

EXHIBIT K



## CITY OF FORT BRAGG

*Incorporated August 5, 1889*  
416 N. Franklin Street  
Fort Bragg, California 95437  
tel. 707.961.2823  
fax. 707.961.2802  
[www.fortbragg.com](http://www.fortbragg.com)

### MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Hare Creek Center

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

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

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

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

APPLICANT: Group II Real Estate

AGENT: Debra Lennox

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

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

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

**DISCUSSION OF IMPACTS**

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

**XII. Noise**

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

**DISCUSSION OF IMPACTS**

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

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

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

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

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

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

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

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

No, see discussion above under a).

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

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

# Franklin Street Corridor Traffic Analysis



Prepared for the  
City of Fort Bragg



Submitted by

**Whitlock & Weinberger Transportation, Inc.**

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Suite 201  
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June 19, 2013

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## Introduction

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The street system in Fort Bragg is laid out in a grid pattern with Main Street (Highway 1) functioning as the primary north-south roadway. Franklin Street, which is located one block east of Main Street, serves as a secondary commercial corridor to Main Street and provides access to the Central Business District, as shown in Figure 1. Franklin Street functions as a major collector street with a relatively low-speed environment for approximately 5,000 vehicles per day, provides parallel parking opportunities, has bike lanes on some sections, continuous sidewalks generally extend the length of the corridor and there are enhanced crosswalks in the core business area.

There are 18 east-west streets intersecting Franklin Street functioning as major collectors, minor collectors or local streets. These streets serve between 2,000 and 6,000 vehicles per day. Given its proximity to Main Street (Highway 1) and with primary vehicle traffic flow destined to/from Highway 1, the east-west facilities intersecting with Franklin Street can experience the most significant amount of vehicle turning movements of any City-maintained intersections in Fort Bragg. The intersections are controlled by stop signs on the minor street approaches, and some are all-way stop-controlled intersections. There are no traffic signals on Franklin Street, and in fact, the City does not have any intersections within the City maintained network with traffic signal control.

Given the importance of the Franklin Street intersections to local circulation needs, the City frequently receives requests to upgrade or change traffic control at these locations. In order to assess these requests and provide technical data and recommendations for future guidance to the City, this study provides an evaluation of the performance of key intersections along the corridor with the following goals:

- determine current and projected traffic volumes
- identify intersection deficiencies
- evaluate the need for traffic improvements
- provide recommendations for alternative improvements
- provide schematic details of recommended improvements and cost estimates for installation

EXHIBIT L



**CITY OF FORT BRAGG**  
416 N. FRANKLIN, FORT BRAGG, CA 95437  
PHONE 707/961-2823 FAX 707/961-2802

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**MEMO**

**MEETING DATE:** MARCH 25, 2015  
**TO:** Planning Commission  
**FROM:** Sean O'Rourke  
**AGENDA ITEM TITLE:** Design Review 1-15 (DR 1-15) – Eel River Fuels

---

Staff has prepared the following in response to the letter received on March 20, 2015:

1. The facility is currently being utilized by Eel River Fuels as office space and for delivery vehicle parking and storage.
2. While not currently in use, the seven (7) existing fuel storage tanks on-site have a total capacity of 132,000 gallons including six (6) tanks with 20,000 gallon capacity and one (1) 12,000 gallon tank. The proposed project will result in a total reduction in fuel storage capacity of 102,000 gallons at the site (30,000 gallons proposed project – 132,000 gallons of the removed tanks). The applicant has noted that while the existing fuel storage tanks have not been used in the last 12 to 14 months, these storage tanks could be utilized for fuel storage.
3. The proposed project has been reviewed by the Fort Bragg Fire Department and the Fire Department has not expressed concern about the proposed facility. Additionally, the new propane tank will need to be reviewed and approved by the State of California, Department of Industrial Relations, Division of Occupational Safety and Health and must comply with all state regulations related to this type of facility.

Staff recommends adding Special Condition 4, to clarify this additional review process:

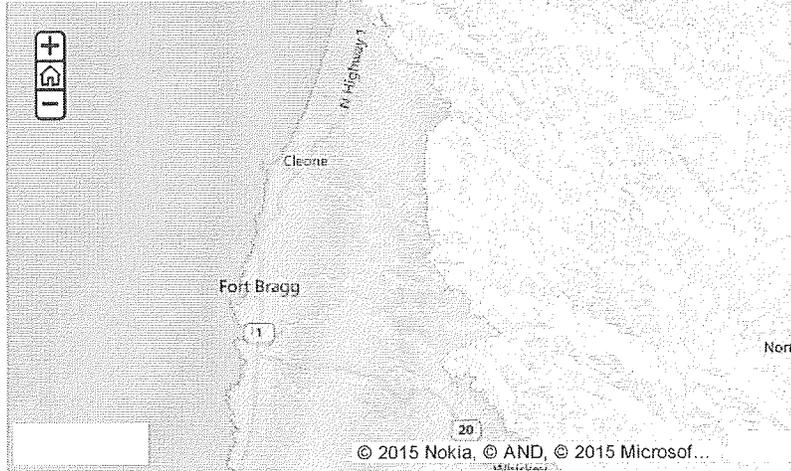
**Special Condition 4:** Prior to issuance of the Building Permit, the applicant shall prepare and submit a Fire Safety Analysis as required by the State of California and/or the Fort Bragg Fire Department. Prior to issuance of the Building permit, the applicant shall provide evidence that this document has been submitted for review and received approval of all relevant agencies, such as: the Fort Bragg Fire Department, the State of California Department of Industrial Relations, and other regulatory agencies as needed.

EXHIBIT M

**2013 TRI Analysis: zip-code – 95437**

Data Source: 2013 National Analysis dataset (released October 2014) (Updated Nov 24, 2014)

**Map of TRI Facilities in ZIP Code 95437**



**Quick Facts for 2013**

<b>Number of TRI Facilities:</b>	<b>0</b>
Facilities Reporting Newly Implemented Source Reduction:	<b>0</b>
<b>Total On-site and Off-site Disposal or Other Releases:</b>	<b>0 lbs</b>
<b>Total On-site:</b>	<b>0 lbs</b>
• Air:	<b>0 lbs</b>
• Water:	<b>0 lbs</b>
• Land:	<b>0 lbs</b>
<b>Total Off-Site:</b>	<b>0 lbs</b>

**How does ZIP Code 95437 compare to the state of California?**

**Number of TRI Facilities:** 1263      **Total On- and Off-site Releases in California:** 47,611,754 lbs  
 ZIP Code 95437 accounts for 0% of total TRI releases in California  
**California** ranks **41 out of 56** states/territories nationwide based on total releases per square mile (Rank 1 = highest releases)

**What Large Aquatic Ecosystem does ZIP Code 95437 contribute to?**

This location is not within an area covered by an EPA administered Large Aquatic Ecosystem program.

**What Industry contributes the most On-site Releases to ZIP Code 95437?**

<b>Total On-site Releases:</b>	lbs
<b>Air:</b>	lbs
<b>Water:</b>	lbs
<b>Land:</b>	lbs

**Which facility contributes the most Total On- and Off-site Releases in ZIP Code 95437?**

,  
 This facility **did not** report pollution prevention activity during the year.  
**To environmental medium:** Air (0 lbs)  
**With a primary chemical release of:** N/A  
 Representing **0%** of total Air releases for this area

The following charts represent releases of TRI chemicals to the environment in the ZIP Code 95437 . A "release" of a chemical means that it is emitted to the air or water, placed in some type of land disposal, or transferred off-site for disposal or release. This page shows the industries with the biggest releases of TRI chemicals in the area, the quantities of TRI chemical released over time, and which chemicals are being released in the highest quantities to air, water, land and off-site transfers for disposal or release.

**No TRI Facilities**

**Total On-site Releases by Environmental Medium**  
**ZIP Code 95437, 2003 - 2012**

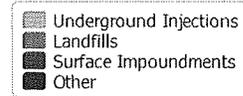


Pounds

0

2003  
Year

**Total On-site Releases to Land (Details)**  
**ZIP Code 95437, 2003 - 2012**



Pounds

0

2003  
Year

**Top Five Chemicals by Environmental Medium**  
**ZIP Code 95437, 2013**

No Releases to Air  
Reported

No Releases to Water  
Reported

No Releases to Land  
Reported

No Off-site Releases  
Reported

**Note: \*\*=Carcinogenic Chemical**



**Envirofacts  
Search Results**

TRI



Only TRI facility information was searched to select facilities

[Return](#)

ZIP Code: 95437  
 City Name: Fort Bragg  
 County Name: Mendocino  
 State Abbreviation: CA

Results are based on data extracted on MAR-11-2015

**Note:**

Click on the TRI\_FACILITY\_ID value to view a detailed report on the facility.  
 Click on "View Facility Information" to view EPA Facility information for the facility.  
 Click on the SUBMISSIONS value to view the list of DCN's for each TRI Reporting Year.

