



City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
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Meeting Agenda Planning Commission

Wednesday, June 18, 2025

6:00 PM

Town Hall, 363 N.Main Street and Via Video
Conference

Special Meeting

MEETING CALLED TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PLANNING COMMISSIONERS PLEASE TAKE NOTICE

Planning Commissioners are reminded that pursuant to the Council policy regarding use of electronic devices during public meetings adopted on November 28, 2022, all cell phones are to be turned off and there shall be no electronic communications during the meeting. All e-communications such as texts or emails from members of the public received during a meeting are to be forwarded to the City Clerk after the meeting is adjourned.

ZOOM WEBINAR INVITATION

This meeting is being presented in a hybrid format, both in person at Town Hall and via Zoom.

You are invited to a Zoom webinar.

When: Jun 18, 2025 06:00 PM Pacific Time (US and Canada)

Topic: Planning Commission- Special Meeting

Join from PC, Mac, iPad, or Android:

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+16694449171,,83889156366# US

Webinar ID: 838 8915 6366

To speak during public comment portions of the agenda via zoom, please join the meeting and use the raise hand feature when the Chair or Acting Chair calls for public comment on the item you wish to address.

1. PUBLIC COMMENTS ON: (1) NON-AGENDA & (2) CONSENT CALENDAR ITEMS

MANNER OF ADDRESSING THE COMMISSION: All remarks and questions shall be addressed to the Planning Commission; no discussion or action will be taken pursuant to the Brown Act. No person shall speak without being recognized by the Chair or Acting Chair. Public comments are restricted to three (3) minutes per speaker.

TIME ALLOTMENT FOR PUBLIC COMMENT ON NON-AGENDA ITEMS: Thirty (30) minutes shall be allotted to receiving public comments. If necessary, the Chair or Acting Chair may allot an additional 30 minutes to public comments after Conduct of Business to allow those who have not yet spoken to do so. Any citizen, after being recognized by the Chair or Acting Chair, may speak on any topic that may be a proper subject for discussion before the Planning Commission for such period of time as the Chair or Acting Chair may determine is appropriate under the circumstances of the particular meeting, including number of persons wishing to speak or the complexity of a particular topic. Time limitations shall be set without regard to a speaker's point of view or the content of the speech, as long as the speaker's comments are not disruptive of the meeting.

BROWN ACT REQUIREMENTS: The Brown Act does not allow action or discussion on items not on the agenda (subject to narrow exceptions). This will limit the Commissioners' response to questions and requests made during this comment period.

WRITTEN PUBLIC COMMENTS: Written public comments received after agenda publication are forwarded to the Commissioners as soon as possible after receipt and are available for inspection at City Hall, 416 N. Franklin Street, Fort Bragg, during normal business hours. All comments will become a permanent part of the agenda packet on the day after the meeting or as soon thereafter as possible, except comments that are in an unrecognized file type or too large to be uploaded to the City's agenda software application. Public comments may be emailed to CDD@fortbragg.com.

2. STAFF COMMENTS

3. MATTERS FROM COMMISSIONERS

4. CONSENT CALENDAR

All items under the Consent Calendar will be acted upon in one motion unless a Commissioner requests that an individual item be taken up under Conduct of Business.

5. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

6. PUBLIC HEARINGS

- 6A. [25-237](#) Receive a Report, Hold a Public Hearing, and Consider Adopting a Resolution Recommending that the City Council Approve Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development

Attachments: [Staff Report 1151 S Main Street](#)

[Att 1 - 1151 South Main CC Staff Report 3 24 25](#)

[Att 2 - Annotated Coastal Commission Appeals](#)

[Att 3 - Response to Comments from Appeals](#)

[Att 4 - Project Market and Feasibility Analysis](#)

[Att 5 - PC Resolution - 1151 S Main Street - 83 Unit Mixed-Use](#)

[Att 6 - Inclusionary Housing Incentives Staff Report 11-12-2024](#)

[Att 7 - Project Site Photos](#)

[Att 8 - Project Site Plan](#)

[Att 9 - Project Elevations and Floor Plans](#)

[Att 10 - Project Colors and Materials](#)

[Att 11 - Accessory Buildings and Fencing](#)

[Att 12- Landscaping Plan](#)

[Att 13 - Lighting Plan](#)

[Att 14 - Fire Safety Plan](#)

[Att 15 - Civil Plans](#)

[Att 16 - NOPH PC 1151 S. Main Street](#)

[Att 17 - Staff Memo Responding to Attorney Colin Morrow's Letter](#)

[Public Comment](#)

7. CONDUCT OF BUSINESS

ADJOURNMENT

The adjournment time for all Planning Commission meetings is no later than 9:00 p.m. If the Commission is still in session at 9:00 p.m., the Commission may continue the meeting upon majority vote.

STATE OF CALIFORNIA)
)ss.
COUNTY OF MENDOCINO)

I declare, under penalty of perjury, that I am employed by the City of Fort Bragg and that I caused this agenda to be posted in the City Hall notice case on June 13, 2025.

Stephanie Remington
Administrative Assistant

NOTICE TO THE PUBLIC

Materials related to an item on this agenda submitted to the Commission after distribution of the agenda packet are available for public inspection in the Community Development Department at 416 North Franklin Street, Fort Bragg, California, during normal business hours. Such documents are also available on the City's website at www.fortbragg.com subject to staff's ability to post the documents before the meeting.

ADA NOTICE AND HEARING IMPAIRED PROVISIONS:

It is the policy of the City of Fort Bragg to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities.

If you need assistance to ensure your full participation, please contact the City Clerk at (707) 961-2823. Notification 48 hours in advance of any need for assistance will enable the City to make reasonable arrangements to ensure accessibility.

This notice is in compliance with the Americans with Disabilities Act (28 CFR, 35.102-35.104 ADA Title II).



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Text File

File Number: 25-237

Agenda Date: 6/18/2025

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Status: Business

In Control: Planning Commission

File Type: Planning Staff Report

Agenda Number: 6A.

Receive a Report, Hold a Public Hearing, and Consider Adopting a Resolution Recommending that the City Council Approve Coastal Development Permit Amendment (8-24/A), Use Permit Amendment (UP 9-24/A), Design Review Amendment (DR 11-24/A), for an 83-Unit Multifamily Project with 1,000 SF of Retail Space and 2,450 SF of Visitor Serving Accommodations at 1151 South Main Street (APN 018-440-58) CEQA Exempt per Section 15332 - Class 32 Infill Development Projects and 15195 Infill Housing Development



PLANNING COMMISSION STAFF REPORT

TO: Planning Commission **DATE:** June 11, 2025

DEPARTMENT: Community Development

PREPARED BY: Marie Jones, MJC

PRESENTER: Marie Jones, MJC

AGENDA TITLE: RECEIVE A REPORT, HOLD A PUBLIC HEARING, AND CONSIDER ADOPTING A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL APPROVE COASTAL DEVELOPMENT PERMIT AMENDMENT (8-24/A), USE PERMIT AMENDMENT (UP 9-24/A), DESIGN REVIEW AMENDMENT (DR 11-24/A), FOR AN 83-UNIT MULTIFAMILY PROJECT WITH 1,000 SF OF RETAIL SPACE AND 2,450 SF OF VISITOR SERVING ACCOMMODATIONS AT 1151 SOUTH MAIN STREET (APN 018-440-58) CEQA EXEMPT PER SECTION 15332 - CLASS 32 INFILL DEVELOPMENT PROJECTS AND 15195 INFILL HOUSING DEVELOPMENT

APPLICATION NO.: Coastal Development Permit Amendment (CDP 8-24/A), Design Review Amendment (DR 11-24/A), and Use Permit Amendment (UP 9-24/A). 9/1/2024, revised application submittal 1/29/2025 and 5/19/2025

APPLICANT/AGENT: Kosh Grewal

PROPERTY OWNER: Akashdeep Grewal, Kosh Petroleum Inc.

REQUEST: Coastal Development Permit, Use Permit and Design Review Permit Amendments to Modify an Approved Mixed-Use Multifamily Project at 1151 S Main Street to: 1) Change 3 units of Multifamily Housing into 2,450 SF of Hotel Units on the Ground Floor of Building 3; and 2) add a Signed Public Access Sidewalk Through the Parcel.

LOCATION: 1151 South Main Street
APN: 018-440-58 (2.6 acres)

ZONING: Highway Visitor Commercial (CH)/ Coastal Zone
ENVIRONMENTAL DETERMINATION: Statutorily exempt from CEQA pursuant to section 15332 – Class 32 In-Fill Development Projects and 15195 Infill Housing Development.

SURROUNDING LAND USES:

NORTH: Retail & Mobile Home Park
EAST: Highway 1, Retail
SOUTH: Hotel
WEST: Single-Family Homes

APPEALABLE PROJECT: Appealable to City Council and the California Coastal Commission.

RECOMMENDATION

Adopt a Resolution of the Fort Bragg Planning Commission Approving Coastal Development Permit Amendment (CDP 8-24/A), Use Permit Amendment (UP 9-24/A) and Design Review Amendment (DR 11-24/A) to: 1) Change 3 units of Multifamily Housing into 2,450 SF of Hotel Units on the Ground Floor of Building 3; and 2) add a Signed Public Access Sidewalk Through the Parcel.

PROJECT BACKGROUND

Per the California Coastal Records Project, this parcel has not been developed since it was part of a dairy farm in the 1970s. In 2018, AutoZone Parts, Inc. requested a Coastal Development Permit and a Design Review Permit to subdivide an existing parcel into two lots and construct a 7,500 SF retail store with associated infrastructure and frontage improvements. The Planning Commission denied the CDP and DR permits for the proposed AutoZone on October 23, 2019 due to insufficient findings for Design Review and inconsistency with Policy LU-4.1 (Policy LU-4.1 Formula Businesses and Big Box Retail: Regulate the establishment of formula businesses and big box retail to ensure that their location, scale, and appearance do not detract from the economic vitality of established commercial businesses and are consistent with the small town, rural character of Fort Bragg). This decision was appealed to the City Council and on January 27th the City Council denied the appeal and upheld the Planning Commission's decision. The applicant purchased the property with the intention of developing multifamily housing on the site as they own the adjacent hotel and saw a need for market rate employee housing in Fort Bragg.

Inclusionary Incentives. On October 28, 2024, the City Council held a public hearing and preapproved the following inclusionary housing incentives for this proposed project:

1. Increase the height limit for the proposed project from 28 feet to 38 feet; and

2. In exchange for the applicant undertaking the design, engineering and construction of the stormwater improvements identified as project 5.5.8.1 in the City's 2004 Storm Drain Master Plan, the City shall provide a corresponding capacity fee concession (drainage, sewer and water) to offset the project cost as the second concession.

Please see the attached staff report for the City Council's discussion and deliberation regarding the requested inclusionary housing incentives (Attachment 1).

City Review & Decisions

- On March 12 the Planning Commission reviewed the project and held a public hearing and made a recommendation to the City Council to approve the project permits. During the Planning Commission hearing, both the public and Commissioners raised important issues which resulted in additional analysis, including potential impacts to ground water recharge on Todds Point, stormwater management concerns, the need for a school bus stop, grading impacts, among other items. Additional analysis about these topics was included in the March 24, 2025 Staff Report to City Council.
- On March 24, the City Council held a public hearing, deliberated and adopted a Resolution approving the Coastal Development Permit, Use Permit, Design Review Permit, Sign Permit and CEQA exemptions for the project.

Project Appeal to the Coastal Commission

- On April 5, 2025 the City Council's approval was appealed by project neighbors Judy Mashhour-Azad raising concerns regarding visual resources/character, greenhouse gas emissions, groundwater contamination, and ADA access.
- On April 10, 2025 the City Council's approval was appealed by Paul Clark and Mary Chamberlin, Guy R Burnett, Teresa & David Skarr, and Hamid Zarrabi represented by Vannucci Momsen Morrow Attorneys. The appeal raises issues related to affordability standards, visual resources/character, visitor-serving requirements in the Highway Visitor Commercial zone, and traffic impacts.
- On April 11th, the Coastal Commission staff notified the City of the appeal.
- On April 29th, the applicant elected to waive their right to a Coastal Commission hearing on the appeal within 49 days after the appeal has been filed with the Coastal Commission to allow time to consider appeal issues and make modifications to the project as described herein.
- Copies of the appeals are included as Attachment 2.

