide a continuous system of sidewalks throughout the City.   | Continue implementation of current standards. The 2019 Street Rehabilitation Project filled some gaps and Caltrans improvements along Main Street are in progress.   |
| C-9.1<br>(Inland)   | Eastern Areas: Identify the location of extensions to City streets and new streets in anticipation of future annexation and development east of City limits.                        | The City's Sphere of Influence includes areas that could potentially be appropriate for annexation. The 2019 Housing Element update includes a program to consider annexation for residential development. |
| C-9.2<br>(Coastal)  | Require Sidewalks. Require a sidewalk on both sides of all collector and arterial streets and on at least one side of local streets as a condition of approval for new development. | Continue implementation of current standards.  |
| C-9.2<br>(Inland)   | Improve East-West Arterials: Improve Oak Street, Chestnut Street, and Redwood Avenue to provide safe and efficient circulation between Main Street and east Fort Bragg.             | Continue implementation of current standards.  |
| C-9.3<br>(Coastal)  | Where feasible, incorporate pedestrian facilities into the design and construction of all road improvements.  | Continue implementation of current standards.  |
| C-9.4<br>(Coastal)  | Sidewalk Maintenance: Ensure that property owners maintain sidewalks in a safe manner.  | Continue implementation of current standards and code enforcement efforts.   |
| C-9.5<br>(Coastal)  | Pedestrian Paths: Develop a series of continuous pedestrian walkways throughout the commercial districts and residential neighborhoods.   | Continue implementation of current standards.  |
| C-9.6<br>(Coastal)  | Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.   | Continue implementation of current standards.  |
| C-9.7<br>(Coastal)  | Improve Pedestrian Safety.  | Continue implementation of current standards.  |

| Policy  | Objective  | Implementation   |
|---|--|--|
| <p><b>Goal C-10 (Coastal): Make it easier and safer for people to travel by bicycle.</b></p>        |  |  |
| <p><b>Goal C-10 (Inland): Provide better public transportation.</b></p>                             |  |  |
| C-10.1<br>(Coastal)   | Comprehensive Bikeway System: Establish a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.  | Continue implementation of current standards and master planning.  |
| C-10.1<br>(Inland)  | Encourage Transit Use  | Continue implementation of current standards; collaborate with the Mendocino Transit Authority (MTA).                      |
| C-10.2<br>(Coastal)   | Require Bikeways. Require new development to provide on-site connections to existing and proposed bikeways, as appropriate.  | Continue implementation of current standards.  |
| C-10.2<br>(Inland)  | Bus Shelters: Encourage attractive, well-lighted, and comfortable bus shelters placed in convenient locations.   | Continue implementation of current standards; collaborate with the Mendocino Transit Authority (MTA).                      |
| C-10.3<br>(Coastal)   | Require that streets linking residential areas with school facilities be designed to include bikeways.   | Continue implementation of current standards.  |
| C-10.4<br>(Coastal)   | Consider bicycle operating characteristics in the design of intersections and traffic control systems.   | Continue implementation of current standards.  |
| C-10.5<br>(Coastal)   | Bicycle Parking: Provide adequate and secure bicycle parking at public transit facilities, park and ride lots, schools, the library, parks, City offices, and commercial areas.  | Continue implementation of current standards. Several bicycle parking area are included in The Plateau housing project.    |
| <p><b>Goal C-11 (Coastal): Provide mobility-impaired persons with access to transportation.</b></p> |  |  |
| <p><b>Goal C-11 (Inland): Make it easier and safer for people to walk in Fort Bragg.</b></p>        |  |  |
| C-11.1<br>(Coastal)   | Regulations for Disabled Persons: Enforce Federal and State regulations regarding access for persons with disabilities.  | Continue implementation of current standards. Caltrans implemented ADA upgrades in 2020 along Main Street.                 |
| C-11.1<br>(Inland)  | Continuous Sidewalks: Require 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. | Continue implementation of current standards. The 2019 Street Rehabilitation Project filled some sidewalk gaps and designs |

| Policy  | Objective   | Implementation   |
|---|---|--|
|   |   | are currently in progress to improve connectivity on south Main Street.  |
| C-11.2<br>(Coastal)   | Handicapped Access. In conformance with State and Federal regulations, continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access. | Continue implementation of current standards. The 2019 Street Rehabilitation Project filled some sidewalk gaps and designs are currently in progress to improve connectivity on south Main Street. |
| C-11.2<br>(Inland)  | Where feasible, incorporate pedestrian and bicycle facilities into the design and construction of all road improvements.  | Continue implementation of current standards.  |
| C-11.3<br>(Coastal)   | Support Improved Access: Support improved access to public transportation and pedestrian facilities for people with disabilities.   | Continue implementation of current standards. Caltrans completed ADA upgrades to several intersections along Main Street.  |
| C-11.3<br>(Inland)  | Sidewalk Maintenance: Ensure that property owners maintain safe sidewalks.  | Continue implementation of current standards and code enforcement efforts. City initiated abatement of troublesome sidewalk in front of the Post Office.   |
| C-11.4<br>(Inland)  | Sidewalk Design: Sidewalks should be designed, constructed and reconstructed to enhance the safety, comfort, aesthetic appeal, and interest of the pedestrian environment.  | Sidewalk, curb and gutters are installed based on City standards.  |
| C-11.5<br>(Inland)  | Pedestrian Paths: Develop a series of continuous pedestrian and multi-use walkways throughout the commercial districts and residential neighborhoods.   | Continue implementation of current standards.  |
| C-11.6<br>(Inland)  | Improve Pedestrian Safety   | Continue implementation of current standards. Several grant funded efforts are underway to improve pedestrian safety along Main Street.  |
| <p><b>Goal C-12 (Coastal): Increase use of the Skunk Line for transportation of people and freight.</b></p> <p><b>Goal C-12 (Inland):</b></p> |   |  |

| Policy  | Objective   | Implementation  |
|---|---|---|
| C-12.1<br>(Inland)  | Comprehensive Bikeway System: Establish a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.   | Continue implementation of current standards. No such project undertaken during the current reporting year. A bikeway system has been largely completed and gap filling is the current focus. |
| C-12.2<br>(Inland)  | Improve and expand bicycle facilities and infrastructure according to the City's Bicycle Master Plan and the Residential Streets Safety Plan recommendations.   | Continue implementation of current standards. No such project undertaken during the current reporting year. A bikeway system has been largely completed and gap filling is the current focus. |
| C-12.3<br>(Inland)  | Require new development to provide on-site connections to existing and proposed bikeways, as appropriate.   | New development is reviewed for compliance of this policy; ongoing.   |
| C-12.4<br>(Inland)  | Require new development, redevelopment, and significant renovation projects to provide superior bicycle/bicyclist support infrastructure.   | Continue implementation of current standards. No such project submittals during the current reporting year.   |
| C-12.5<br>(Inland)  | Bicycle Parking: Provide adequate and secure bicycle parking at bus stops, schools, the library, parks, City offices, and commercial areas.   | Continue implementation of current standards.   |
| C-12.6<br>(Inland)  | Require that streets linking residential areas with school facilities be designed to include bikeways.  | Continue implementation of current standards. No such project undertaken during the current reporting year.   |
| C-12.7<br>(Inland)  | 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. | Continue implementation of current standards.   |
| C-12.8<br>(Inland)  | Improve continuity and connections between the City's bike facilities and those of the County and State.  | Continue coordination through MCOG and Caltrans   |
| <p><b>Goal C-13 (Coastal):</b> Coordinate regional traffic planning.</p> <p><b>Goal C-13 (Inland):</b> Provide mobility-impaired persons with access to transportation.</p> |   |   |