The data within the table below can be downloaded in a comma-separated value file for use in Excel by clicking here:

[Go To Bottom Of The Page](#)

**List of EPA-Regulated Facilities in TRI**

[Copy](#) [CSV](#) [Excel](#) [PDF](#) [Print](#)

Showing 1 to 2 of 2 entries      Show  entries      Search:

[First](#) [Previous](#) [Next](#) [Last](#)

TRI FACILITY ID	FACILITY INFORMATION	FACILITY NAME	ADDRESS	COUNTY NAME	LATITUDE/LONGITUDE	SUBMISSIONS	RISK SCREENING	P2 REPORT
<a href="#">95437GRGPC90WRE</a>	<a href="#">View Facility Information</a>	GEORGIA-PACIFIC CORP	90 WEST REDWOOD AVE FORT	MENDOCINO	Latitude: 39.44424 Longitude: -123.80709	<a href="#">19</a>	<a href="#">Report</a>	<a href="#">Report</a>
<a href="#">95437MNDCN32600</a>	<a href="#">View Facility Information</a>	MENDOCINO FOREST PRODUCTS CO LLC	32600 HOLQUIST LANE FORT BRAGG, CA 95437	MENDOCINO	Latitude: 39.38252 Longitude: -123.80518	<a href="#">3</a>	<a href="#">Report</a>	<a href="#">Report</a>

Showing 1 to 2 of 2 entries      Show  entries      Search:

[First](#) [Previous](#) [Next](#) [Last](#)

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Total Number of Facilities Retrieved: 2

TRI Links

- [Overview](#)
- [TRI Tools](#)
- [TRI Explorer](#)
- [TRI Search](#)
- [Form R Search](#)
- [Form R & A Download](#)
- [EZ Search](#)
- [Customized Search](#)
- [Pollution Prevention](#)
- [Data Element Search Tool](#)
- [TRI Guides](#)
- [TRI Explorer Guide](#)
- [TRI Search Guide](#)
- [Form R & A Download Guide](#)
- [EZ Search Guide](#)
- [Customized Search Guide](#)
- [Pollution Prevention Guide](#)
- [Operator Definition](#)
- [Model](#)
- [Contact Us](#)
- [TRI Program Home](#)
- [RSEL Program Home](#)

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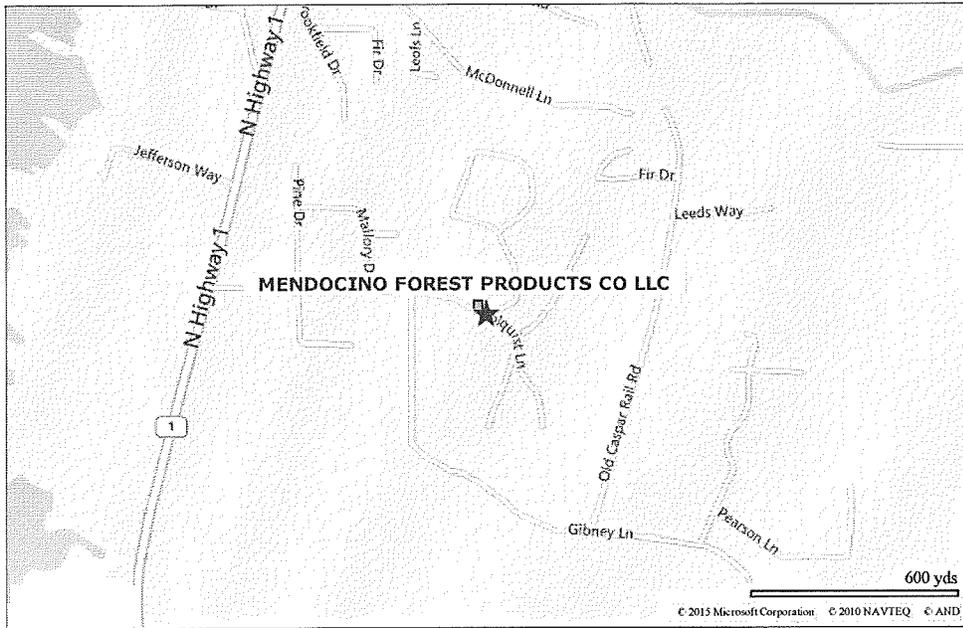


**Envirofacts**  
**FRS Facility Detail Report**



**MENDOCINO FOREST PRODUCTS CO LLC**  
32600 HOLIQUIST LN  
FORT BRAGG, CA 954370000  
EPA Registry Id: 110018991947

- Facility Registry Service Links
- Search
  - [FRS Facility Query](#)
  - [FRS EZ Search](#)
  - [Organization Search](#)
  - [FRS Physical Data Model](#)
  - [FRS Geospatial Model](#)
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  - [Facility Registry Service \(FRS\) Home](#)
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- Legend**
- ★ Selected Facility
  - EPA Facility of Interest
  - State/Tribe Facility of Interest

The facility locations displayed come from the FRS Spatial Coordinates tables. They are the best representative locations for the displayed facilities based on the accuracy of the collection method and quality assurance checks performed against each location. The North American Datum of 1983 is used to display all coordinates.