On May 8th Coastal Commission Staff, City Staff, City consultant Marie Jones, and the project applicant participated in a conference call to discuss aspects of the project that concerned Commission staff and related to issues raised under the appeals. During that meeting and through subsequent emails the applicant elected to make the following modifications to the project:

1. Increase the visitor-serving aspects of the project by ensuring that the entire ground floor of Building 3 is composed of visitor serving uses. The applicant expressed concerns about the likelihood that devoting the entirety of the ground floor to retail spaces would be vacant and produce low rents given the location and the excess of vacant small retail spaces in Fort Bragg and impact the financial feasibility of the project. Similarly, adding a restaurant to the project is infeasible, as a restaurant cannot be accommodated at this location because it would require additional parking which is not feasible. Additionally the project applicant does not want to manage a restaurant and the cost to build out a restaurant would be prohibitively expensive and impact project feasibility. Through this discussion the stakeholders came to agreement that the ground floor comprised of one 1,000 SF retail space and 2,450 SF of hotel space (the remainder of the ground floor of Building 3) with 25% of the units proposed as low-cost visitor serving accommodations would better align the project as a whole with the Coastal General Plan requirements to prioritize visitor serving uses, including lower-cost uses, in this CH-designated area.
2. Revise the pedestrian sidewalk system to include a public access route that would connect the southeast corner of the property to the northwest corner of the property. This sidewalk system will include "Public Access" signage and a sign at the northwest corner to Pomo Bluffs Park. Again, adding this project component will better align the project as a whole with the Coastal General Plan requirements to prioritize visitor serving uses, including lower-cost uses (pedestrian connectivity with nearby coastal parks), as this site is close to excellent coastal trail and harbor accesses which offer additional public recreational opportunities.

This report also provides additional analysis to support the CDP permit and an analysis that responds to the stated issues in the appeals, as follows:

- Additional analysis/detail regarding the proposed project's impact on traffic safety (in this staff report);
- A "response to comments" document that responds to comments raised in the two appeals (Attachment 3); and
- A market study and feasibility analysis of the Project as proposed and with 1/3 of the project dedicated to retail (first floor) (Attachment 4).

PROJECT DESCRIPTION

This CDP Amendment includes the following revisions to the previously approved Project:

- Coastal Development Permit Amendment to Increase the Visitor Serving Use of the Project for the entire Ground Floor of Building 3 to include 1,000 SF Retail Space and 2,450 SF of visitor accommodations and to add a Signed Public Access sidewalk through the parcel.
- Use Permit Approval of 2,450 SF of visitor accommodations.
- The revised project now includes 83 units instead of the original 87.
- The remainder of the Project remains as it is described in the staff report to City

Council dated March 24, 2025 (Attachment 1).

PERMIT PROCESS

This hearing is intended to discuss proposed modifications to an already approved project, and this staff report focuses on the analysis of the project modifications and the issues raised by the appellants as discussed above.

As the modified project will have to comply with all approved special conditions (including (a) those in the City Council resolution dated 3-24-2025, as amended herein, if any amendments to existing conditions are made in this CDP amendment action as well as (b) the new Special Conditions adopted in the resolution today), the numbering for Special Conditions in this staff report starts where the numbering for the special conditions in the resolution adopted on 3-24-2025 ended namely with Special Condition 38.

The attached resolution rescinds the initial CDP, UP and DR permits in their entirety and replaces them with the amended permit for the full project as amended subject to all the findings and special conditions identified in the original staff report and this for amended project elements.

COMPLIANCE LAND USE REGULATIONS

Coastal General Plan Land Use Policies

The Coastal General Plan includes the following Land Use Designation definition:

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

Similarly, the Coastal Land Use and Development Code sec. 17.22.030-E describes the purpose of the CH zoning district as follows:

The CH zoning district is applied to sites along Highway 1 and arterials at the entry points to the community. Allowable land uses include lodging, restaurants, and retail stores. The maximum allowable residential density within the CH district for the residential component of a mixed-use project is 24 dwelling units per acre; the maximum floor area ratio (FAR) is 0.40.

However, per the Coastal Land Use and Development Code, only “multi-family housing” is listed as a permissible use with a Use Permit in the CH Zoning District, while “mixed-use residential” is not listed as a permissible use. Thus, there is an inconsistency between the Coastal General Plan which appears to require a visitor oriented commercial use on the bottom floor of each of the seven residential buildings and the CLUDC that allows multifamily development with a Use Permit, in other words the CLUDC use tables appear to allow multifamily without requiring a commercial component to the project. There are currently at least four other residential developments in Fort Bragg which do not include a commercial component in this zoning district.

The applicant determined that including a visitor serving commercial use on the bottom floor of each of the residential structures would make the project infeasible as it would: 1) eliminate 14 residential units from the project and 2) would require the developer to build out commercial space which would likely never be rented or occupied by a commercial use especially as most of these storefronts would not be visible from the public right of way. Attachment 4 provides a market study and feasibility analysis for various configurations of the project and the study concluded that the proposed project would generate an ROI of 10% and the alternative project (1/3 retail 2/3 multifamily) would generate an ROI of 4.8%. The lower ROI of the alternative project makes it an infeasible project as an investor could earn this rate of return by investing in the much more secure government bond market. Therefore, the applicant requested a planning incentive under State Density Bonus law to reduce this requirement which was approved by the City Council on March 24, 2025.

However, to ensure the project provides adequate visitor-serving uses consistent with the intent of the CH land use designation, the applicant has revised the project description, through this CDP and Use Permit amendment, to include 2,450 SF of hotel units on the ground floor of Building 3. The hotel units would add more Coastal Act and LCP priority uses (lodging) to the ground floor of Building 3. As modified through the planning incentive through State Density Bonus Law and with these added visitor serving components, the project complies with the Land Use Definition and section 17.22.030-E of the CLUDC.

Policy LU-4.3 Large-Scale Commercial Development: To maintain scenic views of the coast and to ensure that building sizes at the City's gateways are in scale with the community, no commercial building shall exceed the following limitations on the gross floor area: a) between the Noyo River and Pudding Creek Bridges - maximum 50,000 square feet; b) 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.

The approved project is composed of seven buildings of less than 15,000 SF each and the project amendment would not modify this requirement, so the amendment complies

with this policy.

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

The revised project will include visitor serving facilities. Additionally, the applicant will agree 25% of the visitor serving accommodations as low cost visitor serving accommodations. See the special condition below:

Special Condition 29: Twenty-five percent of visitor accommodations will be rented at rates that meet the Coastal Commission's definition of Low-Cost Visitor Serving Accommodations, which is defined as 70% of the ADR for the state.

Policy LU-5.5: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The conditioned project includes 25% of hotel units as Lower-cost visitor serving facilities. The revised project will also include a free walking trail through the project site that connects to Harbor Ave which connects to Pomo Bluff Park. This site is close to excellent coastal trail and harbor accesses which offer additional public recreational opportunities. The project complies with this policy.

Policy LU-5.6: 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 amended project will include visitor-serving and recreational facilities; therefore the project complies with this policy.

Policy LU-5.7: Adequate parking should be provided to serve coastal access and recreation uses to the extent feasible. Existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided.

As analyzed later in this staff report, the approved project would add 40+ on-street parking spaces, which currently don't exist and are also not required to meet the parking needs of the proposed development. These 40 new public parking spaces would be available for public access to the nearby Fort Bragg Coastal Trail and Pomo Bluffs Trail, although both of these trail systems have their own parking lots, with 400+ spaces on the south side of the Noyo Headland Park and 43 parking spaces at Pomo Headlands Park. Neither parking lot is currently over-subscribed. The project complies with this policy.

Policy LU-10.2: 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.

The approved project would be located in an area already surrounded by development on all four sides. The project complies with this policy.

Policy LU-10.3: 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.

1. The approved project will enhance transit services to the site and Special Condition 20 of the initial permit requires the applicant to work with MTA to determine if the addition of a transit stop at the property is warranted and feasible.
2. The project provides pedestrian and bicycle access in and through the project.
3. The project site plan includes two courtyards and a playground to meet the recreational needs of the residents.
4. The proposed project includes parking spaces per density bonus law which will reduce parking and auto use. The proposed site plan splits traffic between Frontage Road and Harbor road thereby reducing the overall impact of the project on these two roads.
5. The revised project includes a public pathway through the project site to allow improved access to Pomo Bluffs Park.
6. The proposed project is a mixed-use smart growth project adjacent to many amenities (Mendocino College, shopping mall, grocery store, restaurants and coastal access) and surrounded by development.
7. The project complies with this policy.

Policy LU-10.4: 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.

As analyzed in this report and the March 24th report to City Council this project can be served by existing services. As conditioned the revised project complies with this policy.

Policy LU-10.5: 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.

Fort Bragg is compliant with Air Quality standards except for PM-10. The proposed project would not include any wood burning stoves and so would not contribute further to PM-10 emissions. The state Building Code requires multifamily projects to utilize the lowest GHG producing HVAC systems and on-site PV for energy use reductions. As analyzed later in the report the proposed project's construction would result in a one-time release of 251 metric tons of CO₂e and project occupancy would result in the production of 402 metric tons of CO₂e/year, and even taken together these values are far below the 1,293 CO₂e metric ton/year screening level set by the MCAQCB. This project would be located in a city and so would minimize vehicle miles traveled relative to other residential and commercial projects in the County. The project complies with this policy.

Policy LU-10.6: 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.

The project is not located in a designated special community or neighborhood. The project site does not have unique characteristics which make it a popular visitor destination point. For example, in Fort Bragg, the Noyo Harbor and the Central Business District could be considered special communities because they have unique characteristics such as an active harbor and downtown historic shopping that make them visitor destinations. This parcel and its neighborhood, which is dominated by commercial and hotel development, have no such characteristics. The project complies with this policy.

Policy LU-10.7: Priority for Coastal Dependent Uses. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

The project is not on or near the shoreline, so this policy does not apply to the project. There are no wetlands on site. The project includes coastal dependent hotel units and a visitor serving commercial space.

The required Use Permit analysis for the hotel use is included in the Use Permit section

of this report.

DEVELOPMENT STANDARDS

This project complies with all required zoning standards for the Highway Commercial Zoning District. See Table 2 for specific standards and project details.

Table 2 – Compliance with Zoning Standards			
Development Aspect	Zoning Requirement (CH)	Proposed Project	Compliance
Front setback	15 feet	15 feet	Yes
Rear Setback	15 feet	81 feet	Yes
Side Setback	0 feet	56 Feet (N), 11 Feet (S)	Yes
Site Coverage	No Limitation	NA	NA
Height Limit	28 feet	38 feet	Yes, per Inclusionary Housing Incentive
Floor Area Ratio (FAR)	0.40	0.7	Requires Use Permit
Density	12 to 24 units/acre	32 units/acre	Yes, per State Density Bonus Law

SITE STANDARDS

Parking

One hundred and seven parking spaces were approved at a rate of 1.5 spaces/two-bedroom and 1 space/one-bedroom and studio for the approved project. The table below allocates the parking requirements for the project as modified through this permit analysis:

1151 South Main Parking Analysis

Parking Requirement	Revised Project	
	Number of Units	Required Parking Spaces
Density Bonus Law		
0 to 1 bedroom: 1 onsite parking space	40	40
2-3 bedrooms: 1.5 onsite parking spaces	41	62
ADU Law		
One space per unit	2	2
Mixed Use Component		
One Retail/Office Space - No Parking Required	1,050 SF	0
Hotel Units (1 space per bedroom)	4 BRs	4
Total Residential Units	83	108

- The project includes 83 multifamily units, which must comply with state-mandated density bonus parking (65915p1) requirements:
 - (A) Zero to one bedroom: one onsite parking space (40 parking spaces for this project), and
 - (B) Two to three bedrooms: one and one-half onsite parking spaces, which requires (62 parking spaces for this project).
- Two of the proposed housing units are proposed as attached ADUs rather than regular multifamily units, as permissible under State ADU law. The two ADUs are 2-bedroom units and would therefore require 2 spaces total. Under State ADU law a proposed multifamily housing project is allowed to add two attached or detached ADUs and the parking standards for those accessory dwelling units is one space per unit:

66314.(d) (10) (A) Parking requirements for accessory dwelling units shall not exceed one parking space per accessory dwelling unit or per bedroom, whichever is less.¹
- This amendment turns three housing units into hotel units on the bottom floor of Building 3. This will eliminate three housing units from the approved project, bringing the total number of housing units to 83.

Per Code Section 17.36.080A.1, the City Council approved a reduction in the number of parking spaces where two or more uses have distinct and differing peak parking periods per the Use Permit process. The 1,050 SF visitor serving use would meet this criterion as the special condition requires that it be operated only between the hours of 9:00am to 5:00pm when the majority of residents would be at work.

The Use Permit analysis to authorize shared parking between the retail and the residential uses of the site per code section 17.36.080A.1 has been approved as part of UP 9-24.

However, the applicant must provide one additional on-site parking space which is required for the conversion of three apartment units into visitor serving hotel suites on the ground floor of Building 3. Therefore, the Special Condition below is recommended.