| Policy  | Objective  | Implementation   |
|---|--|--|
| C-13.1<br>(Coastal)   | Regional Transportation Efforts: Participate in regional transportation planning efforts.  | Continue coordination with MCOG and Caltrans to fund and implement transportation planning efforts.              |
| C-13.1<br>(Inland)  | Regulations for Disabled Persons: Enforce Federal and State regulations regarding access for persons with disabilities.  | Continue implementation of current standards.  |
| C-13.2<br>(Inland)  | 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 handicapped access. | Continue implementation of current standards.  |
| C-13.3<br>(Inland)  | Support Improved Access: Support improved access to public transportation and pedestrian facilities for people with disabilities.  | Continue implementation of current standards.  |
| <p><b>Goal C-14 (Coastal): Promote balanced funding for transportation.</b></p> <p><b>Goal C-14 (Inland): Coordinate regional traffic planning.</b></p> |  |  |
| C-14.1<br>(Coastal)   | 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.  | Development applicants pay real-time funding for project processing through Development Deposit Accounts (DDAs). |
| C-14.1<br>(Inland)  | Regional Transportation Efforts: Participate in regional transportation planning efforts.  | Continue coordination through MCOG and Caltrans to fund and implement transportation planning efforts.           |
| <p><b>Goal C-15 (Inland) Promote balanced funding for transportation.</b></p>   |  |  |
| C-15.1<br>(Inland)  | 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.  | Development applicants pay real-time funding for project processing through Development Deposit Accounts (DDAs). |



## Community Design Element

| Policy  | Objective  | Implementation  |
|---|--|---|
| <p><b>Goal CD-1 (Coastal): Preserve and enhance scenic views.</b></p> <p><b>Goal CD-1 (Inland): Ensure that new development demonstrates excellence of design and sensitivity to the character of the surrounding neighborhood.</b></p> |  |   |
| <p>CD-1.1<br/>(Coastal)</p>   | <p>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.</p>  | <p>Development in the Coastal Zone is subject to Coastal Development Permitting. CDPs require visual analysis in areas where public views to and along the ocean are affected, as mapped in the LCP. Continued review of projects for consistency with the visual resource policies of the LCP will ensure ongoing compliance with this policy.</p> |
| <p>CD-1.1<br/>(Inland)</p>  | <p>Citywide Design Guidelines: Ensure that new development and remodels are constructed in a manner consistent with the Citywide Design Guidelines.</p>  | <p>City requires Design Review for all significant commercial projects. The Citywide Design Guidelines are the standard of review for these permit reviews.</p>   |
| <p>CD-1.2<br/>(Coastal)</p>   | <p>The large trees fronting the west side of Highway One between the North Cliff Hotel and Cypress 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. The forested area north of the Georgia-Pacific nursery and south of Maple Street shall be maintained as a sensitive natural habitat and scenic resource, and it shall not be developed.</p>  | <p>In 2019, the City permitted the removal of trees in north of the GP nursery for the protection of the remaining tree stand, reducing fire hazards and damage from trespass.</p>  |
| <p>CD-1.2<br/>(Inland)</p>  | <p>Discourage Sameness and Repetitive Residential Designs.</p>   | <p>Implementation ongoing.</p>  |
| <p>CD-1.3<br/>(Coastal)</p>   | <p>Visual Analysis Required. A Visual Analysis 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 development listed in below. Development exempt from Visual Analysis includes 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</p> | <p>The City continues to require visual analysis for projects subject to CDPs in areas with "Potential Scenic Views Toward the Ocean or the Noyo River."</p>  |

| Policy              | Objective  | Implementation  |
|---------------------|--|---|
|                     | <p>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.</p> |   |
| CD-1.3<br>(Inland)  | <p>Scenic Views and Resource Areas: Ensure that development does not adversely impact scenic views and resources as seen from public rights-of-way.</p>  | <p>City requires Design Review for all significant commercial projects. The Citywide Design Guidelines are the standard of review for these permit reviews.</p> |
| CD-1.4<br>(Coastal) | <p>New development shall be sited and designed to minimize adverse impacts on scenic areas visible from scenic roads or public viewing areas to the maximum feasible extent.</p>   | <p>The City continues to require visual analysis for projects subject to CDPs in areas with "Potential Scenic Views Toward the Ocean or the Noyo River."</p>    |
| CD-1.4<br>(Inland)  | <p>Property Maintenance and Nuisances: Ensure that properties are well maintained and nuisances are abated.</p>  | <p>The City regularly pursues code enforcement actions to abate nuisance conditions related to property maintenance.</p>  |
| CD-1.5<br>(Coastal) | <p>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</p>  | <p>Development in the Coastal Zone continues to require a CDP, where consistency with this and related policies is ensured through visual analysis.</p>         |

| Policy                      | Objective   | Implementation   |
|-----------------------------|---|--|
|                             | <p>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.</p>  |  |
| <p>CD-1.5<br/>(Inland)</p>  | <p>Strip Development: Discourage strip development along Main Street.</p>   | <p>The City continues to work with prospective applicants and developers to design projects that significantly comply with the Citywide Design Guidelines.</p> |
| <p>CD-1.6<br/>(Coastal)</p> | <p>Fences, walls, and landscaping shall minimize blockage of scenic areas from roads, parks, beaches, and other public viewing areas.</p>   | <p>Development in the Coastal Zone continues to require a CDP, where consistency with this and related policies is ensured through visual analysis.</p>        |
| <p>CD-1.7<br/>(Coastal)</p> | <p>Bluff Face and Bluff Retreat Setback Development. Development on the bluff face and within the bluff retreat setback shall be limited to the following uses with a conditional use permit where there is no feasible less environmentally damaging alternative, feasible mitigation measures have been provided to minimize all adverse environmental impacts. And allowable structures are designed be visually compatible with the surrounding area to the maximum extent feasible. (a) engineered access ways 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.</p> | <p>Development in the Coastal Zone continues to require a CDP to determine consistency with this policy.</p>   |
| <p>CD-1.8<br/>(Coastal)</p> | <p>Bluff top development shall incorporate a setback from the edge of the bluff that avoids and minimizes visual impacts from the beach and ocean below. The bluff top 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-B.</p>   | <p>Development in the Coastal Zone continues to require a CDP to determine consistency with this policy.</p>   |
| <p>CD-1.9</p>               | <p>Exterior lighting (except traffic lights, navigational lights, and other similar safety lighting)</p>  | <p>Development in the Coastal Zone continues to</p>  |