**Environmental Interests**

Information System	System Facility Name	Information System Id/Report Link	Environmental Interest Type	Data Source	Last Updated Date	Supplemental Environmental Interest
<a href="#">COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY INFORMATION SYSTEM</a>	LOUISIANA PACIFIC-FORT BRAGG STUDMILL	<a href="#">CA0001097153</a>	SUPERFUND (NON-NPL)	CERCLIS		
<a href="#">HAZARDOUS WASTE TRACKING SYSTEM - DATAMART</a>	MENDOCINO FOREST PROD LLC-FORT BRAGG STU	<a href="#">CAD059599456</a>	STATE MASTER	HWTS-DATAMART		HAZARDOUS WAST PROGRAM
<a href="#">TOXIC RELEASE INVENTORY SYSTEM</a>	MENDOCINO FOREST PRODUCTS CO LLC	<a href="#">95437MNDCN32600</a>	TRI REPORTER	TRI REPORTING FORM	05/14/2004	

Additional EPA Reports: [MyEnvironment Viewer](#) [Enforcement and Compliance](#) [Site Demographics](#) [Facility Coordinates Viewer](#) [Environmental Justice Map](#) [Watershed Report](#)

**Standard Industrial Classification Codes (SIC)**

**National Industry Classification System Codes (NAICS)**

Data Source	SIC Code	Description	Primary	Data Source	NAICS Code	Description	Primary
TRIS	2421	SAWMILLS AND PLANING MILLS, GENERAL		TRIS	321113	SAWMILLS.	

**Facility Codes and Flags**

**Facility Mailing Addresses**

EPA Region: 09	Affiliation Type	Delivery Point	City Name	State	Postal Code	Information System
Duns Number:	FACILITY MAILING ADDRESS	PO BOX 390	CALPELLA	CA	95418	TRIS
Congressional District Number: 02	<b>Contacts</b>					
Legislative District Number:	Affiliation Type	Full Name	Office Phone	Information System	Mailing Address	
HUC Code/Watershed: 18010108 / BIG-NAVARRO-GARCIA	PUBLIC CONTACT	CHERYL MOORE	7074856740	TRIS		
US Mexico Border Indicator: NO						
Federal Facility: NO						
Tribal Land: NO						

**Alternative Names**

Alternative Name	Source of Data
MENDOCINO FOREST PROD LLC-FORT BRAGG STU	HWTS-DATAMART
LOUISIANA PACIFIC-FORT BRAGG STUDMILL	CERCLIS

#### Organizations

Affiliation Type	Name	DUNS Number	Information System	Mailing Address
OWNER/OPERATOR		019367486	TRIS	

Query executed on: APR-16-2015

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- National Library of Medicine (NLM)  [TOXMAP](#)