Special Condition 40: The site plan for the Building Permit application, shall illustrate the conversion of one “tree stall” into a parking spot.

As previously analyzed in the staff report for the approved CDP 8-24 (Attachment 1), the conditioned project complies with all parking, ADA, bicycle and motorcycle parking requirements.

Fencing & Screening, Landscaping, Lighting, Solid Waste Recycling & Material Storage

¹ The City of Fort Bragg has adopted more relaxed parking standards for ADUs, by requiring no parking for ADUs. However, this ordinance is not yet in as the City Council must complete the ordinance adoption process and the proposed changes must be certified by the Coastal Commission. Therefore, State Law supersedes the City's current ADU ordinance.

As previously analyzed in the staff report for CDP 8-24, the project as conditioned complies with all Fencing, Screening & Landscaping Lighting, Solid Waste Recycling & Material Storage Requirements.

COMPLIANCE WITH MULTIFAMILY REQUIREMENTS

As previously analyzed in the staff report for CDP 8-24, the project as conditioned complies with all Multifamily Requirements.

COMPLIANCE WITH MIXED USE REQUIREMENTS.

This project amendment application must be analyzed for compliance with the specific land use standards in CLUDC §17.42.100 *Mixed Use Projects* including design considerations (A), mix of uses (B), maximum density (C), site layout and project design standards (D), and performance standards (E), as follows:

<p>A. Design considerations. A mixed use project shall be designed to achieve the following objectives:</p> <p>1. The design shall provide for internal compatibility between the residential and nonresidential uses on the site.</p>	<p>The non-residential uses are located in only one building and would be relatively quiet (retail and hotel units) and so would be compatible with the residential uses. The residential units of building 3 would be located on the second and third floor and have separate external entrances.</p>
<p>2. Potential glare, noise, odors, traffic, and other potential nuisance conditions for residents shall be minimized to allow a compatible mix of residential and nonresidential uses on the same site.</p>	<p>The proposed non-residential uses would not add to glare, noise, odors, traffic or other nuisance conditions.</p>
<p>3. The design shall take into consideration existing and potential future uses on adjacent properties and shall include specific design features to minimize potential impacts.</p>	<p>The mixed-use project would not conflict with adjacent hotel, restaurant or retail operations. The project includes special conditions to reduce impacts on neighboring residential uses such as installation of a sound wall, extensive landscaping, street improvements, and discouraging parking on the west side of Harbor Road.</p>
<p>4. The design shall ensure that the residential units are of a residential character, and that appropriate privacy between residential units and other uses on the site is provided.</p>	<p>The proposed project includes 83 apartments with strong residential character. Each residential unit has a separate entrance which provides appropriate privacy. All commercial uses are concentrated in Building 3.</p>
<p>5. Site planning and building design shall provide for convenient pedestrian access from the public street into the nonresidential portions of the project, through such means as courtyards, plazas, walkways, and street furniture.</p>	<p>The approved project includes a sidewalk connection to the Frontage (unnamed) road. The City Council could require the applicant to install a bench in front of Building 3.</p> <p>Special Condition 41: The Site Plan for the</p>

	Building Permit shall include a public bench located in front of Building 3.
6. Site planning and building design shall be compatible with and enhance the adjacent and surrounding residential neighborhood in terms of building design, color, exterior materials, landscaping, lighting, roof styles, scale, and signage.	This project is located in a largely commercial neighborhood. As previously analyzed in the staff report for CDP 8-24, this mixed use project is located as far east on the parcel as feasible and thereby increases the distance between the approved project and the residential areas to the west. Design Review has already been approved for this project by the City Council.
B. Mix of uses. A mixed use project may combine residential uses with any other use allowed in the applicable zoning district where allowed by Article 2 (Zoning Districts and Allowable Land Uses); provided, that where a mixed use project is proposed with a use that is required to have Minor Use Permit or Use Permit approval in the applicable zoning district, the entire mixed use project shall be subject to that permit requirement.	A Use Permit is required for the mixed-use project and is included in this analysis.
C. Maximum density. The residential component of a mixed use project shall comply with the density requirements of the applicable General Plan designation and zoning district.	The proposed project would provide 83 units of which as analyzed in the staff report to the City Council and the project complies with the City's General Plan designation and zoning district as conditioned and through incentives approved for the project via State Density Bonus law by the City Council on March 24, 2025.
D. Site layout and project design standards. Each proposed mixed-use project shall comply with the property development standards of the applicable zoning district and the following requirements: 1. Location of units. Residential units shall not occupy ground floor street frontage on the primary street frontage. Residential units are allowed on the first floor of alleys and secondary street frontages. The ground floor street frontage space within a mixed-use building shall be reserved for commercial uses, except for a lobby or other feature providing access to the residential units.	The proposed project would provide 83 units of housing on first, second and third floors as conditioned and through incentives approved for the project via Density Bonus law by the City Council on March 24, 2025. This amendment to the project is more conforming with this requirement as it would result in the dedication of the entire first floor of Building 3 for visitor serving commercial uses (retail and hotel).
2. Parking. In order to encourage the development of residential uses in existing and new commercial areas, the use of shared parking provisions shall be incorporated into mixed use projects in compliance with § 17.36.080 (Reduction of Parking Requirements).	This has been achieved in the project.
3. Loading areas. Commercial loading areas	Only projects of more than 5,000 SF of commercial

shall be located away from residential units and shall be screened from view from the residential portion of the project to the maximum extent feasible.	space are required to provide a commercial loading space (see 17.36.110 Table 3-11). This amended project includes less than 4,000 SF of commercial space and no loading space is required.
4. Refuse and recycling areas. Areas for the collection and storage of refuse and recyclable materials shall be located on the site in locations that are convenient for both the residential and nonresidential uses.	The proposed project includes two refuse and recycling areas which are convenient to all residents and the commercial uses.
E. Performance standards. 1. Lighting. Lighting for commercial uses shall be appropriately shielded to limit impacts on the residential units.	The lighting for the amended project will not be changed and is appropriately shielded to limit impacts to all uses including residential uses.
2. Noise. Each residential unit shall be designed and constructed to minimize nonresidential project noise levels, in compliance with the City's Noise Ordinance. Night-time commercial uses shall minimize noise levels, in compliance with the City's Noise Ordinance.	The proposed project would minimize noise impacts to the residential uses as they are located above a small retail space and hotel uses of the first floor. Compliance with the City's noise ordinance is required of all businesses and residences throughout the City. Nothing additional is required.

COMPLIANCE WITH LODGING REQUIREMENTS

The CLUDC does not include specific standards for lodging facilities. However, the City of Fort Bragg does prohibit vacation home rentals outside of the Central Business District. Therefore, the hotel units must be managed out of the applicant's existing adjacent hotel as an annex to that hotel, and a special condition is included below:

Special Condition 42A: The applicant shall manage the three hotel suits out of their hotel business, the Dolphin Inn. If the applicant sells the Dolphin Inn in the future, the three units shall be modified into another visitor serving use through a CDP amendment.

Alternatively, if the City Council sees these three suits as to similar to a vacation rental situation, the City Council can instead adopt the alternative Special Condition below:

Special Conditions 42B: The applicant shall reconfigure the three multifamily units into four hotel suites without kitchens. The applicant shall manage all four hotel suites out of their hotel business, the Dolphin Inn. If the applicant sells the Dolphin Inn in the future, the space shall be modified into another visitor serving use through a CDP amendment.

Additionally, special condition 39 ensures that 25% of units will be lower cost visitor

serving accommodations consistent with policies LU-5.5 and LU-5.6.

USE PERMIT ANALYSIS

Use Permit 9-24 was approved for this project by the City Council on March 24th to: 1) reduce parking requirements; 2) develop multifamily units; and 3) increase the Floor Area Ratio for the project from 0.4 to 0.7.

This Use Permit Amendment (UP 9-24/A) is required because the CLUDC requires a Use Permit for: 1) a Residential Component of a Mixed-Use Project; and 2) Lodging Use.

Use Permit – Mixed-Use Projects

All Mixed-Use Projects with a Residential Component are required to obtain a Use Permit in the CH zoning district. The project complies with the specific mixed-use standards as analyzed earlier in this report. Please see the findings section below for the Use Permit. The CLUDC does not include specific standards for hotel/lodging.

Use Permit Findings Analysis. The City Council must make the following findings to approve the Use Permit for: 1) a multifamily housing development in the Highway Commercial zoning district and 2) a reduction in the required parking and utilization of new on-street parking to meet a portion of the off-street parking requirements.

1. *The proposed use is consistent with the General Plan, any applicable specific plan, and the Local Coastal Program;*

As detailed throughout this report, the Staff Report for CDP 8-24 and UP 9-24 dated March 24, 2025 and as conditioned in both reports, the project is consistent with the Coastal General Plan and Local Coastal Program.

2. *The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Development Code and the Municipal Code;*

The proposed use is allowed with Use Permit approval in the Highway Commercial Zoning District and, as conditioned and analyzed in this report, the Staff Report for CDP 8-24 and UP 9-24 dated March 24, 2025 and as conditioned in both reports, the use complies with the CLUDC and the Municipal Code.

3. *The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity;*

The vicinity includes a mix of land uses: two hotels, a large shopping center, three small format retail stores, two auto repair businesses, a mobile home park, a college campus, a day care, and a number of single-family homes. There are five nearby vacant parcels, four of which are zoned for medium and high-density residential and two of which are zoned Highway Commercial. There are no active proposals for any of the vacant parcels, though one is for sale and the City has had an initial conversation with a potential developer to do a residential development there. Most of the buildings in the corridor are average quality of

contemporary design. The proposed project would have significantly higher design quality than the buildings in the neighborhood. The project is large at 84,000 SF, but the individual buildings of the project at 9,000 to 14,000 SF are similar in size to the smaller buildings in the vicinity (see table). Both the residential and commercial components of this project will have compatible operations to the other commercial development in the vicinity.

Project	Size (SF)	Design	Operations
Surf Motel	27,000	Contemporary - parking in middle	Hotel - similar operating characteristics to an apartment building
Dolphin Motel	30,000	Contemporary - parking in front	Hotel - similar operating characteristics to an apartment building
Boatyard Shopping Center	109,000	Contemporary - Parking in middle	Shopping Mall - 7 to 10pm. Compatible with residential use.
Outlet Store	8,000	Industrial - parking in front	9:00 to 5:00 compatible with residential use
McDonalds	3,000	Modern with Parking in Front	Compatible with Residential use
Office Building	8,000	Contemporary - Parking in Front	Compatible with Residential use
Proposed Project	84,000	Contemporary/Modern - Parking in rear	Residential

Therefore, the proposed mixed-use project would be compatible with current and future commercial and multifamily residential uses in terms of design, location, size and operating characteristics. On March 24, 2025 the City Council adopted a Special Condition to protect residential uses to the west from sound generated by the project.

4. *The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the type, density, and intensity of use being proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located.*

The proposed site is a flat lot which is easily accessible to emergency vehicles. The project site can effectively access sewer, water and storm drain utilities from the site per the Public Works Department and as required by the Special Conditions for the project. The proposed site plan provides for effective vehicular access and solid waste collection. The project includes adequate stormwater filtration and conveyance systems.

5. *The proposed use complies with any findings required by Section 17.22.030 (Commercial District Land Uses and Permit Requirements).*

a. *Secondary uses oriented to local clientele may be permitted where the*

primary use of a site is oriented to or serves visitor, regional, or transient traffic;

The amended project will include three hotel units and one retail store on the ground floor of Building 3. These uses are oriented to serve visitors. The project applicant has requested and the City Council has approved a Density Bonus Law planning incentive to reduce the requirement for primary visitor serving uses in the bottom floor of all buildings. Coastal Commission staff have concurred that the applicant is able to request and the City may approve this density bonus law incentive so long as visitor serving uses are located on the entire ground floor of one building (Building 3). Notable, the project would provide much-needed market rate housing to employees of the Fort Bragg's tourism economy. Additionally, the Coastal Act Section 30604(f) requires the Commission to encourage housing opportunities for persons of low and moderate income. This project would consist of modest units and some units would be affordable to people of very low incomes.

b. Secondary uses may be allowed where primary uses are precluded because of environmental concerns or other site-specific problems; and see above.

c. The use is generally vehicular-oriented unless part of a larger visitor-oriented complex.

The multifamily units, hotel units and commercial retail are vehicular-oriented.