| Policy  | Objective   | Implementation   |
|---|---|--|
| (Coastal)   | shall be minimized, restricted to low intensity fixtures, and shielded so that no light shines beyond the boundary of the property.   | require a CDP to determine consistency with this policy.   |
| CD-1.10<br>(Coastal)  | 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.  | Development in the Coastal Zone, including subdivisions and boundary line adjustments, continues to require a CDP to determine consistency with this policy. |
| CD-1.11<br>(Coastal)  | New development shall minimize removal of natural vegetation. Existing native trees and plants shall be preserved on the site to the maximum extent feasible.   | Development in the Coastal Zone continues to require a CDP to determine consistency with this policy.  |
| CD-1.12<br>(Coastal)  | Maintain Unobstructed Views of the Ocean: Require new development north of Pudding Creek to leave unblocked views to the ocean from Highway One.  | Development in the Coastal Zone continues to require a CDP to determine consistency with this policy.  |
| CD-1.13<br>(Coastal)  | 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. | Development in the Coastal Zone continues to require a CDP to determine consistency with this policy.  |
| CD-1.14<br>(Coastal)  | All new development (including decks and balconies) north of Pudding Creek shall be set back at least 30 feet from the edge of the Old Haul Road and shall be consistent with all other applicable LCP setback requirements.  | Development in the Coastal Zone continues to require a CDP to determine consistency with this policy.  |
| <p><b>Goal CD-2 (Coastal): Ensure that new development demonstrates excellence of design and sensitivity to the character of the surrounding neighborhood.</b></p> <p><b>Goal CD-2 (Inland): Preserve the Central Business District as the commercial, civic, historic, and cultural center of the community.</b></p> |   |  |
| CD-2.1<br>(Coastal)   | Design Review: All development that has the potential to affect visual resources shall be subject to Design Review, unless otherwise exempt from Design Review pursuant to Coastal Land Use & Development Code Section 18.71.050. Design Review approval requirements shall not replace, supersede or otherwise modify the independent requirement for a coastal  | Design Review is required for multi-family projects, new commercial development, and most commercial additions, consistent with this requirement.            |

| Policy              | Objective  | Implementation   |
|---------------------|--|--|
|                     | development permit approved pursuant to the applicable policies and standards of the certified LCP. Ensure that development is constructed in a manner consistent with the Citywide Design Guidelines.   |  |
| CD-2.1<br>(Inland)  | Adaptive Reuse: Facilitate the adaptive reuse of existing older buildings in the Central Business District.  | Vacation Rentals are allowed with minor use permit approval, on the second and third floor above commercial uses in the CBD to encourage the renovation of older buildings in the downtown.  |
| CD-2.2<br>(Coastal) | Large Commercial Development: Ensure that large commercial development, such as shopping centers, big box retail, and mixed use development, fits harmoniously with the scale and design of existing buildings and streetscape of the City.                | Development in the Coastal Zone continues to require a CDP to determine consistency with this policy.  |
| CD-2.2<br>(Inland)  | Pedestrian Activity: Encourage increased pedestrian movement and activity in the Central Business District.  | <p>The ILUDC allows only pedestrian-oriented uses in the CBD. Projects are reviewed for consistency with this policy.</p> <p>The City also initiated a program to ease the barriers for street furniture to contribute to the walkability of downtown.</p> |
| CD-2.3<br>(Coastal) | Second Dwelling Units and Manufactured Units and Single-Family Residential Development: Ensure that second dwelling units, manufactured units, and single-family residences are sited and constructed in a manner harmonious with surrounding development. | Changes in State law have made the development of ADUs more permissible. The City reviews development applications for consistency with the updated laws. A CLUDC Amendment is forthcoming to update these regulations.                                    |
| CD-2.3<br>(Inland)  | Economic Vitality: Continue to support the economic diversity and vitality of downtown businesses.   | The City reviews development applications for consistency with this policy.  |
| CD-2.4<br>(Coastal) | Discourage Sameness and Repetitive Residential Designs.  | The City reviews development applications for consistency with this policy.  |
| CD-2.4<br>(Inland)  | Parking: Improve the availability of public parking facilities in the Central Business District and other commercial areas.  | Currently, the City waives all parking requirements in the CBD.  |
| CD-2.5              | Scenic Views and Resource Areas: Ensure that development does not adversely impact   | Development in the Coastal Zone is subject to  |

| Policy   | Objective  | Implementation   |
|--|--|--|
| (Coastal)  | scenic views and resources as seen from a road and other public rights-of-way.   | CDP approval, and visual analysis review ensures ongoing consistency with this policy.   |
| CD-2.5<br>(Inland)   | Strengthen the Distinctive Identity of the Central Business District: Strengthen the distinctive identity and unique sense of place of the Central Business District.  | In 2020, the Visit Fort Bragg campaign focused on the people and businesses of the CBD with curated “stories” including narratives, images and sound bites.  |
| CD-2.6<br>(Coastal)  | Property Maintenance and Nuisances: Ensure that properties are well maintained and nuisances are abated.   | The City has an active code enforcement program that responds to all complaints related to nuisances.  |
| CD-2.7<br>(Coastal)  | Landscaping: Encourage attractive native and drought-tolerant landscaping in residential and commercial developments.  | The CLUDC and ILUDC includes vegetation requirements mandating native landscaping near ESHA and/or drought tolerant landscaping outside of ESHA pertaining to new development.                               |
| CD-2.8<br>(Coastal)  | Strip Development: Discourage further strip development along Main Street. Strip development is typically characterized by street frontage parking lots serving individual or strips of stores or restaurants, with no provisions for pedestrian access between individual uses and buildings arranged linearly. | The City reviews development proposals for consistency with this policy.   |
| <p><b>Goal CD-3 (Coastal): Preserve the Central Business District as the commercial, civic, historic, and cultural center of the community.</b></p> <p><b>Goal CD-3 (Inland): Create attractive entryways to the City.</b></p> |  |  |
| CD-3.1<br>(Coastal)  | Adaptive Reuse: Facilitate the adaptive reuse of existing older buildings in the Central Business District.  | The City allows a broad mix of uses in the CBD, allowing for flexibility in the reuse of older buildings.  |
| CD-3.1<br>(Inland)   | Entryways: Clearly define the points of entry to the City through the use of distinctive signs, lighting, and landscaping.   | The City continues to work with prospective applicants and developers to design projects that significantly comply with the Citywide Design Guidelines, as well as development standards of zoning district. |
| CD-3.2   | Pedestrian Activity: Encourage increased pedestrian movement and activity in the Central   | In 2020, the City provided a mechanism for   |

| Policy  | Objective   | Implementation   |
|---|---|--|
| (Coastal)   | Business District.  | businesses affected by COVID-19 to operate outdoors, which contributed to the walkability of downtown.   |
| CD-3.2<br>(Inland)  | Gateway Development: Encourage a higher quality of development at the City's gateways.  | The City continues to work with prospective applicants and developers to design projects that significantly comply with the Citywide Design Guidelines, as well as development standards of zoning district. |
| CD-3.3<br>(Coastal)   | Economic Vitality: Continue to support the economic diversity and vitality of downtown businesses.  | The City Council and Planning Commission are actively discussing how to regulate Formula Business in order to support the vitality of downtown businesses.   |
| CD-3.4<br>(Coastal)   | Parking: Improve the availability of public parking facilities in the Central Business District and other commercial areas.   | The City has installed electric vehicle charging stations in the downtown, and employees a parking enforcement officer to ensure spaces are not capitalized throughout the day.                              |
| CD-3.5<br>(Coastal)   | Strengthen the Distinctive Identity of the Central Business District: Strengthen the distinctive identity and unique sense of place of the Central Business District.   | City staff is actively working on a strategy to present to City Council and Planning Commission in order to strengthen the CBD   |
| <p><b>Goal CD-4 (Coastal): Create attractive entryways to the City.</b></p>                       |   |  |
| <p><b>Goal CD-4 (Inland): Improve the appearance and effectiveness of parking facilities.</b></p> |   |  |
| CD-4.1<br>(Coastal)   | Entryways: Clearly define the points of entry to the City through the use of distinctive signs, lighting, and landscaping.  | Implementation ongoing.  |
| CD-4.1<br>(Inland)  | 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. | The City continues to work with prospective applicants and developers to design projects that significantly comply with the Citywide Design Guidelines, as well as development standards of zoning district. |