**Envirofacts**  
**FRS Facility Detail Report**



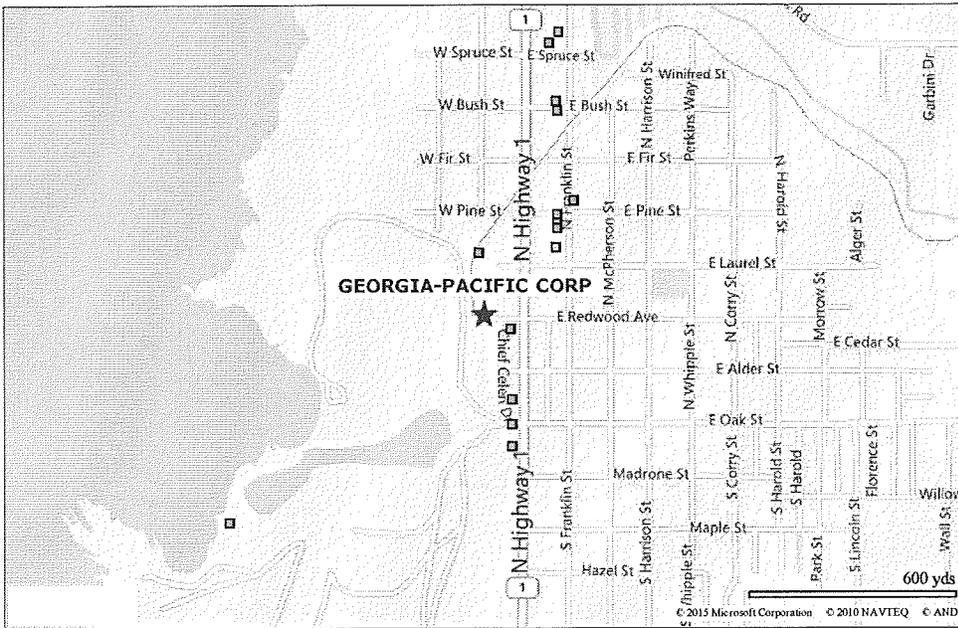
**GEORGIA-PACIFIC CORP**

90 W. REDWOOD AVE.  
FORT BRAGG, CA 95437  
EPA Registry Id: 110001133693

Facility Registry Service Links

- Search
- [FRS Facility Query](#)
- [FRS EZ Search](#)
- [Organization Search](#)
- [FRS Physical Data Model](#)
- [FRS Geospatial Model](#)
- [Contact Us](#)
- [Facility Registry Service \(FRS\) Home](#)

[Report an Error](#)



**Legend**

- ★ Selected Facility
- EPA Facility of Interest
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**Environmental Interests**

Information System	System Facility Name	Information System Id/Report Link	Environmental Interest Type	Data Source	Last Updated Date	Supplemental Environmental Interests:
<a href="#">HAZARDOUS WASTE TRACKING SYSTEM - DATAMART</a>	GEORGIA PACIFIC WEST INC	CAD089184097	STATE MASTER	HWTS-DATAMART		HAZARDOUS WASTE PROGRAM
<a href="#">TOXIC RELEASE INVENTORY SYSTEM</a>	GEORGIA-PACIFIC CORP	95437GRGPC90WRE	TRI REPORTER	TRI REPORTING FORM	06/28/2002	
<a href="#">BIENNIAL REPORTERS</a>	GEORGIA PACIFIC WEST INC.	CAD089184097	HAZARDOUS WASTE BIENNIAL REPORTER	RCRAINFO	12/31/2011	
<a href="#">NATIONAL COMPLIANCE DATABASE</a>	GEORGIA-PACIFIC CORP	109#19890515009911	COMPLIANCE ACTIVITY	NCDB		
<a href="#">INTEGRATED COMPLIANCE INFORMATION SYSTEM</a>	GEORGIA PACIFIC - FORT BRAGG FACILITY	6513253	ENFORCEMENT/COMPLIANCE ACTIVITY	ICIS	04/14/2004	
<a href="#">CALIFORNIA - DEPARTMENT OF TOXIC SUBSTANCES CONTROL - ENVIROSTOR SYSTEM</a>	GEORGIA-PACIFIC CORPORATION	23240008	STATE MASTER	CA-ENVIROSTOR		
<a href="#">RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM</a>	GEORGIA PACIFIC WEST INC.	CAD089184097	LQG (Y)	RCRAINFO	11/06/2012	
<a href="#">EMISSION INVENTORY SYSTEM (EIS)</a>	GEORGIA PACIFIC	6649511	AIR EMISSIONS CLASSIFICATION UNKNOWN	EIS	02/28/0013	
<a href="#">NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (ICIS-NPDES)</a>	GP-FORT BRAGG	CA0005304	ICIS-NPDES NON-MAJOR	ICIS	03/22/2001	ICIS-ENFORCEMENT/COMPLIANCE ACTIVITY

Additional EPA Reports: [MyEnvironment](#) [Enforcement and Compliance](#) [Site Demographics](#) [Facility Coordinates Viewer](#) [Environmental Justice Map](#) [Viewer](#) [Watershed Report](#)

Standard Industrial Classification Codes (SIC)

National Industry Classification System Codes (NAICS)

Data Source	SIC Code	Description	Primary	Data Source	NAICS Code	Description	Prin
NPDES	2421	SAWMILLS AND PLANING MILLS, GENERAL		RCRAINFO	321113	SAWMILLS.	
TRIS	2421	SAWMILLS AND PLANING MILLS, GENERAL		EIS	321999	ALL OTHER MISCELLANEOUS WOOD PRODUCT MANUFACTURING.	
NCDB	242			TRIS	321000		

**Facility Codes and Flags**

**Facility Mailing Addresses**

<b>EPA Region:</b>	09
<b>Duns Number:</b>	
<b>Congressional District Number:</b>	02
<b>Legislative District Number:</b>	
<b>HUC Code/Watershed:</b>	18010108 / BIG-NAVARRO-GARCIA
<b>US Mexico Border Indicator:</b>	NO
<b>Federal Facility:</b>	NO
<b>Tribal Land:</b>	NO