DENSITY BONUS ANALYSIS & INCENTIVES

On March 24, 2025 the City Council approved a density bonus and planning incentives for this project as detailed in Attachment 1. As amended the project includes the following:

1. **Number and Affordability of Inclusionary Units.** The applicant initially applied for permits for 53 units and the inclusionary requirement for 53 units is eight units (15% of 53=8).
2. Median family income in Fort Bragg in 2022 was \$57,662. After adjusting for inflation, Area Median Income (AMI) in 2024 was \$62,123. Families earning 50% of AMI would earn \$31,061/year and pay \$647/month for an affordable unit (see table below).
3. It is also important to note that per State Law the Density Bonus is applied to the project after the number of inclusionary units is determined. This is why the project will not provide 15% of 83 units (which would be 13 units) as the number of inclusionary affordable units.

Density Bonus Calculation. Per Government Code 65915(f)(2), the applicant is eligible

for a 50% density bonus for agreeing to provide 15% of units at a rent affordable to very low-income households. Density bonus law clearly indicates that the density bonus is 50% for projects which provide 15% of units at a rent that is affordable to very low-income residents.

However, to address issues raised by the appeals, the applicant now is requesting to amend their permit application to change four of the residential units into a mix of retail and visitor-serving accommodations. Therefore, the applicant has requested a total of 83 residential units, nine of which will be affordable for very low-income residents. If one backs out the density bonus from an 83-unit project the base project is 55 units. So, the applicant must provide 15% of these 55 units as affordable units, which is eight units. Per density bonus law the percentage of units that are affordable is always calculated on the base number of units and excludes the density bonus units.

Inclusionary Housing Incentives. The applicant requested three zoning incentives from the City Council per Government Code Section 65915 (d)(2)(C). The City Council considered this request and approved three zoning incentives on March 24, 2025.

1. Increase the height limit for the proposed project from 28 feet to 38 feet; and
2. In exchange for the applicant undertaking the design, engineering and construction of the stormwater improvements identified as project 5.5.8.1 in the City's 2004 Storm Drain Master Plan, the City shall provide a corresponding capacity fee concession (drainage, sewer and water) to offset the cost of the project as the second concession.
3. Allow the applicant to construct a multifamily residential project with a Use Permit as permitted in the Zoning Ordinance and eliminate the requirement for visitor serving uses on the front bottom floor of each building.

The applicant requested this concession to retain the project's financial feasibility (Attachment 4). However, the applicant now is requesting in addition to changing one 1,000 SF multifamily unit into a retail store to also include 2,450 SF of hotel suites, 25% of which would be low-cost visitor serving accommodations. As discussed previously, this request is consistent with the coastal plan requirements to prioritize visitor serving uses, including those providing lower cost uses, in the CH zone district.

Attachment 4 is a market study and feasibility analysis for two alternative configurations of the project and key findings of the study include:

- Fort Bragg currently has over 44,000 sf of vacant small format retail space, which rents for \$0.75 to \$1.50 per square foot depending on the size of the space, condition and location.
- Much of this vacant retail space has been vacant for years with an average vacancy time of 4 years.
- Fort Bragg has a very "soft" or poor market for new small format retail space.
- The multifamily residential retail market is very strong with a vacancy rate of less than 1% and average rents which range from \$1.60 to \$3.25 per square foot.

- If the applicant was forced to add 24,000 SF of new vacant retail space in this market it is unclear if and when it would be rented. Therefore, the applicant requested a planning incentive under State Density Bonus law to waive this requirement which was approved by the City Council on March 28, 2025.
- The project, as proposed, would generate an estimated \$2.9 million in gross income per year, while a project composed of 100% retail on the first floor of all buildings and the remainder 2/3 of the buildings as multifamily would generate only \$2.2 million in gross income.
- Total development cost for the proposed project would be \$27.6 million whereas the alternative project with more retail would be an estimated \$23.5 million.
- The applicant would need to invest \$5.5 million in the proposed project and \$4.6 million in the alternative project.
- Assuming the applicant can secure an interest only commercial loan at 7.1% with a ten-year balloon payment and a 20-year term, the proposed project would generate an ROI of 10% and the alternative project (1/3 retail) would generate an ROI of 4.8%. The lower ROI is not a feasible project as an investor could earn this much by investing in the much more secure government bond market.
- This project is exposed to risk from the volatile bond market which might result in a higher interest rate at the start of construction and the trade war and higher tariffs which has already driven up material and construction costs.

The City Council approved all three incentives at a March 24th hearing based on the following findings:

1. The requested incentives are required in order to provide for affordable housing costs as defined in Health and Safety Code Section 50052.5, or for rents for the targeted units to be set in compliance with Government Code Section 65915(c).
2. The concession or incentive will not have a specific adverse impact, as defined by Government Code Section 65589.5(d)(2), upon public health and safety, or the physical environment, or on any real property listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low and moderate income households.
3. The City has determined that the development incentives requested will not have any adverse effects on coastal resources.
4. The project is not feasible if the applicant must replace 9,560 SF of housing units with commercial space, which is very likely not a viable use.
5. This site has remained undeveloped for over 40 years, since it was first subdivided as part of the former cattle ranch. This indicates that there is insufficient demand to support visitor serving uses on this site. Indeed, the only other development proposal for this site in 40 years was an auto parts store, which is also not a visitor serving use.
6. The Fort Bragg City Council has identified workforce housing development as a top priority in the City's Strategic Plan and set a goal to develop 200 units of

- housing in Fort Bragg by 2026.
7. The Coastal Commission implements the California Coastal Act of 1976, and Section 30604(f) of the Coastal Act requires the Commission to encourage housing opportunities for persons of low or moderate income.
“Section 30604 (f) The commission shall encourage housing opportunities for persons of low and moderate income. In reviewing residential development applications for low- and moderate-income housing, as defined in paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code, the issuing agency or the commission, on appeal, may not require measures that reduce residential densities below the density sought by an applicant if the density sought is within the permitted density or range of density established by local zoning plus the additional density permitted under Section 65915 of the Government Code, unless the issuing agency or the commission on appeal makes a finding, based on substantial evidence in the record, that the density sought by the applicant cannot feasibly be accommodated on the site in a manner that is in conformity.”
 8. The State of California has passed regulations to streamline and facilitate the construction of market rate and affordable multifamily developments including regulations that limit the ability of local jurisdictions to deny multifamily housing projects based on subjective criteria and the requirement to provide housing incentives and density bonuses for project that include affordable housing. Statewide housing laws, such as Density Bonus Law, the Housing Accountability Act, and the Housing Crisis Act, apply in the coastal zone in ways that are also consistent with the Coastal Act.
 9. There are relatively few large parcels in Fort Bragg that support multifamily housing, as identified in the City’s vacant parcel inventory. Most vacant parcels that can accommodate multifamily housing have an environmental constraint. This parcel does not have any environmental constraints.
 10. There are ten vacant parcels zoned Highway Commercial in the Coastal zone of Fort Bragg. These parcels total 30+ acres so there is significant vacant land to meet future visitor serving needs.
 11. Workforce housing supports visitor serving uses by ensuring that there are sufficient units for workers in restaurants, hotels, parks, retail stores, etc. This has especially become a crisis on the Mendocino Coast as more affordable residential units in the County have been turned into vacation rentals than have been built in the past twenty years. This has made housing a critical support sector for the visitor serving economy at the same time that it has weakened the hotel market in Fort Bragg.

COASTAL DEVELOPMENT PERMIT ANALYSIS

The March 24th staff report fully analyzed potential impacts on coastal resources for the approved project, and the amended project would have an identical development footprint

and so would not have many additional impacts. For the following topic areas, please review the permits analysis for the March 24, 2025 City Council hearing (Attachment 1), as these issues are fully discussed in that staff report and all required special conditions will be incorporated into the amended permits for this project.

- Visual Resources,
- Cultural Resources,
- Environmentally Sensitive Habitat Areas, and Wetland and Riparian Protection
- Special Communities, Neighborhoods, and Recreational and Visitor Serving Uses
- Wastewater
- Stormwater
- Grading & Construction
- Geologic Hazard
- Drainage and Groundwater Recharge
- Improvements
- Flood Hazard
- Fire and Life Safety

However, some topic areas will be impacted in small ways by the modified project, namely public access, water supply and circulation. These are discussed below:

PUBLIC ACCESS

Chapter 17.56 of the Coastal Land Use and Development Code outlines public access requirements:

17.56.030: Access Location Requirements. Vertical, lateral, and/or blufftop access shall be required by the review authority in compliance with this Chapter, in the locations specified by the Open Space, Conservation, and Parks Element of the Coastal General Plan.

The project is not in an area used by the public to access the coast nor is it identified in the Coastal General Plan as a location for public access to the Noyo River. The properties to the north and south are identified as access points and irrevocable offers to dedicate will be required when these projects are developed in the future. To ensure this development is well integrated with nearby access points a public access path of travel from the southeast corner of the project site to the northwest corner of the project site with appropriate signage has been requested by Coastal Commission staff. Therefore, the Special Condition below is recommended:

Special Condition 43: As part of the Building Permit submittal, the applicant shall modify the site plan to include a continuous path of travel from the southeast corner of the parcel to the northwest corner of the parcel and shall sign it with the following signs “Public Access to Pomo Bluffs Park.

An option for the trail alignment is illustrated below.

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

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

As analyzed and conditioned below, the mixed-use project will be served by existing services.

WATER SUPPLY

The revised project will only slightly increase the water demand of the project by 15 gallons per day from 6,960 to 7,005 gallons per day.

- On a daily basis, residents in apartments utilize 80 gallons/unit/day.
- On a daily basis the City currently produces about 75 gallons of water per hotel room. The hotel room equivalents would be 4 bedrooms or 300 gallons per day.
- Currently retail uses consume 65 gallons per 1,000 SF.

Water Budget Proposed 83-unit Mixed Use Project at 1151				
Unit Size	Number of Units	Estimated Residents/Unit	Total Water Use/ Year (gallons)	Total Water Use/Day (gallons)
Studio	6	1.2	175,200	480
1-bedroom	34	1.5	992,800	2,720
2-bedroom	43	3	1,255,600	3,440
1000 SF Retail	1	0	29,200	65
4 Hotel Room E	4	0	116,800	300
Total	88	187.2	2,569,600	7,005

The revised project would use a total of 7,005 gallons per day and 2.5 million gallons/year. Which is just a slight increase over the 6,960 gallons per day of the approved project. This amended project would increase total water demand by 1.2% for the City's Water Enterprise.

The Table below summarizes the completed and underway water projects and total water

availability increases for each project. As illustrated in the table, these projects would result in an additional 201,534 gallons of water available per day, which would more than offset the amended project's water demand of 7,005 gallons per day. The already completed package desalination plant is sufficient, by itself, to provide 28 times more water than is needed by the proposed development.

Completed Water Availability Projects				
Project			Annual Water (gallons)	Daily Water (Gallons)
Package Desalination Plant (2022)			52,560,000	144,000
Raw Water Line Replacement (2025)			1,000,000	2,740
Water Meter Conservation Project (2025)			20,000,000	54,795
Subtotal			73,560,000	201,534
Proposed Project Projected Water Use (2026)			(2,569,600)	(7,005)
Net Available Water Post Project			70,990,400	194,529

CIRCULATION

This project was referred to Caltrans, which determined that a traffic study was not warranted and that the project would result in reduced vehicle miles traveled due to its location in the City. Caltrans is focused on vehicle miles traveled and safety instead of Level of Service (LOS). Caltrans indicated that the project would have minimal impacts on highway 1 intersections. Caltrans did ask the City to secure MCOG funding to close ADA gaps throughout this area. However, this was not recommended as a condition of approval as these gaps are pre-existing and there is no legal nexus to require these off site improvements of this developer.

Public Works staff also determined that a traffic study was not warranted for this project as it would not impact levels of service on highway 1 and a prior traffic study for the Autozone project identified the required public safety changes that should be made to the roadway system for a project with substantially the same level of daily trips.

Policy C-1.1 Level of Service Standards: Establish the following Level of Service (LOS) standards:

- Signalized and All-Way-Stop Intersections Along Highway - One LOS D
- Side Street Stop Sign Controlled Intersections Along Highway One (Side Street Approach) LOS D, or LOS F if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.

Level of Service. "Level of Service" is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F", corresponding to progressively worsening traffic operating conditions, is assigned to an intersection or roadway segment. Table 2 below presents the minimum LOS for the intersections which could be impacted by the proposed

project. As shown in Table 2, the City's General Plan allows the level of service to decline to a letter D or C for all of the potential intersections impacted by the proposed project.

Table 2. Minimum levels of service for intersections along and not along State Route 1.