| Policy  | Objective   | Implementation  |
|---|---|---|
| <p><b>Goal CD-5 (Coastal): Improve the appearance and effectiveness of parking facilities.</b></p> <p><b>Goal CD-5 (Inland): Use lighting to create a sense of security and to provide cohesion to the physical structure of the community.</b></p> |   |   |
| CD-5.1<br>(Coastal)   | 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.                       | Development proposals are reviewed for consistency with this policy. The City maintains a partnership with private parking west of Main Street (not on the frontage) to provide public parking consistent with this policy. |
| CD-5.1<br>(Inland)  | Security: Establish standards to ensure that on-site lighting is adequate to provide security while not producing excessive glare.  | The City continues to work with prospective applicants and developers to design projects that significantly comply with the Citywide Design Guidelines, as well as development standards of zoning district.                |
| CD-5.2<br>(Inland)  | Lighting Design Review Guidelines: Apply lighting design guidelines in the Citywide Design Guidelines and the City's Zoning Ordinance.  | The City continues to work with prospective applicants and developers to design projects that significantly comply with the Citywide Design Guidelines, as well as development standards of zoning district.                |
| CD-5.3<br>(Inland)  | 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 boundary of the property. | The City continues to work with prospective applicants and developers to design projects that significantly comply with the Citywide Design Guidelines, as well as development standards of zoning district.                |
| <p><b>Goal CD-6 (Coastal): Use lighting to create a sense of security and to provide cohesion to the physical structure of the community.</b></p> <p><b>Goal CD-6 (Inland): Preserve cultural and historic resources.</b></p>                       |   |   |
| CD-6.1<br>(Coastal)   | Security: Establish standards to ensure that on-site lighting is adequate to provide security while not producing excessive glare.  | The City reviews permit applications for consistency with this policy.  |
| CD-6.1<br>(Inland)  | Protect and Preserve Buildings and Sites with Historic and Cultural Significance to the Community:  | The City reviews permit applications for consistency with this policy.  |



| Policy  | Objective   | Implementation  |
|---|---|---|
| CD-6.2<br>(Coastal)   | Lighting Design Guidelines: Apply lighting design guidelines contained in the Citywide Design Guidelines.                             | Projects requiring Design Review are subject to the Citywide Design Guidelines for compliance with this policy.   |
| CD-6.2<br>(Inland)  | Discourage Demolitions: Discourage the demolition of historic buildings.  | The City seeks to reuse buildings where feasible.   |
| CD-6.3<br>(Inland)  | Public Awareness: Increase public awareness and appreciation of the City’s cultural and historic resources.                           | The City partners regularly with the Fort Bragg Mendocino Coast Historical Society for appreciation of historic resources. The City’s 125th birthday was celebrated in City Hall in coordination with a Block Party and their assistance.   |
| <p style="text-align: center;"><b>Goal CD-7 (Coastal): Preserve cultural and historic resources.</b></p> <p style="text-align: center;"><b>Goal CD-7 (Inland): Support Public Art and Open Space.</b></p> |   |   |
| CD-7.1<br>(Coastal)   | Protect and Preserve Buildings and Sites with Historic and Cultural Significance to the Community.                                    | The City reviews permit applications for consistency with this policy.  |
| CD-7.1<br>(Inland)  | Public Art: Encourage the provision of murals, fountains, sculptures, and other forms of public art in public spaces and parks.       | In 2019, City Council provided City resources to Lia Wilson and Alleyway Art Project to bring more murals to the CBD.   |
| CD-7.2<br>(Coastal)   | Discourage Demolitions: Discourage the demolition of historic buildings.  | The City reviews permit applications for consistency with this policy.  |
| CD-7.2<br>(Inland)  | Provide Public Open Spaces: Encourage the development of public open spaces for gatherings and fairs in commercial areas of the City. | Examples include: the use of large meadow adjacent to Coastal Trail off Cypress Street with additional parking on Jere Melo Way; use of 400 block of Franklin Street for weekly Farmers Market; and additional street closures as requested for variety of public events. The current LCP amendment effort includes Open Space/Parks zoning in order to provide additional and much needed public open space. |

| Policy   | Objective   | Implementation  |
|--|---|---|
| CD-7.3<br>(Coastal)  | Public Awareness: Increase public awareness and appreciation of the City’s cultural and historic resources.                           | <p>The City partners regularly with the Fort Bragg Mendocino Coast Historical Society for appreciation of historic resources. The City’s 125th birthday was celebrated in City Hall in coordination with a Block Party and their assistance.</p> <p>The City supports the Paul Bunyan Days event that occurs annually on Labor Day Weekend celebrating the regions logging history.</p> |
| <b>Goal CD-8 (Coastal): Support Public Art and Open Space.</b> |   |   |
| CD-8.1<br>(Coastal)  | Public Art: Encourage the provision of murals, fountains, sculptures, and other forms of public art in public spaces and parks.       | The City encourages programs that assist with the placement of art and murals in the downtown.  |
| CD-8.2<br>(Coastal)  | Provide Public Open Spaces: Encourage the development of public open spaces for gatherings and fairs in commercial areas of the City. | The City has numerous public events in the public parks throughout the City. The City’s draft LCP amendment currently includes expanded open spaces on the Mill Site that could help accommodate these events.  |

## Safety

| Policy   | Objective  | Implementation  |
|--|--|---|
| <p><b>Goal S-1 (Coastal): Reduce and minimize impacts of development on bluff tops and shoreline features.</b></p> |  |   |
| <p><b>Goal S-1 (Inland): Reduce seismic and geologic-related hazards.</b></p>                                      |  |   |
| <p>SF-1.1<br/>(Coastal)</p>  | <p>Minimize Hazards: New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard; and (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.</p>  | <p>No new significant development proposed in high geologic flood and/or fire hazard zones in 2020.</p>                               |
| <p>SF-1.1<br/>(Inland)</p>   | <p>Minimize Hazards: New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard; and (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.</p>  | <p>No significant development permits issued this calendar year in areas of high geologic, flood, or fire hazard zones.</p>           |
| <p>SF-1.2<br/>(Coastal)</p>  | <p>All ocean-front and bluff top development shall be sized, sited and designed to minimize risk from wave run-up, flooding, and beach and bluff erosion hazards, and avoid the need for a shoreline protective structure at any time during the life of the development.</p>  | <p>No significant development permits issued this calendar year for development sited ocean-front or bluff top.</p>                   |
| <p>SF-1.2<br/>(Inland)</p>   | <p>Geotechnical report required: Applications for development located in or near an area subject to geologic hazards, including but not limited to areas of geologic hazard shown on Map SF-1, shall be required to submit a geologic/soils/geotechnical study that identifies all potential geologic hazards affecting the proposed project site, all necessary mitigation measures, and demonstrates that the project site is suitable for the proposed development and that the development will be safe from geologic hazard. Such study shall be conducted by a licensed Certified Engineering Geologist (CEG) or Geotechnical Engineer (GE). Refer to Map SF-1: Geologic Hazards. Refer to the General Plan Glossary for definitions of these terms.</p> | <p>No development permit applications submitted this calendar year for development in areas of geologic hazard shown on Map SF-1.</p> |
| <p>SF-1.3<br/>(Coastal)</p>  | <p>Geotechnical report required. Applications for development located in or near an area subject to geologic hazards, including but not limited to areas of geologic hazard shown on Map SF-1, shall be required to submit a geologic/soils/geotechnical study that identifies all potential geologic hazards affecting the proposed project site, all necessary mitigation measures, and demonstrates that the project site is suitable for the proposed development and that the development will be safe from geologic hazard. Such study shall be conducted</p>  | <p>No development permit applications submitted this calendar year for development in areas of geologic hazard shown on Map SF-1.</p> |