Affiliation Type	Delivery Point	City Name	State	Postal Code	Information System
FACILITY MAILING ADDRESS	90 W. REDWOOD AVENUE	FORT BRAGG	CA	95437	RCRAINFO
OPERATOR	133 PEACHTREE STREET NE	ATLANTA	GA	30303	RCRAINFO
OWNER	133 PEACHTREE STREET NE	ATLANTA	GA	30303	RCRAINFO
FACILITY MAILING ADDRESS	90 W. REDWOOD AVE	FORT BRAGG	CA	95437	RCRAINFO
REGULATORY CONTACT	133 PEACHTREE STREET NE	ATLANTA	GA	30303	RCRAINFO
OWNER	GP-FORT BRAGG	FORT BRAGG	CA	95437	NPDES
FACILITY MAILING ADDRESS	90 WEST REDWOOD AVE	FORT BRAGG	CA	95437	TRIS

**Alternative Names**

Alternative Name	Source of Data
GEORGIA PACIFIC WEST INC.	RCRAINFO
GEORGIA-PACIFIC CORPORATION	CA-ENVIROSTOR
GP-FORT BRAGG	NPDES
GEORGIA PACIFIC - FORT BRAGG FACILITY	ICIS
GEORGIA PACIFIC WEST CORPORATION FT BRAGG SAWMILL	TRI REPORTING FORM

**Organizations**

**Contacts**

Affiliation Type	Name	DUNS Number	Information System	Mailing Address
OWNER	GEORGIA PACIFIC CORP.		NPDES	<a href="#">View</a>
OPERATOR	GEORGIA-PACIFIC LLC		RCRAINFO	<a href="#">View</a>
OWNER/OPERATOR		039101761	TRIS	
OWNER	GEORGIA-PACIFIC LLC		RCRAINFO	<a href="#">View</a>

Affiliation Type	Full Name	Office Phone	Information System	Mailing Address
REGULATORY CONTACT	DAVID G MASSENGILL	4046525054	RCRAINFO	<a href="#">View</a>
PUBLIC CONTACT	CLIFF CHAMBLISS	6019647400	TRIS	
REGULATORY CONTACT	DAVID G MASSENGILL	4046525054	RCRAINFO	<a href="#">View</a>
REGULATORY CONTACT	DAVID G MASSENGILL	4046525054	RCRAINFO	<a href="#">View</a>

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EXHIBIT N

# **2001 MENDOCINO COUNTY REGIONAL TRANSPORTATION PLAN**

## **DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT**

**December 2002**

**Prepared for: Mendocino Council of Governments  
367 N. State Street, Suite 206  
Ukiah, California 95482**

**Prepared by: Leonard Charles and Associates  
7 Roble Court  
San Anselmo, California 94960  
415.454.4575**

## a. Aviation

There are five public airports in the County. Major capital improvements at these airports that could have environmental impacts are outlined below. All airport improvements are proposed to improve the safety and/or efficiency of the five airports. None of the improvements are aimed at increasing use of the airports, and substantial increased use of the airports is not expected (Dietz, Bua, and Peters, personal communication).

Appendix H of the Draft RTP presents the "Future Airport Demand Forecast" prepared by the State Department of Transportation for each of the airports. The 20-year forecasts show an approximately 1.5% average annual increase in aircraft operations, though a smaller increase is forecasted for some of the smaller rural airports. An "aircraft operation" includes both a landing and a take off, so a 1.5% increase in aircraft operations would equal an annual average 0.75% increase in the number of planes using the airport.

The following describes proposed improvements that could have possible environmental effects at the five airports.

### i. Ukiah Municipal Airport:

This is the largest and busiest airport in the County. The airport has an adopted Master Plan (*Ukiah Municipal Airport Master Plan Report*, Shutt Moen Associates, 1996). The improvements proposed for this airport within the RTP are all included in the adopted Master Plan (Bua, personal communication). A Negative Declaration was prepared for this Plan prior to adoption and found that no additional mitigation measures beyond those included in the Plan were required. Because a CEQA document has been certified for these improvements, they will not be addressed further in this EIR except as regards cumulative impacts. Proposed projects are summarized below.