Intersection Description	Minimum LOS
Signalized and All-Way-Stop Intersections along SR 1	D
Side Street Stop Sign Controlled Intersections along SR 1	D; or F if <15 vehicles per hour (veh/hr), left turns plus through movements from side street and volumes do not exceed Caltrans rural peak hour signal warrant criteria levels
Signalized and All-Way-Stop Intersections not along SR 1	C
Side Street Stop Sign Controlled Intersections not along SR 1	C; or E if <15 veh/hr, left turns plus through movements from side street and volumes do not exceed Caltrans rural peak hour signal warrant criteria levels

The City's General Plan requires the City to consider LOS when considering new projects. As noted in the table below, these intersections currently function at LOS levels (B, C, and A) much above the Maximum allowable D LOS for the intersections noted above.

Table 11. Existing Conditions with Project Intersection Level of Service Summary

No.	Intersection	Weekday				Weekend	
		A.M.		P.M.		Midday	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	SR 1 / frontage road						
	Eastbound LTR	12.5	B	14	B	18.7	C
	Westbound LTR	12.6	B	13.6	B	15.4	C
	Northbound L	8.7	A	11.1	B	11.1	B
	Southbound L	9.8	A	10.5	B	10.1	B
2	SR 1 / Ocean View Drive	11.3	B	13.6	B	18.1	B
3	SR 1 / SR 20	8.4	A	8.5	A	11.6	B
4	SR 20 / Boatyard Drive						
	Eastbound L	8.9	A	8.3	A	8.4	A
	Westbound L	8.2	A	8	A	8	A
	Northbound LTR	10.5	B	13	B	12.9	B
	Southbound LTR	9.2	A	13.1	B	13.1	B
5	Ocean View Drive / frontage road						
	Eastbound T	7.4	A	7.5	A	7.6	A
	Southbound L	10.8	B	10.7	B	10.7	B

The traffic study noted that none of these intersections currently warrant a new level of traffic control (signalization or all stop signs).

Per the Institute of Transportation Engineers (ITE) publication "Trip Generation, 10th Edition" the proposed multifamily project would generate 0.54 vehicle trips/unit during peak travel hours or 44 vehicle trips total for the 83-unit housing project at peak hours.

Additionally, this mixed-use apartment project would generate less than 406 vehicular trips per day per the ITI Trip Generation Manual, and this is an insufficient traffic load for the project to reduce the Level of Service at any of the intersections below acceptable levels

Additionally, the Autozone Traffic Study found that even with 55.34 per peak hour trips and 387 trips per day, Only the eastbound left turn from Ocean View Drive to Highway 1 fell from a LOS of C to D, which is an allowable level of service per the Coastal General Plan. No signalizations were warranted for that project. The Traffic Study also determined that the project would not result in queue lengths at intersections that exceed existing capacity. Therefore, this proposed project will not exceed current LOS limits per Policy C-1.3 of the Coastal General Plan. And Per Policy C-2.3 a traffic study was not required for this project.

Table 13. Future Conditions Intersection Level of Service Summary

No.	Intersection	Weekday				Weekend	
		A.M.		P.M.		Midday	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
1	SR 1 / frontage road						
	Eastbound LTR	15.7	C	25	D	27.2	D
	Westbound LTR	12.3	B	16.6	C	19.6	C
	Northbound L	9.1	A	13	B	13.3	B
	Southbound L	9.4	A	12.2	B	11.1	B
2	SR 1 / Ocean View Drive	13	B	22	C	33.5	C
3	SR 1 / SR 20	11.7	B	21.3	C	19	B
4	SR 20 / Boatyard Drive						
	Eastbound L	1.9	A	1.9	A	8.7	A
	Westbound L	7.7	A	8.1	A	8.1	A
	Northbound LTR			13.9	B	13.9	B
	Southbound LTR	9.8	A	14.4	B	14.4	B
5	Ocean View Drive / frontage road						
	Eastbound T	7.5	A	7.8	A	8	A
	Southbound L	10	B	11.3	B	12.8	B

Based on a review of this traffic analysis for the Autozone, Staff determined that a traffic study was not necessary for this project as the proposed project could not result in a drop of LOS below the minimum threshold in the Coastal General Plan.

However, traffic safety is a concern for this project. The traffic study that was completed for the Autozone project included two safety recommendations to address traffic flow and safety at the intersection of Ocean View Drive at Side Street/South Main Street, and at South Main Street/Highway 1. Those recommendations were rolled into Special Conditions that were adopted as part of the permit approvals for this project and are included below for information purposes.

Special Condition: At the time of development and prior to the issuance of the

occupancy permit, the applicant shall obtain an encroachment permit from Caltrans and install appropriate Keep Clear signage and street markings at the intersection of Ocean View Drive and the frontage road (Intersections Highway 1/Ocean View Drive and Ocean View Drive/Frontage Rd). As conditions warrant and concurrent with regular maintenance, the applicant shall extend westbound north lane striping by approximately 100 feet to provide an earlier separation between left turning and right turning traffic.

This Special Condition will allow southbound traffic on the frontage road to merge with eastbound traffic on Ocean View Drive without impacting the operations of the traffic signal at Highway 1 and Ocean View Drive. There is sufficient additional stacking room between the Ocean View Drive/Frontage Road intersection and the Ocean View Drive/Harbor Avenue intersection to the west to accommodate the anticipated additional queue length for eastbound left and eastbound through traffic.

Special Condition: At the time of development and prior to the issuance of the occupancy permit, the applicant shall obtain an encroachment permit from Caltrans and place a “No-Left Turn” sign for eastbound traffic exiting the frontage road onto Highway 1.

This signage is to prevent exiting traffic from turning northbound onto Highway 1 at this unsignalized intersection.

Green House Gas Emissions & Vehicle Miles Travelled

Neither the City’s Coastal General Plan nor the City’s Zoning Ordinance requires an analysis of Vehicle Miles Travelled (VMT) or greenhouse gas emissions analysis for a proposed development project. While these analyses are required for CEQA, this project is exempt from CEQA as an urban infill project. The following analysis is included here to respond to concerns raised in the appeals to the Coastal Commission.

The City of Fort Bragg adopted a Climate Action Plan (CAP) in 2012. The plan sets greenhouse gas reduction goals including a 30% reduction in greenhouse gasses for the municipality by 2020, and a 7% reduction goal for the community by 2020. However, the City Council never formally adopted these goals, nor did they formally adopt the Climate Action Plan. According to the CAP, nearly 70% of the City’s GHG emissions were produced by vehicles, primarily automobiles. Transportation emissions are high because the City is a rural community and because the majority of visitors travel to Fort Bragg in personal vehicles. The proposed project will reduce vehicle miles traveled as it will allow more coastal residents to live within City limits where most of the jobs and retail opportunities are located. The chart below summarizes total Vehicle Miles Traveled from a CalEEMod analysis of the proposed project.

CalEEMod Table for VMT for 1151 S Main Street, Fort Bragg CA

Land Use Type	VMT			VMT/ Year
	VMT/ Weekday	VMT/ Saturday	VMT/ Sunday	
Apartments Low Rise	1,960	2,179	1,681	712,194
Strip Mall	23	29	14	8315
Hotel	81	71	52	27640

The CalEEMod found that the development of this mixed-use multifamily project would result in 3,808 VMTs per resident, which is significant less than the average yearly VMT for residents of the Mendocino Coast, likely reflecting the fact that individuals who live in Fort Bragg drive less to work, school, and shop than residents outside of the City. Therefore, this project will reduce total VMT in the county.

The table below identifies total GHG emissions from the Construction and Operation of the proposed Mixed-Use Project. This table was generated using CalEEMod software for the revised project.

1151 S Main Street Operations and Construction Emissions (GHG CO₂e)

Operations Emissions							
Un/Mit.	GHGs (lb/day for daily, MT/yr for annual)						
	CO ₂			CH ₄	N ₂ O	R	CO ₂ e
	BCO ₂	NBCO ₂	CO ₂ T				
Average Daily (Max) Lbs/Day							
Mit.	39.686	2,239.50	2,279.10	4.1865	0.1418	7.1026	2,433.20
Annual (Max) (Metric Tons)							
Mit.	6.5704	370.77	377.34	0.6931	0.0235	1.1759	402.84
Construction Emissions							
Un/Mit.	GHGs (lb/day for daily, MT/yr for annual)						
	CO ₂			CH ₄	N ₂ O	R	CO ₂ e
	BCO ₂	NBCO ₂	CO ₂ T				
Average Daily (Max) Lbs/Day							
Unmit.	-	1,506.00	1,506.00	0.0597	0.0436	0.5212	1,521.00
Annual (Max) (Metric Tons)							
Unmit.	-	249.34	249.34	0.0099	0.0072	0.0863	251.82
Source: CalEEMod, 2025							

The Mendocino Air Quality Management District sets a green house gas screening level of 6.6 CO₂e metric ton per employee or resident. The table below illustrates that the project will have 196 residents/employees, which results in 1,293 metric tons of CO₂e as the screening threshold for this project.

Unit Size	Number of Units	Estimated Residents or Employees/Unit
Studio	6	1.2
1-bedroom	34	1.5
2-bedroom	43	3
1000 SF Retail	1	1
4 Hotel Room Equivalents	4	2
Total	88	196.2

As noted above, the proposed project's construction would result in a one-time release of 251 metric tons of CO₂e, and project occupancy would result in the production of 402 metric tons of CO₂e/year, and even taken together these values are far below the 1,293 CO₂e metric ton/year screening level. So, the project will not result in significant green house gas emissions and does not require environmental review or mitigations.

Policy C-8.3: 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.

Special Condition: The applicant shall work with MTA and the School District to determine if the addition of a transit and/or school bus stop at the property is warranted/feasible. If a transit/school bus stop is feasible and desirable the applicant shall install a bus stop in the sidewalk at a location per the request of MTA/School District prior to final of the building permit.

Policy C-9.2: 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.

As conditioned, the project will include sidewalk improvements to Frontage Road and Harbor Ave.

DESIGN REVIEW

Energy Efficiency

Coastal General Policies relevant to green building practices include the following:

Policy OS-6.2 Development Review Process: Make energy conservation an important criterion in the development review process.

Policy OS-6.3 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.

As proposed, the project will:

- a. Take advantage of passive solar gain for some of the space heating requirements of each unit.
- b. Achieve insulation values of R-22 for walls and roof.
- c. Space heating and water heating will be provided by air-source heat pumps.
- d. The project is required by the California Energy Code to include PV panels for overall net zero energy use.

The combination of these strategies will result in buildings that are energy efficient and require minimal utility costs for the residents.

Compliance with Citywide Design Guidelines

The multifamily portion of this project was reviewed for consistency with the Citywide Design Guidelines and the Design Review Permit and was approved by the City Council on March 24, 2025. However, the proposed project has been revised and it must now also comply with the design criteria for both Hotels and Mixed-use Developments in the Citywide Design Guidelines, and this analysis is included below.

The project complies with the Mandatory Standards for Hotels because it includes:

- Walkway, stairway, balcony railings, and other similar architectural details shall be consistent with basic building design.
- The surface parking lot is screened with landscaping to provide a buffer between the public right of way and vehicles while still allowing for visibility.

The project complies with the Mandatory Standards for Mixed Use Development because it includes:

- Refuse storage facilities for commercial use will be located as far as possible from residential units and will be screened from view.
- Separate pedestrian entrances are provided for each use.
- The project includes publicly accessible, designed outdoor space for resident and public use, that is proportionate to the size of the proposed buildings and includes a park, two courtyards, sidewalks, trails, and outdoor seating areas. The public spaces are located in visually prominent, accessible and safe locations that promote year-round activity.
- Landscaping, shade trees, and benches are incorporated into the site design.
- Site design provides for convenient pedestrian access from the public street into the nonresidential portions of the project including a sidewalk and street furniture.

ENVIRONMENTAL DETERMINATION

The project is exempt from CEQA review under sections 15332 Infill Development and sections 15192 & 15195 – Infill Housing Development. All Sections are cited below with side-by-side analysis of the project's compliance with the threshold criteria for each exemption.

§ 15192. Threshold Requirements for Exemptions for Residential Infill Projects.

In order to qualify for the exemption, set forth in sections 15195, an infill housing project must meet all of the threshold criteria set forth below.