| Policy                      | Objective   | Implementation   |
|-----------------------------|---|--|
|                             | <p>by a licensed Certified Engineering Geologist (CEG) or Geotechnical Engineer (GE) and shall be prepared consistent with the requirements of Section 18.54.040(C) of the Coastal Land Use and Development Code. Refer to Map SF-1: Geologic Hazards. Refer to the General Plan Glossary for definitions of these terms.</p>   |  |
| <p>SF-1.3<br/>(Inland)</p>  | <p>Alterations to Landforms: Minimize, to the maximum feasible extent, alterations to cliffs, bluff tops, faces or bases, and other natural land forms. 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.</p>   | <p>Any developments which alter natural landforms in any substantial way require submission, review and approval of a grading permit. One primary function of the grading permit is to prevent erosion and ensure re-establishment of natural landforms and drainage patterns.</p> |
| <p>SF-1.4<br/>(Coastal)</p> | <p>Bluff top Setback. All development located on a bluff top shall be setback from the bluff edge a sufficient distance to ensure that it will be stable for a projected 100-year economic life. Stability shall be defined as maintaining a minimum factor of safety against sliding of 1.5 (static) or 1.1 (pseudostatic), as described in Section 18.54.040(F) of the Coastal Land Use and Development Code. This requirement shall apply 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.</p> | <p>Both the City's Coastal Trail and the Waste Water Treatment Facility Upgrade projects have required a blufftop analysis to be performed by a licensed certified professionals. Both projects met minimum factors of safety for slope stability.</p>                             |
| <p>SF-1.4<br/>(Inland)</p>  | <p>Identify Potential Hazards: Identify potential hazards relating to geologic and soils conditions during review of development applications.</p>  | <p>No development applications submitted this calendar year necessitate review of potential hazards related to geologic or soils conditions.</p>   |
| <p>SF-1.5<br/>(Coastal)</p> | <p>Siting and design of new blufftop development and shoreline protective devices shall take into account anticipated future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered. Development shall be set back a sufficient distance landward and elevated to a sufficient foundation height to eliminate or minimize to the maximum extent feasible hazards associated with anticipated sea level rise over the expected 100-year economic life of the structure.</p>   | <p>All development applications reviewed for consistency with set back distance and elevation in relation to blufftops to minimize exposure to sea level rise hazards.</p>   |
| <p>SF-1.6<br/>(Coastal)</p> | <p>Land divisions, including subdivisions, lot splits, lot line adjustments, and conditional certificates of compliance which create new shoreline or blufftop 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.</p>  | <p>No listed land use entitlement applications reviewed this year which proposed creation of shoreline or blufftop lots.</p>   |

| Policy               | Objective  | Implementation  |
|----------------------|--|---|
| SF-1.7<br>(Coastal)  | 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.   | Any developments which alter natural landforms in any substantial way require submission, review and approval of a grading permit. One primary function of the grading permit is to prevent erosion and ensure re-establishment of natural landforms and drainage patterns.         |
| SF-1.8<br>(Coastal)  | Floodplain Development: Limit new development in floodplains in the Coastal Zone, including but not limited to those floodplain areas shown on Map SF-2, to those uses allowed in the Open Space land use designation consistent with all other applicable requirements of the LCP.  | There were no development applications in floodplains in the City's Coastal Zone last calendar year.  |
| SF-1.9<br>(Coastal)  | 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 accessways or staircases to beaches, boardwalks, viewing platforms, and trail alignments for public access purposes; (2) pipelines to serve coastal dependent industry; (3) habitat restoration; (4) hazardous materials remediation; and (5) 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 environmental, geological, and engineering study as specified in Policy LC-6.1. 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. | There was no development along bluff face or bluff retreat setback areas. The City's Glass Beach Stairs replacement project was reviewed and designed in 2019 which would have been exempted due to conditional use clauses. This project however remains unfunded and not rebuilt. |
| SF-1.10<br>(Coastal) | 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: (1) to serve coastal-dependent uses; or (2) to protect public beaches in danger from erosion; or (3) to protect existing structures that were legally constructed prior to the effective date of the Coastal Act; or (4) that 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; or (5) for a development consistent with  | No shoreline structure permit applications received nor constructed during the previous calendar year.  |

| Policy              | Objective   | Implementation  |
|---------------------|---|---|
|                     | <p>Section 30233(a) of the Coastal Act and only when it can be demonstrated that said existing structures are at risk from identified hazards if no feasible or less environmentally damaging alternative is available and the structure has been designed to eliminate or mitigate adverse environmental impacts, including impacts upon local shoreline sand supply. The design and construction of allowed protective structures shall respect natural landforms and provide for lateral beach access. “Existing structures” for purposes of Policy LC-6.5 shall consist only of a principle 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.</p> |   |
|                     | <p><b>Goal SF-2 (Coastal): Reduce seismic and geologic-related hazards.</b></p> <p><b>Goal SF-2 (Inland): Reduce the risks from flooding.</b></p>   |   |
| SF-2.1<br>(Coastal) | <p>Seismic Hazards: Reduce the risk of loss of life, personal injury, and damage to property resulting from seismic hazards.</p>  | <p>All new development is required to be constructed in accordance with current building codes for seismic hazard reduction.</p>  |
| SF-2.1<br>(Inland)  | <p>Flood Hazards: Ensure adequate standards for development in the 100-year floodplain.</p>   | <p>This is standard practice on all development applications. There are very few parcels located in FEMA 100 year floodplain in the City limits. They are limited to the Noyo River basin along the haul road and Pudding Creek Area.</p> |
| SF-2.2<br>(Coastal) | <p>Require professional inspection of foundations and excavations, earthwork, and other geotechnical aspects of site development during construction on those sites specified in soils, geologic, and geotechnical studies as being prone to moderate or high levels of seismic hazard.</p>   | <p>This is ongoing practice for development in areas of seismic hazard.</p>   |
| SF-2.2<br>(Inland)  | <p>Storm Drainage: Continue to maintain effective flood drainage systems and regulate construction to minimize flood hazards.</p>   | <p>All development permit applications which disturb more than 120 SF of ground are required to submit a stormwater control plan. The extent of the submittal required is based on the size and scope of the proposed development.</p>    |