- Construct a Helipad. *No plans are available or prepared. Project is very high in City of Ukiah's priority ranking. Listed for short-range program implementation. The project would be constructed on the existing paved area of the airport*
- Construct terminal facility and ground access facilities including access roads and auto parking. *This project is a high priority and a rough preliminary plan is available. The project was addressed in the Negative Declaration prepared for the adopted Ukiah Municipal Airport Master Plan.*
- Reconstruct storm drain system and runway apron. *This is a high priority project but it is a long range project.*
- Construct Runway (RW) 15/33 run-up area (approximately 6,000 square feet located 1,000 feet from end of runway). *This is a very high priority project, but no plans have been prepared. This is a project which will be programmed in the short-range program category.*
- Repave ramp area between CDF and FBO area. *Listed for short-range program implementation.*

- Enclose open drainage ditch. *Listed for short-range program implementation.*
- Construct commercial helicopter operations area, including housing facilities for medical evacuation personnel. *This is a long-range project. It is likely to be implemented, even though no time line has been identified. It is expected that if this improvement is constructed, it will be a part of a proposed new air attack facility to be constructed by the California Department of Forestry and Fire Protection. An EIR is being prepared for that project, which is not an RTP project.*
- Construct cargo ramp. *Long-range program project. No plans have been prepared. The project would be located on already-developed portions of the airport north of the tie-down area.*
- Remove portable hangars and replace with permanent hangars. *Long-term project.*
- Remodel former FSS building to create usable space for airport activities. *Long-term project.*
- Purchase adjoining properties for airport-related expansion, southwest and southeast of the present airport site. *Speculative project.*
- Complete negotiation of aviation easements to the south of airport property. *Speculative project.*
- Construct perimeter access road for airport circulation. *Speculative project.*
- Construct sound wall/sound barricades. *Speculative project.*
- Relocate corporation yard from airport to available parcels in airport industrial area. This will free airport land for airport development activities. *Speculative project.*
- Develop a systematic approach for the acquisition of parcels adjacent to the airport to protect airport operations and future airport development. *Speculative project.*

**ii. Willits Municipal Airport (Ells Field):**

A new Airport Layout Plan (ALP) is being prepared for this airport by Shutt Moen Associates. It is expected that the new Plan will be adopted in 2003. A CEQA document will be prepared for that Plan. Conversations with the preparers of this ALP indicate the only major project will likely be shortening the existing runway (Dietz, personal communication). Capital projects in the RTP are shown below, though these projects may be amended when the new Airport Layout Plan is completed.:

- Overlay runway, taxiway and ramp area. *Listed for short-term program implementation.*
- Replace runway and taxiway lighting system. *Listed for short-term program implementation.*

- Repair slide area at RW 16/24 at north end of runway and provide drainage improvements at runway. *The initial steps in implementing this project are underway. Soils testing and structural subsoil analysis are being conducted.*
- Improve parking area. *This project is scheduled by the City of Willits for implementation. No plans have yet been prepared.*
- Construct perimeter fencing. *Listed as a short-term project, but no plans are available yet.*
- Construct heliport landing pad. *Listed as a short-term project, but no plans are available yet.*
- Purchase maintenance equipment. *Short-term project.*
- Construct turn around area at south end of runway 24. *Listed as a short-term project, but no plans are available yet.*
- Construct new administration building and pilot's lounge. *Speculative project.*
- Extend new parallel taxiway on east side of runway. *Speculative project.*
- Purchase 75-100 acres southwest of airport for extension of runway and runway protection zone. *Speculative project.*
- Construct 10 new hangars. *Speculative project.*
- Construct perimeter road around airport. *Speculative project.*
- Extend runway 1,000 feet and lower a portion of the existing runway. *Speculative project.*
- Construct new parallel taxiway and lower portion of existing runway. *Speculative project.*

### **iii. Little River Airport:**

A new Airport Layout Plan is being prepared for this airport by Shutt Moen Associates. The Draft ALP is expected to be completed in 2002/2003 and adopted in early 2003. The Mendocino County Department of Transportation will prepare a CEQA document for that Plan. Projects listed in the RTP are summarized below, though some of these projects may change once the new Airport Layout Plan is completed. All the improvements listed below would occur on already-developed portions of the existing airport with the exception that allowing non-precision GPS approaches will require removal of some trees at the ends of the runway.

- Prepare site and construct 16 aircraft hangers. *Short-term project.*
- Finalize obtaining non-precision GPS approaches including clearing obstacles and trimming trees. *Short-term project.*

- Trim all trees and brush in the airport clear zone areas. *Short-term project.*
- Install AWOS or ASOS at airport. *Short-term project.*
- Replace septic system and upgrade restroom facilities. *Short-term project.*
- Negotiate land swaps or purchase of adjacent land parcels for clear zones around airport. *Short-term project*
- Replace existing runway lighting system and wiring for edge lights and directional lights; upgrade all lighting for runway and night operations. *Short-term project.*
- Replace storage buildings at airport site. *Long-range project; no plans but funding has been identified.*
- Place AC overlay on paved areas. *Long-range project.*
- Replace lighting system. *Long-range project.*
- Replace operations building at airport. *Long-range project; no plans are available.*
- Construct more hangars as needed. *Speculative project.*
- Construct large transient hangar or covered aircraft parking. *Speculative project.*

#### **iv. Round Valley Airport:**

A new Airport Layout Plan for this airport is being prepared by Shutt Moen Associates. The Mendocino County Department of Transportation will prepare a CEQA document for that Plan. The projects listed in the RTIP are summarized below, and, again, they may be amended given the recommendations of the new ALP. All projects would occur on developed portions of the existing airport or on flat, mowed grassland on the south side of the existing runway.