Code Section	Compliance Analysis
<p>(A) The project must be consistent with:</p> <ol style="list-style-type: none"> (1) Any applicable general plan, specific plan, or local coastal program, including any mitigation measures required by such plan or program, as that plan or program existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete; and (2) Any applicable zoning ordinance, as that zoning ordinance existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete, unless the zoning of project property is inconsistent with the general plan because the project property has not been rezoned to conform to the general plan. 	<p>The subject parcel has a General Plan land use designation of Highway Commercial and is zoned CH, which allows a mixed-use multifamily development with a Use Permit. The project conforms to General Plan policies and zoning regulations, with the approval of a Use Permit to increase the FAR from 0.4 to 0.7 and the approved Inclusionary Housing planning incentives. As conditioned the project complies with the City's LCP.</p>
<p>(B). Community-level environmental review has been adopted or certified.</p>	<p>The City adopted an EIR for the General Plan and Land Use and Development Code in 2006. City's LCP was certified by the Coastal Commission in 2008, which is a CEQA equivalent action.</p>
<p>(C). The project and other projects approved prior to the approval of the project can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.</p>	<p>As analyzed in the Staff Report the project site can be served by existing utilities.</p>

<p>(D). The site of the project:</p> <p>(1) Does not contain wetlands, as defined in Section 328.3 of Title 33 of the Code of Federal Regulations.</p> <p>(2) Does not have any value as an ecological community upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.</p> <p>(3) Does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) or by the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code.</p> <p>(4) Does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.</p>	<p>The project site does not contain wetlands.</p> <p>The Project Site is covered with ruderal grasslands and a few specimen trees. The project site has limited value for habitat and is not known to provide habitat for endangered, rare or threatened species.</p> <p>The City does not have any ordinance that protects non-native species from removal.</p>
<p>(E) The site of the project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.</p>	<p>No phase I report was required because the site has no known previous use that would result in contamination. The site is not listed on any DTSC or RWQCB list of facilities or sites requiring remediation or in violation of a cleanup order. The site does not have any known contamination.</p>
<p>(F) The site of the project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. In addition, the following steps have been taken in response to the results of this assessment:</p> <p>(1) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.</p> <p>(2) If a potential for exposure to</p>	<p>See above.</p>

significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.	
(G) The project does not have a significant effect on historical resources pursuant to Section 21084.1 of the Public Resources Code.	An archaeological survey was completed for this site and no archaeological or historic resources were discovered or identified by the survey. The project will not have any impact on a historical or archaeological resource.
(H) The project site is not subject to wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.	The project is not located in a wildland fire hazard area.
(I) The project site does not have an unusually high risk of fire or explosion from materials stored or used on nearby properties.	The project is surrounded by retail, restaurant, hotel and residential uses, none of which pose a risk of fire or explosion.
(j) The project site does not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.	As a vacant field in an urban area, the site does not present a public health risk exposure of any type.
(k) Either the project site is not within a delineated earthquake fault zone or a seismic hazard zone, as determined pursuant to Section 2622 and 2696 of the Public Resources Code respectively, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake or seismic hazard.	The City's LCP contains policies and regulations to mitigate seismic hazards.
(l) Either the project site does not present a landslide hazard, flood plain, flood way, or restriction zone, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.	The project site is not located within a flood zone or any other restrictive zone.
(m) The project site is not located on developed open space.	The site is not designated as or developed as open space.
(n) The project site is not located within the boundaries of a state conservancy.	The site is not located in a state conservancy.
(o) The project has not been divided into smaller projects to qualify for one or more of the exemptions set forth in sections 15193 to 15195.	The project is being evaluated in its entirety.

Section 15195 In-Fill Housing Development Exemption Analysis

CEQA Guideline Section 15195 identifies a categorical exemption for projects characterized as infill housing development. This exemption is intended to promote housing infill development within urbanized areas. The analysis that supports this exemption is in the table below:

Code Section	Compliance Analysis
<p>(a) Except as set forth in subdivision (b), CEQA does not apply to any development project that meets the following criteria:</p> <p>(1) The project meets the threshold criteria set forth in section 15192; provided that with respect to the requirement in section 15192(b) regarding community-level environmental review, such review must be certified or adopted within five years of the date that the lead agency deems the application for the project to be complete pursuant to Section 65943 of the Government Code.</p>	See above analysis.
<p>(2) The project meets both of the following size criteria:</p> <p>(A) The site of the project is not more than four acres in total area.</p> <p>(B) The project does not include any single level building that exceeds 100,000 square feet.</p>	<p>The project site is 2.6 acres.</p> <p>The largest building is 14,965 SF</p>
<p>(3) The project meets both of the following requirements regarding location:</p> <p>(A) The project is a residential project on an infill site.</p> <p>(B) The project is within one-half mile of a major transit stop.</p>	<p>The project site is surrounded by urban uses on an urban infill site.</p> <p>A major transit stop is located 0.27 miles away at the Boatyard Shopping Center.</p>
<p>(4) The project meets both of the following requirements regarding number of units:</p> <p>(A) The project does not contain more than 100 residential units.</p> <p>(B) The project promotes higher density infill housing. The lead agency may establish its own criteria for determining whether the project promotes higher density infill housing except in either of the following two circumstances:</p> <p>1. A project with a density of at least 20 units per acre is conclusively presumed to promote higher density infill housing.</p>	<p>The project contains 83 units.</p> <p>The project provides high density infill at 31 units per acre.</p>

<p>2. A project with a density of at least 10 units per acre and a density greater than the average density of the residential properties within 1,500 feet shall be presumed to promote higher density infill housing unless the preponderance of the evidence demonstrates otherwise.</p>	
<p>(5) The project meets the following requirements regarding availability of affordable housing: The project would result in housing units being made available to moderate, low or very low-income families as set forth in either A or B below:</p> <p>(A) The project meets one of the following criteria, and the project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units as set forth below at monthly housing costs determined pursuant to paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code:</p> <ol style="list-style-type: none"> 1. At least 10 percent of the housing is sold to families of moderate income, or 2. Not less than 10 percent of the housing is rented to families of low income, or 3. Not less than 5 percent of the housing is rented to families of very low income. <p>(B) If the project does not result in housing units being available as set forth in subdivision (A) above, then the project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to subparagraph (A).</p>	<p>The project will provide 15% of units to families of very low income. (A-3).</p>

<p>(b) A project that otherwise meets the criteria set forth in subdivision (a) is not exempt from CEQA if any of the following occur:</p> <p>(1) There is a reasonable possibility that the project will have a project-specific, significant effect on the environment due to unusual circumstances.</p> <p>(2) Substantial changes with respect to the circumstances under which the project is being undertaken that are related to the project have occurred since community-level environmental review was certified or adopted.</p> <p>(3) New information becomes available regarding the circumstances under which the project is being undertaken and that is related to the project that was not known and could not have been known at the time that community-level environmental review was certified or adopted.</p>	<p>There are no unusual circumstances associated with this project.</p> <p>No substantial changes have occurred.</p> <p>No new information has become available.</p>
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Section 15332 In-Fill Development Exemption Analysis

MJC has also determined the project to be exempt from CEQA review under **Section 15332 Infill Development**. CEQA Guideline Section 15332 identifies the Class 32 categorical exemption for projects characterized as infill development. This exemption is intended to promote infill development within urbanized areas. The class consists of environmentally benign infill projects that are consistent with local general plan and zoning requirements. This class is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Such projects must meet Part 1, conditions (a) through (e), described in the analysis below:

Code Section	Compliance Analysis
(a) The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.	The subject parcel has a General Plan land use designation of Highway Commercial and is zoned CH, which allows multifamily development with a Use Permit. The project conforms to General Plan policies and zoning regulations, with the approval of a Use Permit to increase the FAR from 0.4 to 0.7 and the density bonus afforded by compliance with State Density Bonus Law. As conditioned the project complies with the City's LCP.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.	The project site is 2.6 acres. The project site is surrounded on all sides by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.	The project site does not contain wetlands. The project site is covered with ruderal grasslands and a few specimen trees. The project site has no value for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.	As analyzed and conditioned throughout this report the project would not result in any significant effects on traffic, noise, air quality or water quality.
(e) The site can be adequately served by all required utilities and public services.	As analyzed and conditioned throughout this report the project can be adequately served by all utilities and public services.

Project Consistency with 15300.2 Exceptions

Application of this exemption, as all categorical exemptions, is limited by the factors described in section 15300.2. of CEQA and, these factors have been analyzed in the table below:

15300.2 Exceptions	Analysis of Compliance with Exceptions
(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies	The project is not located in an area that has been mapped or designated as a location with an environmental resource of hazardous or critical concern by any federal, state, or local agencies.
(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.	There are no other projects in the area which would have a cumulatively significant impact with the proposed project.
(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.	As analyzed throughout this staff report the proposed project will not have a significant effect on the environment.
(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.	The project is not located adjacent to or within the view shed of a scenic highway.
(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.	No phase I report was required because the site has no known previous use that would result in contamination. The site is not listed on any DTSC or RWQCB list of facilities or sites requiring remediation or in violation of a cleanup order. The site does not have any known contamination.
(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.	As noted earlier in this staff report, an archaeological survey was completed for this site and no archaeological or historic resources were discovered or identified by the survey. The project will not have any impact on a historical or archaeological resource.

ALTERNATIVE ACTIONS

1. Hold a hearing, close the hearing, deliberate without a decision, and revisit the application at the next scheduled meeting for a decision and the addition of any new findings.
2. Hold the hearing and continue the hearing to a date certain if there is insufficient time to obtain all input from all interested parties. At the date certain the Council may then deliberate and make a decision.

ATTACHMENTS

1. Staff report to City Council date March 24, 2025 for the Coastal Development Permit 8-24 (CDP 8-24), Design Review 11-24 (DR 11-24), Use Permit 9-24 (UP 9-24), and Sign Permit 20-24 (SP 20-24) for an 87-Unit Project and Associated Infrastructure Located at 1151 South Main Street.
2. Two CDP appeals to the Coastal Commission.
3. Response to Comments of Coastal Commission Appeals.
4. Market and Feasibility Analysis for Two Project Configurations (Proposed & 33% retail/66% Multifamily).
5. Resolution of the Fort Bragg Planning Commission Recommending that the City Council Approve Coastal Development Permit Amendment 8-24/A (CDP 8-24/A), Design Review Amendment 11-24/A (DR 11-24/A), and Use Permit Amendment 9-24/A (UP 9-24/A) for an 83-unit Mixed-Use Project and Associated Infrastructure Located at 1151 South Main Street.
6. Staff Report: Hold a Hearing Receive Report and Consider Adopting a Resolution of the Fort Bragg City Council Providing Preliminary Preapproval of Inclusionary Housing Incentives for Proposed Fort Bragg Apartments Project at 1151 South Main Street
7. Project Site Photos
8. Project Site Plan
9. Project Elevations & Floor Plans
10. Project Colors & Materials
11. Project Accessory Buildings
12. Open Space and Landscaping Plan
13. Lighting Plan
14. Fire Safety Plans
15. Civil Plans
16. NOPH PC 1151 S. Main Street



CITY COUNCIL STAFF REPORT

TO: City Council **DATE:** March 24, 2025

DEPARTMENT: Community Development

PREPARED BY: Marie Jones, MJC

PRESENTER: Marie Jones, MJC

AGENDA TITLE: RECEIVE REPORT AND CONSIDER APPROVAL OF COASTAL DEVELOPMENT PERMIT (8-24), DESIGN REVIEW (DR 11-24), USE PERMIT (UP 9-24), AND SIGN PERMIT (SP 20-24) FOR A PROPOSED 87-UNIT, MULTIFAMILY, STACKED FLATS PROJECT AT 1151 SOUTH MAIN STREET (APN 018-440-58)

APPLICATION NO.: Coastal Development Permit 8-24 (CDP 8-24), Design Review 11-24 (DR 11-24), Use Permit 9-24 (UP 9-24), and Sign Permit 20-24 (SP 20-24), application submittal 9/1/2024, revised application submittal 1/29/2025.

APPLICANT: Kosh Grewal

PROPERTY OWNER: Akashdeep Grewal, Kosh Petroleum Inc.

AGENT: Kosh Grewal

REQUEST: Coastal Development Permit, Use Permit, Design Review and Sign Permit to construct a new three-story multifamily rental project. Seven buildings are proposed with a total of 87 units. The buildings range in height from 32' (flat roofs) to 37'8" (shed roofs). The proposed project includes six studios, 36 one-bedroom, and 45 two-bedroom units. Each unit features a private patio or balcony. Amenities include an outdoor playground and two outdoor courtyards. The project includes a parking lot, extensive landscaping and offsite improvements to Harbor Ave. and Frontage Road. The applicant has requested the

following inclusionary housing incentives: an increase in the height limit from 28 feet to 38 feet, a reduction in capacity fees to offset drainage cost improvements and a reduction in balcony size from 100 SF to 50 SF. Per State law, the project is eligible for a 50% density bonus, as 15% of the units would be affordable to very low-income families.

LOCATION:	1151 South Main Street
APN:	018-440-58 (2.6 acres)
ZONING:	Highway Visitor Commercial (CH)/ Coastal Zone
ENVIRONMENTAL DETERMINATION:	Statutorily exempt from CEQA pursuant to section 15332 – Class 32 In-Fill Development Projects and 15192 Infill Housing Development.
SURROUNDING LAND USES:	NORTH: Retail & Mobile Home Park EAST: Highway 1, Retail SOUTH: Hotel WEST: Single-Family Homes

APPEALABLE PROJECT: Appealable to California Coastal Commission.