| Policy              | Objective  | Implementation  |
|---------------------|--|---|
| SF-2.3<br>(Coastal) | 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 supervised and certified by a geologist, geotechnical engineer, or engineering geologist.  | No development permit applications submitted this calendar year for development in areas of geologic hazard shown on Map SF-1.  |
| SF-2.3<br>(Inland)  | Require development to pay for the costs of drainage facilities needed to drain project-generated runoff.  | All new development disturbing 120 SF or more ground is required to pay drainage capacity in accordance with the current fee schedule.  |
| SF-2.4<br>(Coastal) | Tsunami: Minimize development in areas subject to tsunami.   | Few areas in the City limits currently identified as subject to Tsunami. No development or permits issued in such areas in previous calendar year.  |
| SF-2.4<br>(Inland)  | Require, where necessary, the construction of siltation/detention basins to be incorporated into the design of development projects.   | All construction projects are required to install BMPs appropriate to the development necessary to prevent erosion and sedimentation.   |
| SF-2.5<br>(Coastal) | Review development proposals to ensure that new development is not in an area subject to tsunami damage and if such development is otherwise allowable that it is designed to withstand tsunami damage.  | Few areas in the City limits currently identified as subject to Tsunami. No development or permits issued in such areas in previous calendar year.  |
| SF-2.5<br>(Inland)  | Require, as determined by City staff, analysis of the cumulative effects of development upon runoff, discharge into natural watercourses, and increased volumes and velocities in watercourses and their impacts on downstream properties. Include clear and comprehensive mitigation measures as part of project approvals to ensure that new development does not cause downstream flooding of other properties. | All projects with ground disturbing activities are required to undergo a stormwater review and implement BMPS and LID measures as appropriate for extent of development as regulated by the City's MS4. |
| SF-2.6<br>(Coastal) | Avoid 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  | No new development of such facilities in previous calendar year.  |
| SF-2.6<br>(Inland)  | Analyze the impacts of and potential flooding issues resulting from Climate Change and rising sea levels on proposed projects located within the 100-year Sea-Level Rise Inundation Area (see Map SF-4).   | This is standard practice on all development applications. There are very few developable parcels located in 100 year Sea Level Rise Inundation area inside the City limits. They are                   |

| Policy  | Objective  | Implementation  |
|---|--|---|
|   |  | limited to the Noyo River basin along the haul road and Pudding Creek Area.   |
| SF-2.7<br>(Coastal)   | Require that overnight visitor-serving facilities in susceptible areas provide tsunami information and evacuation plans.   | This can be made a requirement for existing businesses if/when they request a permit from the City.   |
| <p><b>Goal SF-3 (Coastal): Reduce the risks from flooding.</b></p> <p><b>Goal SF-3 (Inland): Ensure emergency preparedness.</b></p> |  |   |
| SF-3.1<br>(Coastal)   | Coordinate with County: Continue coordination with the Mendocino County Emergency Services Authority.  | On-going effort.  |
| SF-3.1<br>(Inland)  | Coordinate with County: Continue coordination with the Mendocino County Emergency Services Authority   | On-Going effort.  |
| SF-3.2<br>(Coastal)   | Maintain an Updated Emergency Plan: Update the City’s Emergency Operations Plan as needed to take into account the requirements of the California Emergency Management Systems (SEMS).   | On-Going effort.  |
| SF-3.2<br>(Inland)  | Maintain an Updated Emergency Plan: Update the City’s Emergency Operations Plan as needed to take into account the requirements of the California Emergency Management Systems (SEMS).   | The City currently utilizes the Emergency Operations Plan (EOP) 2017. This plan is due to be updated in order to address frequent Public Safety Power Shutoffs (PSPS) measures taken by PG&E due to risk of wildfires in California.  |
| SF-3.3<br>(Coastal)   | DOES NOT EXISIT (MISNUMBERED)  |   |
| SF-3.4<br>(Coastal)   | Require development to pay for the costs of drainage facilities needed to drain project-generated runoff. Develop a City-wide drainage policy to assist staff to identify drainage improvements or impact fees required for development. | All new development disturbing 120sf or more ground is required to pay drainage capacity in accordance with the current fee schedule. The most current stormdrain master plan was published in 2004 and is due for another update. Staff is also closely following SB231 and considering the potential for a storm water Enterprise Fund. |



| Policy   | Objective  | Implementation  |
|--|--|---|
| SF-3.5<br>(Coastal)  | Require, where necessary, the construction of siltation/detention basins to be incorporated into the design of development projects.   | All construction projects are required to install BMPs appropriate to the development necessary to prevent erosion and sedimentation.   |
| <p><b>Goal SF-4 (Coastal): Ensure emergency preparedness.</b></p> <p><b>Goal SF-4 (Inland): Reduce fire hazards.</b></p> |  |   |
| SF-4.1<br>(Coastal)  | Coordinate with County: Continue coordination with the Mendocino County Emergency Services Authority.  | On-going effort   |
| SF-4.1<br>(Inland)   | Minimize Fire Risk in New Development: Review all development proposals for fire risk and require mitigation measures to reduce the probability of fire.                               | All new commercial, multifamily and single family units are required to provide fire sprinkler suppression. All major development triggering CEQA is further analyzed for potential risk of wildfire.               |
| SF-4.2<br>(Coastal)  | Maintain an Updated Emergency Plan: Update the City's Emergency Operations Plan as needed to take into account the requirements of the California Emergency Management Systems (SEMS). | On-going effort   |
| SF-4.2<br>(Inland)   | Maintain a High Level of Fire Protection: Work with the Fire Protection Authority to ensure a continued high level of fire protection.   | The City continues to work closely with the Fort Bragg Fire Marshal and Fire Chief to review all proposed development.  |
| SF-4.3<br>(Inland)   | Mutual Aid Agreements: Continue to maintain mutual aid agreements.   | On-going effort   |
| SF-4.4<br>(Inland)   | Fire Protection Authority Needs: Anticipate the needs of the Fort Bragg Fire Protection Authority.   | The City applied for and was awarded CDGB grant funds to design improvements to the Fire Station.   |
| SF-4.5<br>(Inland)   | Vegetation Management: Continue to implement an effective and environmentally sound vegetation management and weed abatement program.  | Vegetation can be managed by requiring landscaping plans at the time of land use entitlement or permitting and effectively regulated through on-going code enforcement efforts if weed abatement becomes necessary. |

| Policy   | Objective  | Implementation  |
|--|--|---|
| <p><b>Goal SF-5 (Coastal): Reduce fire hazards.</b></p>                                    |  |   |
| <p><b>Goal SF_5 (Inland): Maintain effective police services.</b></p>                      |  |   |
| SF-5.1 (Coastal)   | Minimize Fire Risk in New Development: Review all development proposals for fire risk and require mitigation measures to reduce the probability of fire.   | All new commercial, multifamily and single family units are required to provide fire sprinkler suppression. All major development triggering CEQA is further analyzed for potential risk of wildfire.               |
| SF-5.1 (Inland)  | Demand for Police Services: Review development proposals for their demand for police services and implement measures to maintain adequate police services. | In 2019, the City’s Police Department became fully staffed. The City’s recruitment for Officers is usually on-going and offers many growth and training opportunities for the PD employees.                         |
| SF-5.2 (Coastal)   | Maintain a High Level of Fire Protection: Work with the Fire Protection Authority to ensure a continued high level of fire protection.                     | The City continues to work closely with the Fort Bragg Fire Marshal and Fire Chief to review all proposed development.  |
| SF-5.2 (Inland)  | Shared Resources: Utilize shared resources to improve police response.   | The Police Department works closely with City Code Enforcement, Fire Department and Sheriff’s Department to improve police response.  |
| SF-5.3 (Coastal)   | Mutual Aid Agreements: Continue to maintain mutual aid agreements.   | On-going effort.  |
| SF-5.4 (Coastal)   | Fire Protection Authority Needs: Anticipate the needs of the Fort Bragg Fire Protection Authority.   | The City applied for and was awarded CDGB grant funds to design improvements to the Fire Station.   |
| SF-5.5 (Coastal)   | Vegetation Management: Continue to implement an effective and environmentally sound vegetation management and weed abatement program.                      | Vegetation can be managed by requiring landscaping plans at the time of land use entitlement or permitting and effectively regulated through on-going code enforcement efforts if weed abatement becomes necessary. |
| <p><b>Goal SF-6 (Coastal): Maintain effective police services.</b></p>                     |  |   |
| <p><b>Goal SF-6 (Inland): Maintain an effective medical emergency response system.</b></p> |  |   |