- Construct turn-around and connecting taxiway and expand apron area at RW 10. *Short-term project.*
- Install above-ground fueling facilities. *Short-term project.*
- Install security fence. *Short-term project.*
- Place AC overlay on all paved surfaces. *Short-term project.*
- Construct new tie-down area and relocate facilities. *Short-term project.*
- Construct new taxiway. *Long-range project.*
- Identify clear zone around runway and approaches; clear obstacles and trim trees and brush. *Long-range project.*
- Reconstruct runway and apron area. *Speculative project.*

- Install apron and runway lighting. *Speculative project.*

**v. Boonville Airport:**

A new Draft ALP (February 2002) has been prepared for this airport. This ALP includes an Initial Study that concluded the projects included in the ALP would have no or a less than significant impact with two exceptions. First, project construction could generate dust, and the Initial study recommends standard dust control mitigation to reduce this impact to a less than significant level. Second, there is the potential for red tree voles (a Federal and State species of special concern) inhabiting the area north of the airport. The Initial Study requires pre-construction surveys for this species and, if found, appropriate mitigation measures. The Anderson Valley Community Services District is planning to adopt a Mitigated Negative Declaration based on this Initial Study in late 2002/early 2003 (Dietz, personal communication). Because a CEQA document has been prepared for this airport, the projects listed below will not be further assessed in this EIR except as regards cumulative impacts. This ALP included the projects listed below.

- Install drainage system and correct existing drainage problems across runway. *Short-term project.*
- Construct emergency use heliport. *Short-term project.*
- Construct and rehabilitate runway and taxiway pavement. *Short-term project.*
- Install drainage system. *Short-term project.*
- Complete land acquisition (1-acre) for airport expansion. *Mid-range project.*
- Establish clear zones on all approaches to runway (Runway Protection Zone via Protection Easement). *Easement negotiations are underway, if easements cannot be obtained at reasonable costs, property may have to be purchased. Mid-range project.*
- Rehabilitate pavement. *Mid- and long-range project.*
- Develop lease agreement for hanger construction on airport expansion parcel. *Long-range project.*
- Prepare site for hanger construction and construct access facilities to hanger area. *Long-range project.*
- Construct additional aircraft tie-downs. *Long-range project.*
- Construct airport operations building and pilot's lounge. *Speculative project.*
- Install lighting system. *Speculative; unlikely FAA would approve.*

**b. Maritime System Element**

The RTP includes recommendations for two harbors on the Mendocino County coast: Noyo Harbor if Fort Bragg and Point Arena Harbor in Point Arena. The RTP includes three projects for the Noyo Harbor.

- Continue to pursue funds to construct a breakwater project at Noyo Harbor. *Speculative project.*
- Provide additional storage areas for fishing-related uses at Noyo Harbor. *Speculative project.*
- Provide additional berths at Noyo Harbor. *Speculative project.*

#### **c. Bicycle Transport**

The RTP includes a range of bikelane and bike path projects. Nearly all projects/project features are within existing rights-of-way. While the EIR will generally discuss these projects, their construction will have minimal environmental impacts since all but one of the proposed bikeways are to be constructed on the edge of existing roads.

## **1.7 REQUIRED APPROVALS AND INTENDED USES OF THE EIR**

### **A. Required Approvals**

Once MCOG certifies the EIR, it will adopt the RTP (as amended by findings based on this EIR). The RTP will then be forwarded to the California Transportation Commission (CTC) for review and comment.

### **B. Intended Uses of the EIR**

Once the RTP is adopted, MCOG, the County of Mendocino, the Cities of Ukiah, Willits, Fort Bragg, and Point Arena, the California Department of Transportation, the Mendocino Transit Authority, agencies that manage the public airports and the railroads, and other Responsible and Trustee Agencies will use this EIR for preparing:

- The Transportation Improvement Program;
- Project Study Reports;
- Design Studies;
- Grant and other funding source applications;
- Corridor Studies;
- Transit Plans and Studies;
- Non-Motorized Plans and Studies;
- Aviation Plans and Studies;
- Passenger and Freight Rail Plans and Studies;
- Other Plans and Studies including those for TDM and ITS Improvement Projects;
- General Plan Amendments;
- Review of transportation and land use development projects;