RECOMMENDATION

Adopt a Resolution of the Fort Bragg City Council Approving Coastal Development Permit 8-24 (CDP 8-24), Design Review 11-24 (DR 11-24), Use Permit 9-24 (UP 9-24), and Sign Permit 20-24 (SP 20-24) for an 87-Unit Project and Associated Infrastructure at 1151 South Main Street, Subject to the Findings and all Standard and Special Conditions.

PROJECT BACKGROUND

Per the California Coastal Records Project, this parcel has not been developed since it was part of a dairy farm in the 1970s. In 2018, AutoZone Parts, Inc. requested a Coastal Development Permit and a Design Review Permit to subdivide an existing parcel into two lots and construct a 7,500 SF retail store with associated infrastructure and frontage improvements. The Planning Commission denied the CDP and DR permits for the proposed AutoZone on October 23, 2019 due to insufficient findings for Design Review and inconsistency with Policy LU-4.1 (Policy LU-4.1 Formula Businesses and Big Box Retail: Regulate the establishment of formula businesses and big box retail to ensure that their location, scale, and appearance do not detract from the economic vitality of established commercial businesses and are consistent with the small town, rural character of Fort Bragg). This decision was appealed to the City Council and on January 27th the City Council denied the appeal and upheld the Planning Commission's decision.

The applicant purchased the property with the intention of developing multifamily housing on the site as they own the adjacent hotel and saw a need for market rate employee housing in Fort Bragg.

Inclusionary Incentives. On October 28, 2024, the City Council held a public hearing and preapproved the following inclusionary housing incentives for this proposed project:

1. Increase the height limit for the proposed project from 28 feet to 38 feet; and
2. In exchange for the applicant undertaking the design, engineering and construction of the stormwater improvements identified as project 5.5.8.1 in the City's 2004 Storm Drain Master Plan, the City shall provide a corresponding capacity fee concession (drainage, sewer and water) to offset the project cost as the second concession.

Please see the attached staff report for the City Council's discussion and deliberation regarding the requested inclusionary housing incentives (Attachment 1).

DECISION PROCESS

As this project has inclusionary housing, the City Council has the final approval authority over the inclusionary housing incentives awarded for this project and therefore the entire project.

- On March 12 the Planning Commission reviewed the project and held a public hearing and made a recommendation to the City Council to approve the project permits.
- During the Planning Commission hearing, both the public and Commissioners raised important issues which resulted in additional analysis, including potential impacts to ground water recharge on Todds Point, stormwater management concerns, the need for a school bus stop, grading impacts, among other items. The new analysis is noted in this report in **blue text** and the new and changed conditions are in **red text**.

PROJECT DESCRIPTION

The project applicant proposes constructing a multifamily project consisting of the following components:

- The project includes seven buildings which range in height from 32' (flat roofs) to 37' 8' (shed roofs) with a total of 87 units.
- The project includes six studio, 36 one-bedroom, and 45 two-bedroom units. Each unit features a private patio or balcony.
- Site amenities include an outdoor playground, outdoor courtyard, and 18,850 SF of open space (14,067 SF of common open space and 4,783 SF of private open space). Landscaping includes 3,006 SF of bioretention planters, as well as 37,000 SF of landscaped areas throughout the project. The landscaping plan

includes 73 trees, multiple plants native to Northern California's coast, and four non-native species.

- Total open space (playgrounds, courtyards, open space, landscaped areas) is approximately 55,850 SF (1.3 acres) or 46% of the site. The total building footprint is 28,126 SF or 24% of the site. The remainder of the site, 24,942 SF or 30%, is composed of the parking lot and sidewalks.
- Building finishes are composed of cement plaster, cement board siding, standing seam metal roof, brick veneer, and board and batten.
- The proposed project density would be 32 units per acre.
- The project includes 107 parking spaces in an L-shaped parking lot located along the west and north sides of the parcel. The parking lot includes 16-foot-high light poles and is surrounded by landscaping with 25 trees (planted every five to eight stalls). The project includes 11 bicycle spaces. The parking lot proposal includes 43 EV-ready parking spaces, eight EV chargers and three ADA parking spaces. There are two trash enclosures proposed for the parking lot. The parking lot would be entered from Harbor Ave. and Frontage Road on the east side of the parcel.
- The project would also include installation of sidewalks, curbs, and gutters along the parcel boundaries that front Harbor Avenue and the unnamed road along the east side of the parcel. North Harbor Ave. would be paved to City standards from the intersection with Ocean View Drive to the parcel's northern edge.
- The applicant has requested a Use Permit to: 1) build apartments; 2) increase the Floor Area Ratio from 0.4 to 0.7; and 3) reduce the parking requirement from 109 to 107 spaces.



COASTAL GENERAL PLAN CONSISTENCY ANALYSIS - HOUSING POLICIES

As conditioned, the project would be consistent with all Coastal General Plan policies. This section is focused on Housing Policies, and the other policies of the Coastal General Plan are discussed and addressed in the relevant sections of this staff report.

Housing Policies. The project is supported by and helps implement many housing policies of the Coastal General Plan and the City's Housing Element as described below. Policies and goals are noted by italics. Coastal General Plan policies that are not housing specific are analyzed under the appropriate section heading on subsequent pages.

The proposed project implements the following Housing Element policies:

Goal H-2 Provide a range of housing, including single-family homes, townhouses, apartments, and other housing types to meet the housing needs of all economic segments of the community.

Policy H-2.7 Infill Housing: Encourage housing development on existing infill sites in order to efficiently utilize existing infrastructure.

The project includes studios and one- and two-bedroom stacked units and apartments on an infill site.

Policy H-1.7 Workforce Housing: Encourage multi-unit housing developments in order to encourage market rate rental housing, affordable housing and lower cost ownership opportunities such as townhomes and condominiums.

The proposed project would be comprised of a mix of market-rate and affordable apartments. This would be the first large market rate/workforce housing project in more than 20 years. The last market-rate project was a seven-unit Planned Unit Develop project on Whipple street (2004).

Program H-1.7.8: Workforce Housing in Mixed-Use Zoning. Continue to allow workforce housing in all zoning districts that allow mixed-use development.

The proposed workforce housing project would be located in Highway Commercial (CH) zoning, which is a mixed-use zoning district.

Policy H-3.2 Encourage Senior Housing: Allow senior housing projects to be developed with density bonuses and flexible parking standards.

While not specifically designed for seniors, this project could serve seniors as all accessible units are located on the ground floor.

Policy H-3.7 Large Families: Encourage housing for large families.

The project includes 45 two-bedroom units to accommodate larger families.

Policy H-3.9 Housing for the Disabled: Continue to facilitate barrier-free housing in new development.

The project includes 29 ground floor apartments of which eight can be constructed to serve disabled individuals, as required by the Coastal Land Use and Development Code (CLUDC).

Policy H-4.1 Equal Housing Opportunity: Continue to facilitate non-discrimination in housing in Fort Bragg.

This project will provide housing units without discrimination based on race, gender, age, sexual orientation, marital status or national origin.

COMPLIANCE LAND USE REGULATIONS

Coastal General Plan Land Use Policies

The Coastal General Plan includes the following Land Use Designation definition:

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

Similarly, the Coastal Land Use and Development Code sec. 17.22.030-E describes the purpose of the CH zoning district as follows:

The CH zoning district is applied to sites along Highway 1 and arterials at the entry points to the community. Allowable land uses include lodging, restaurants, and retail stores. The maximum allowable residential density within the CH district for the residential component of a mixed-use project is 24 dwelling units per acre; the maximum floor area ratio (FAR) is 0.40.

However, per the Coastal Land Use and Development Code, only “multi-family housing” is listed as a permissible use with a Use Permit in the CH Zoning District, while “mixed-use residential” is not listed as a permissible use. Thus, there is an inconsistency between the Coastal General Plan which appears to require a visitor oriented commercial use on

the bottom floor of each of the seven residential buildings and the CLUDC that allows multifamily development with a Use Permit, in other words the CLUDC use tables appear to allow multifamily without requiring a commercial component to the project. There are currently at least four other residential developments in Fort Bragg which do not include a commercial component in this zoning district.

The applicant has determined that including a visitor serving commercial use on the bottom floor of each of the residential structures would make the project infeasible as it would: 1) eliminate 14 residential units from the project and 2) would require the developer to build out commercial space which would likely never be rented or occupied by a commercial use especially as most of these storefronts would not be visible from the public right of way. Therefore, the applicant has requested a planning incentive under State Density Bonus law to waive this requirement. This request is analyzed later in the report in the Density Bonus section.

Coastal Commission staff requested an analysis of the following additional Coastal General Plan Policies in the Land Use Element that may be relevant to the project:

Policy LU-4.3 Large-Scale Commercial Development: To maintain scenic views of the coast and to ensure that building sizes at the City's gateways are in scale with the community, no commercial building shall exceed the following limitations on the gross floor area: a) between the Noyo River and Pudding Creek Bridges - maximum 50,000 square feet; b) 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.

The proposed project is composed of seven buildings of less than 15,000 SF each and the project complies with this policy.

Policy LU-5.3: Lower Cost Facilities: Protect, encourage, and, where feasible, provide lowercost 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.

The project site does not currently include visitor serving facilities. The applicant has indicated that providing lower cost visitor serving facilities is infeasible and incompatible with the residential use. Therefore the project complies with this policy.

Policy LU-5.5: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public

recreational opportunities are preferred.

The proposed project does not include public recreational opportunities, nor are such opportunities required by the policy. They are preferred where feasible by this policy. This site is relatively close to excellent coastal trail and harbor access which do offer public recreational opportunities. Public recreational opportunities are not compatible with multi-family residential development nor are they compatible with a parcel that is immediately adjacent to the loud and busy highway 1 route. The project complies with this policy.

Policy LU-5.6: 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.

As previously noted, this site has remained vacant and undeveloped. It does not appear to be suitable for visitor serving or commercial recreational facilities as in the past 40 years no proposals have come forward forwarding this uses in an application since the parcel was created through a subdivision process. If there were a competing application for a visitor serving or commercial recreational use it would receive preference. However, this is not the case here, therefore the project complies with this policy.

Policy LU-5.7: Adequate parking should be provided to serve coastal access and recreation uses to the extent feasible. Existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided.

As analyzed later in this staff report, the proposed project would add over 40 on-street parking spaces, which are currently unavailable and are not required to meet the parking needs of the proposed development. Consequently, the proposed project would increase the amount of parking serving the nearby Fort Bragg Coastal Trail and Pomo Bluffs Trail. Both of these trail systems have their own parking lots. There are over 400 parking spaces on the south side of the Noyo Headland Park and 43 parking spaces in the formal parking lot at Pomo Headlands Park. Neither parking lot is currently over-subscribed. The project complies with this policy.

Policy LU-10.2: 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.

The proposed project would be located in an area already surrounded by development on all four sides. The project complies with this policy.

Policy LU-10.3: 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.

1. The proposed project could enhance transit services to the site and Special Condition 20 is included to require the applicant to work with MTA to determine if the addition of a transit stop at the property is warranted and feasible.
2. The project provides pedestrian and bicycle access in and through the project.
3. The project site plan includes two courtyards and a playground to meet the recreational needs of the residents.
4. The proposed project includes parking spaces per density bonus law which will reduce parking and auto use. The proposed site plan splits traffic between Frontage Road and Harbor road thereby reducing the overall impact of the project on these two roads.
5. The project complies with this policy.

Policy LU-10.4: 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.

As analyzed later in the report under the CDP section this project can be served by existing services. As conditioned the project complies with this policy.

Policy LU-10.5: 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.

Fort Bragg is compliant with Air Quality standards except for PM-10. The proposed project would not include any wood burning stoves and so would not contribute further to PM-10 emissions. The state Building Code requires multifamily projects to utilize the lowest GHG producing HVAC systems and on site PV for energy use reductions. This project would be located in a city and so would minimize vehicle miles traveled relative to other projects in the County. The project complies with this policy.

Policy LU-10.6: 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.

The proposed project is not located in a special community or neighborhood. The project complies with this policy.

Policy LU-10.7: Priority for Coastal Dependent Uses. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

The proposed project is not near the shoreline. There is no wetland on site. Residential housing can be considered coastal-related development because the City has a severe housing crisis and working families (most of whom work in the coastal dependent hotel, restaurant, retail, fishing and logging sectors) cannot find housing and so many coastal related businesses cannot expand or attract/retain employees.

The required Use Permit analysis for the multifamily project is included in the Use Permit section of this report.

DEVELOPMENT STANDARDS

The proposed project complies with all required zoning standards for the Highway Commercial Zoning District. See Table 2 for specific standards and project details.