| Policy  | Objective   | Implementation   |
|---|---|--|
| SF-6.1<br>(Coastal)   | Demand for Police Services: Review development proposals for their demand for police services and implement measures to maintain adequate police services.  | In 2019, the City's Police Department became fully staffed. The City's recruitment for Officers is usually on-going and offers many growth and training opportunities for the PD employees.  |
| SF-6.1<br>(Inland)  | 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.                              | On-going effort.   |
| SF-6.2<br>(Coastal)   | Shared Resources: Utilize shared resources to improve police response.  | Fort Bragg PD has a strong working relationship with the Mendocino County Sheriff's Office and the California Highway Patrol.  |
| SF-6.2<br>(Inland)  | 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.  | In 2019, the City Council endorsed a proposed affiliation of Mendocino Coast Hospital with Adventist Health. A proposition (Measure C) to lease Mendocino Coast Hospital to Adventist Health for the next 30 years was passed by voters in November election.  |
| <b>Goal SF-7 (Coastal): Maintain an effective medical emergency response system.</b>                                  |   |  |
| <b>Goal SF-8 (Inland): Reduce hazards of transportation, storage, and disposal of hazardous materials and wastes.</b> |   |  |
| SF-7.1<br>(Coastal)   | 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.                              | On-going effort.   |
| SF-7.1<br>(Inland)  | 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). | All development permits and/or change in use with industrial or manufacturing components are reviewed for consistency with standard Hazardous Waste Materials Business Plans. Both Stormwater Staff and Waste Water Staff regularly monitor and verify facilities inside the City's MS4 and Municipal Improvement District to detect and prevent pollution from Hazardous Waste and Materials associated with transportation, storage, and disposal. City staff also works with Mendocino County CUPA and Environmental Health as necessary to |

| Policy  | Objective  | Implementation  |
|---|--|---|
|   |  | mitigate any potential Hazardous Waste concerns.  |
| SF-7.2<br>(Coastal)   | Maintain Mendocino Coast District Hospital’s Emergency Facilities: Continue to encourage the Mendocino Coast District Hospital to maintain its emergency department and acute care facilities.   | In 2019, the City Council endorsed a proposed affiliation of Mendocino Coast Hospital with Adventist Health. A proposition (Measure C) to lease Mendocino Coast Hospital to Adventist Health for the next 30 years was passed by voters in November election.   |
| SF-7.2<br>(Inland)  | 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, including waste to energy projects, proposed in the Fort Bragg area. | All development permits and/or change in use with industrial or manufacturing components are reviewed for consistency with standard Hazardous Waste Materials Business Plans. Both Stormwater Staff and Waste Water Staff regularly monitor and verify facilities inside the City’s MS4 and Municipal Improvement District to detect and prevent pollution form Hazardous Waste and Materials associated with transportation, storage, and disposal. City staff also works with Mendocino County CUPA and Environmental Health as necessary to mitigate any potential Hazardous Waste concerns. |
| <p><b>Goal SF-8 (Coastal): Reduce hazards of transportation, storage, and disposal of hazardous materials and wastes.</b></p> <p><b>Goal SF-8 (Inland): Minimize community exposure to electromagnetic fields (EMFs).</b></p> |  |   |
| SF-8.1<br>(Coastal)   | 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).  | On-going monitoring and review of Businesses with Hazardous Materials is a condition of both the Municipal Improvement Districts Waste Discharge Requirement (WDR) Permit and the MS4 Permit. These National Pollution Discharge Elimination Permits (NPDES) require the City Staff regularly inspect or require self-certification from facilities who store, manage,  |

| Policy                      | Objective   | Implementation   |
|-----------------------------|---|--|
|                             |   | <p>or transport hazardous facilities to ensure protection of the treatment systems and waterways. Some protective measures include Hazardous Materials Business Plans, Stormwater Pollution Prevention Plans, and Waste Water Discharge Agreements, Fats Oils and Grease Program Compliance and secondary containment practices.</p>   |
| <p>SF-8.1<br/>(Inland)</p>  | <p>Consider EMFs in Land Use Decisions: Consider information regarding EMF radiation from existing and new electrical transmission lines and substations in making land use decisions.</p>  | <p>Small cell wireless Facilities proposing 5G technologies was discussed at length in 2019. City Council directed staff take thorough measures through permit review to reduce public exposure to EMF to the maximum extent allowed by the FCC.</p>   |
| <p>SF-8.2<br/>(Coastal)</p> | <p>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, including waste to energy projects, proposed in the Fort Bragg area.</p> | <p>All development permits and/or change in use with industrial or manufacturing components are reviewed for consistency with standard Hazardous Waste Materials Business Plans. Both Stormwater Staff and Waste Water Staff regularly monitor and verify facilities inside the City’s MS4 and Municipal Improvement District to detect and prevent pollution from Hazardous Waste and Materials associated with transportation, storage, and disposal. City staff also works with Mendocino County CUPA and Environmental Health as necessary to mitigate any potential Hazardous Waste concerns.</p> |
| <p>SF-8.2<br/>(Inland)</p>  | <p>Siting of Schools and Other Sensitive Uses: Minimize and reduce EMF radiation levels near sensitive uses such as schools, hospitals, and playgrounds.</p>  | <p>The review and permitting process for siting of small cell facilities employing 5G including the discussion and preferential protection of areas of sensitive populations where permitted by the FCC.</p>   |

| Policy  | Objective   | Implementation   |
|---|---|--|
| <b>Goal SF-9 (Coastal): Minimize community exposure to electromagnetic fields (EMFs).</b> |   |  |
| SF-9.1<br>(Coastal)   | Consider EMFs in Land Use Decisions: Consider information regarding EMF radiation from existing and new electrical transmission lines and substations in making land use decisions. | Small cell wireless Facilities proposing 5G technologies was discussed at length in 2019. City Council directed staff take thorough measures in permit review to reduce public exposure to EMF to the maximum extent allowed by the FCC. |
| SF-9.2<br>(Coastal)   | Siting of Schools and Other Sensitive Uses: Minimize and reduce EMF radiation levels near sensitive uses such as schools, hospitals, and playgrounds.                               | The review and permitting process for siting of small cell facilities employing 5G including the discussion and preferential protection of areas of sensitive populations where permitted by the FCC.                                    |

## Noise

| Policy  | Objective  | Implementation  |
|---|--|---|
| <b>Goal N-1: Protect City residents from harmful and annoying effects of exposure to excessive noise.</b> |  |   |
| N-1.1   | General Noise Levels: The maximum allowable noise levels are established in this Element.  | The City continues to review proposed and existing development for compliance with the Noise Element. |
| N-1.2   | Reduce Noise Impacts: Avoid or reduce noise impacts first through site planning and project design. Barriers and structural changes may be used as mitigation techniques only when planning and design prove insufficient.   | The City continues to review proposed and existing development for compliance with the Noise Element. |
| N-1.3   | Noise and Land Use Compatibility Standards: Ensure that all new noise sensitive development proposals be reviewed with respect to Table N-4: Noise and Land Use Compatibility Standards. Noise exposure shall be determined through actual on-site noise measurements. | The City continues to review proposed and existing development for compliance with the Noise Element. |

| Policy | Objective  | Implementation   |
|--------|--|--|
| N-1.4  | Residential and Noise Sensitive Land Use Standards: Require a standard of 45 L <sub>dn</sub> for Policy N-1.4 Residential and Noise Sensitive Land Use Standards: Require a standard of 45 L <sub>dn</sub> for indoor noise level for all new residential development including hotels and motels, and a standard of 60 L <sub>dn</sub> for outdoor noise at residences. These limits shall be reduced by 5 dB for senior housing and residential care facilities. | The City continues to review proposed and existing development for compliance with the Noise Element.  |
| N-1.5  | Non-Transportation Noise Generation: For new non-transportation noise generators, Table N-5 describes the maximum noise level at the nearest residential property line:  | The City continues to review proposed and existing development for compliance with the Noise Element.  |
| N-1.6  | Mitigate Noise Impacts: Mitigate noise impacts to the maximum feasible extent.   | The City continues to review proposed and existing development for compliance with the Noise Element, and mitigate noise impacts to maximum feasible extent. |

### ***Sustainability (Inland General Plan only)***

| Policy  | Objective  | Implementation  |
|---|--|---|
| <b>Goal S-1 Maximize the use of green building practices and materials in new and existing development.</b> |  |   |
| S-1.1   | Building Reuse: Where existing buildings in the Plan Area are structurally sound and reuse is economically feasible, reuse of buildings in whole or part is preferred.   | Ongoing; the City encourage s applicants to reuse structures.   |
| S-1.2   | Encourage Green Techniques: All green building techniques are encouraged, with preference given to techniques that address local issues, such as use of locally produced natural materials, water and energy conservation measures, and techniques that respond appropriately to Fort Bragg’s cool, rainy environment, such as passive solar design and low impact development (LID) strategies. | Ongoing; the City encourage s applicants to implement green building techniques. In 2020 CA Sate Building Code update includes provisions for solar panels. |

| Policy   | Objective  | Implementation   |
|--|--|--|
| S-1.3  | Municipal Green Building: All new construction of City-owned buildings shall incorporate sufficient green building methods and techniques to qualify for the equivalent of LEED™ Certified rating. Renovation of City-owned buildings shall seek to incorporate LEED™ pre-requisites and credits, where feasible.  | Upgrades to the City’s Waste Water Treatment Plant will provide a more efficient, cleaner method to process septic.  |
| <b>Goal S-2: Encourage development that minimizes the demand for non-renewable energy and reduces Green House Gas (GHG) emissions.</b> |  |  |
| S-2.1  | Passive Solar Design Strategies: All building and site design shall use passive solar design strategies for space heating and lighting to reduce energy demand to the extent feasible.   | Implemented with changes to 2020 CA Building Code that requires all new construction to be solar ready.  |
| S-2.2  | Alternative Energy: Encourage the development and use of alternative sources of energy such as wind, solar, and biomass to meet Fort Bragg’s energy needs.   | Ongoing; the City encourages applicants to utilize alternative sources of energy. Eight (8) electric vehicle charging station are available in City public parking lots. |
| S-2.3  | Reduce Energy Demand with a goal of Net Zero Energy in New Construction. All new construction shall minimize energy use. Net zero buildings and homes are encouraged. These homes produce as much energy (through conservation, photovoltaic panels, solar hot water, wind, and geothermal) as they consume and have a net zero impact on greenhouse gas production. | Ongoing; the City encourage s applicants to reduce energy demand.  |
| S-2.4  | Require passive solar design in new construction, where feasible, as part of Design Review.  | Implemented with changes to 2020 CA Building Code that requires all new construction to be solar ready.  |
| S-2.5  | Use of Local and Renewable Energy: Buildings and infrastructure that create and/or use locally and renewably generated energy are encouraged. Photovoltaic and wind energy systems are encouraged. The installation of solar panels or other clean energy power generation sources over parking areas is preferred.  | Ongoing; the City encourages applicants utilize local renewable energy.  |
| S-2.6  | Climate Action Plan: Prepare and periodically update the City’s greenhouse gas inventory and Climate Action Plan in order to achieve the City’s GHG emission reduction targets.  | Ongoing; City Council has requested an update to the 2012 Climate Action Plan.   |
| S-2.7  | Energy Conservation Measures in existing Buildings: Encourage owners of existing dwellings to retrofit with energy-saving features.  | Ongoing; the City encourages applicants to utilize local renewable energy sources/   |



| Policy  | Objective  | Implementation   |
|---|--|--|
| <b>Goal S-3: Minimize the use of potable water in new and existing development.</b> |  |  |
| S-3.1   | Reduce Water Use: Minimize the use of potable water in new and existing development.   | Ongoing. The City implements the California Building Code which has measures to reduce water usage in new development.   |
| S-3.2   | Rainwater Capture: The installation of cisterns is encouraged to capture rainwater from roofs for all water needs and for flood control during heavy storms. Cisterns may be located above or below ground.            | Ongoing. The Public Works reviews building permit applications and works with applicants seeking to provide alternative water collection means, such as cisterns, as allowable by the Building Code. |
| S-3.3   | Water Conservation Education: Business/property owners shall incorporate educational programs that promote water conservation habits and practices in all hotel, restaurant, and multi-family residential development. | Ongoing. The City has initiated a Zero Waste program to educate the community on conservation and reuse of nonrenewable materials.   |
| S-3.4   | Drought Tolerant Landscaping: New development shall include drought tolerant landscaping for landscaped areas in commercial and multi-family residential uses.   | Ongoing. The ILUDC requires drought tolerant, native landscaping as part of new development projects.  |
| <b>Goal S-4: Reduce, recycle, and reuse solid waste generated in the City.</b>      |  |  |
| S-4.1   | Recycling: All commercial, office, and multi-family residential developments shall provide a centralized drop-off location for recyclables and compostable materials.  | 2019 Housing Element update includes State mandated program (Program H-7.1.1) to provide a centralized drop-off location for recyclables and compost at multifamily developments.                    |
| S-4.2   | Recycling and Reuse of Solid Waste: Comply with State requirements to reduce the volume of solid waste through recycling and reduction of solid waste.   | 2019 examples include Zero Waste community outreach and education through public workshops and site visits with local businesses.  |

***Housing Element***

Fort Bragg's 6<sup>th</sup> Cycle Housing Element was adopted by City Council on September 9, 2019 and addresses the planning period from 2019 to 2027. Section 65400 of the Government Code also requires the City to submit an annual report on the status and progress of implementing the Housing Element of the General Plan, which was submitted electronically to the California Department of Housing and Community Development (HCD) on March 3, 2021 and as Appendix B.