Table 2 – Compliance with Zoning Standards			
Development Aspect	Zoning Requirement (CH)	Proposed Project	Compliance
Front setback	15 feet	15 feet	Yes
Rear Setback	15 feet	81 feet	Yes
Side Setback	0 feet	56 Feet (N), 11 Feet (S)	Yes
Site Coverage	No Limitation	NA	NA
Height Limit	28 feet	38 feet	Yes, per Inclusionary Housing Incentive
Floor Area Ratio (FAR)	0.40	0.7	Requires Use Permit
Density	12 to 24 units/acre	32 units/acre	Yes, per State Density Bonus Law

SITE STANDARDS

Parking

One hundred and seven parking spaces are proposed at a rate of 1.5 spaces/two-bedroom and 1 space/one-bedroom and studio. The table below allocates the parking requirements for the project as modified through this permit analysis:

1151 South Main Parking Analysis

Parking Requirement	Revised Project	
	Number of Units	Required Parking Spaces
Density Bonus Law		
0 to 1 bedroom: 1 onsite parking space	42	42
2-3 bedrooms: 1.5 onsite parking spaces	42	63
ADU Law		
One space per unit	2	2
Mixed Use Component		
One Retail/Office Space - No Parking Required	1,050 SF	0
Total	86	107

- The project includes 84 multifamily units, which must comply with state-mandated

density bonus parking (65915p1) requires projects which include inclusionary housing to meet the following maximum parking ratios:

- (A) Zero to one bedroom: one onsite parking space (42 parking spaces for this project), and
- (B) Two to three bedrooms: one and one-half onsite parking spaces, which requires (63 parking spaces for this project).
- Two of the proposed housing units are proposed as attached ADUs rather than regular multifamily units, as permissible under State ADU law. The two ADUs are 2-bedroom units and would therefore require 2 spaces total. Under State ADU law a proposed multifamily housing project is allowed to add two attached or detached ADUs and the parking standards for those accessory dwelling units is one space per unit:
 - 66314.(d) (10) (A) Parking requirements for accessory dwelling units shall not exceed one parking space per accessory dwelling unit or per bedroom, whichever is less.¹
- Special Condition 7 (included later in the report) requires the Applicant to change the bottom floor northeast two-bedroom unit in Building 3 into a visitor serving use (retail). This use would eliminate one of the housing units from the project, bringing the total number of housing units to 86.

Per Code Section 17.36.080A.1, the City Council can approve a reduction in the number of parking spaces where two or more uses have distinct and differing peak parking periods per the Use Permit process. The 1,050 SF visitor serving use would meet this criterion as the special condition requires that it be operated only between the hours of 9:00am to 5:00pm when the majority of residents would be at work.

The Use Permit analysis to authorize shared parking between the retail and the residential uses of the site per code section 17.36.080A.1 is included later in this report.

An analysis of the parking lot's conformance with the CLUDC follows:

- **ADA.** Three of the parking spaces are designated as ADA spaces, and only two are required by CLUDC Chapter 17.36.
- **EV.** California's CalGreen code requires, for new multifamily projects, that 10% of parking spaces be EV-capable and 40% of parking spaces be EV-ready. The applicant has proposed to meet these requirements with 43 EV-ready spaces and 11 EV chargers.
- **Bicycles.** The applicant's site plan includes 11 bicycle parking spaces as required by the CLUDC.
- **Motorcycles.** One motorcycle parking space for every 50 vehicle spaces provided.

¹ The City of Fort Bragg has adopted more relaxed parking standards for ADUs, by requiring no parking for ADUs. However, this ordinance is not yet in as the City Council must complete the ordinance adoption process and the proposed changes must be certified by the Coastal Commission. Therefore, State Law supersedes the City's current ADU ordinance.

Special Condition 1: Prior to the issuance of the building permit, the applicant shall submit a revised parking plan with two motorcycle parking spaces. The motorcycle parking spaces can replace regular parking spaces.

Parking Lot Zoning Standards. The proposed project complies with all but one of the required standards for parking lots as noted in Table 4 below.

Table 4: Development Standards for Proposed Parking Lot		
Development Standards	Requirements	Proposal
Parking Lot Visibility	Section 17.42.120 of the CLUDC requires that “off street parking be located so that it is not visible from the street fronting the parcel.”	The residential parking lot is located behind the residential units and is shielded from view from Highway 1 by buildings and landscaping.
Parking Space Dimensions	Ninety-degree angle parking should have a minimum space width of 9 feet and a minimum space depth of 18 feet.	The proposed parking lot offers 9-foot-wide spaces and a space depth of 18 feet.
Driveway width and depth	The minimum driveway width for 90-degree angle parking is 23 feet.	The proposed parking lot driveway width is 23 feet.
Driveway Cueing Area	Section 17.36.090 B1 requires “A nonresidential development that provides 50 or more parking spaces shall have access driveways that are not intersected by a parking aisle, parking space, or another access driveway for a minimum distance of 20 feet from the street right-of-way, to provide a queuing or stacking area for vehicles entering and exiting the parking area.”	The site plan illustrates that the three parking lot entrances are located in back of the right of way by 20 feet, in compliance with this requirement.
Distance from Street Corners	Per 17.36.100B1 Each driveway shall be separated from the nearest street intersection as follows, except where the City Engineer allows less separation: 1. A minimum of 150 feet from the nearest intersection, as measured from the centerline of the driveway to the centerline of the nearest travel lane of the intersecting street	The project complies with this requirement. The driveway on the northeast side of the parcel is 425 feet away from the intersection with Highway 1. The driveway on the southwest side of the parcel is 375 feet away from the intersection with Ocean View Drive.

<p>Parking Lot Landscaping</p>	<p>Per section 17.34.050C5a, Multi-family, commercial, and industrial uses shall provide landscaping within each outdoor parking area at a minimum ratio of 10 percent of the gross area of the parking lot.</p> <p>Location of landscaping. Landscaping shall be evenly dispersed throughout the parking area, as follows:</p> <p>i) Orchard-style planting (the placement of trees in uniformly spaced rows) is encouraged for larger parking areas.</p> <p>ii) Parking lots with more than 50 spaces shall provide a concentration of landscape elements at primary entrances, including, at a minimum, specimen trees, flowering plants, enhanced paving, and project identification.</p> <p>iii) Landscaping shall be located so that pedestrians are not required to cross unpaved landscaped areas to reach building entrances from parked cars. This shall be achieved through proper orientation of the landscaped fingers and islands, and by providing pedestrian access through landscaped areas that would otherwise block direct pedestrian routes.</p>	<p>The proposed site plan includes 37,000 SF of parking lot and 12,805 SF of landscaped area, which exceeds the minimum landscaping requirement of 3,700 SF.</p> <p>i) The landscaping plan includes Coastal Shore pines and Tan oaks at the entrances, but no shrubs. See Special Condition 2 to address this requirement.</p> <p>ii) Landscaped areas do not interfere with pedestrian access throughout the parking lot and the project.</p>
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The project site plan complies with most of the site development standards for the parking lot, however Special Condition 2 is recommended to address deficiencies:

Special Condition 2: The applicant shall install 50 SF of shrubs and grasses at the parking lot entrances from the existing planting list on the landscaping plan. The parking lot entrances shall include enhanced paving (stamped and colored) crosswalk. These items will be installed prior to the issuance of occupancy permit.

Fencing & Screening

The applicant has proposed a 6-foot-high, 50% “open wood” fence along the southern and northern property boundaries. This complies with the zoning standards for fencing. (See item 7 on page 10 of the plan set.)

Landscaping

The submitted landscaping plan includes 73 trees as follows: 25 parking lot shade trees, 35 accent trees, and 13 perimeter trees to screen and soften the project from Highway 1. The landscaping plan also includes extensive plantings of native shrubs, plants and ground covers totaling 37,650 SF. The landscaping plan is in compliance with the City's CLUDC landscaping requirements. However, to comply with open space policies of the Coastal General Plan the landscaping plan must be revised and resubmitted per Special Conditions 13 and 14 described later in this report.

Table 5: Landscaping	
	Landscaping
Parking Lot Landscaping	12,805 SF
Common Open Space	14,067 SF
Private Open Space (ground floor)	1,739 SF
Highway 1 Frontage Landscaping	9,039 SF
Total	37,650 SF

Lighting

The CLUDC regulates outdoor lighting fixture height, energy efficiency and light spillover onto adjoining properties. The applicant has submitted light fixture specifications, and the selected lights are night sky compliant. The lighting plan illustrates that light does not leave the property at appreciable lumens as required by Policy CD-1.9.

Solid Waste Recycling & Material Storage

The site plan includes two solid waste dumpster enclosures, one each at the north and south ends of the parking lot. These are well placed for ease of collection. The design of the solid waste enclosures includes sufficient space for trash, recyclable and organic waste collection and storage. Additionally, the enclosures are designed to be secure against animal intrusion and are compatible with the appearance of the units, including the cement plaster exterior. (See item 1-9 on page 10 of the plan set.)

COMPLIANCE WITH MULTIFAMILY REQUIREMENTS

The Coastal LUDC section 17.42.120 includes specific standards for multifamily projects and the project's compliance with each standard is analyzed in the table below.

Table 4: Compliance with CLUDC Multifamily Standards

Standard	Requirement	Project	Complies
Front Set Back	No more than 40% of the front setback may be paved.	Less than 5% of the front setback is paved with drive isles and walkways.	Yes
Open Space	Section 17.42.120 of the CLUDC requires that multifamily projects provide permanently maintained outdoor open space for each dwelling unit (private space) and for all residents (common space). Projects of more than 11 units must provide 100 SF of common open space/unit. Additionally, each unit should have either a 150-SF private patio or a 100-SF balcony.	The proposed project exceeds the public open space requirements but does not meet the private open space requirements. Public Open Space. The project includes 14,067 SF of common landscaped open space and only 8,700 SF is required. Additionally, the CLUDC requires that the common open space be accessible, continuous and usable, and the proposed project provides this in two centralized courtyards and the playground with various walking paths. Private Open Space. All ground floor units can be conditioned to include a 150-SF patio as required by the code.	Yes See Special Condition 3 below.
Storage	Section 17.42.120 of the CLUDC requires that multifamily projects provide a minimum of 100 cubic feet of storage space outside of the unit.	Each unit includes an individual private storage space accessible from outside the unit's patio.	Yes
Window Orientation	Section 17.42.120 of the CLUDC requires that windows that are 10 feet or less from another unit should be located to provide privacy between units.	All buildings are located between 15 and 30 feet from adjacent buildings, and no windows are located facing each other with less than 10 feet of privacy.	Yes

Accessory Structures	Accessory structures and uses (e.g., bicycle storage, garages, laundry rooms, recreation facilities, etc.) shall be designed and constructed with an architectural style, exterior colors and materials similar to the structures in the project containing dwelling units.	The proposed trash enclosures will have the same exterior treatments as the remainder of the project.	Yes
Outdoor Lighting	Outdoor lighting shall be installed and maintained along all vehicular access ways and major walkways, in compliance with 17.42.120F	The lighting plan complies with City requirements	Yes
Building Facades Adjacent to Streets	At least 75 percent of the facade of each building adjacent to a public street is occupied by habitable space with windows. Each facade adjacent to a street shall have at least one pedestrian entry into the structure.	All of the buildings facing the street include 100% habitable space. The façades facing Highway 1 do not have a pedestrian entry into the structures that face the street, however, street-facing doors may be problematic for residential uses fronting Highway 1 due to loss of privacy and increased noise. The doors to storage space might serve as doors visible from Highway 1.	Yes See Optional Special Condition 4.

Option Special Condition 3: The Building Permit Plan Set shall include a site plan that illustrates 150 SF of private open space for the downstairs units. This may be achieved either with symbolic fencing or by expanding the size of the patio. The building permit plan set shall include 100 SF balconies for each upstairs residential unit.

Optional Special Condition 4: The Building Permit Plan Set shall include a site plan for approval by the Director of Community Development, which illustrates a pedestrian entry on the eastern facade of the eastern units of buildings 3 and 7. The applicant can relocate the storage units on these buildings, which would result in an identifiable door from Highway 1.

USE PERMIT ANALYSIS

A Use Permit analysis is requested to: 1) reduce parking requirements; 2) develop multifamily units; and 3) increase the Floor Area Ratio for the project from 0.4 to 0.7.

Use Permit - Parking Reduction Analysis

Per Code Section 17.36.080A.1, the City Council can approve a reduction in the number of parking spaces where two or more uses have distinct and differing peak parking periods per the Use Permit process. By Special Condition the required 1,050 SF visitor serving use would meet this criterion as the special condition requires that it be operated only between the hours of 9:00am to 5:00pm when the majority of residents are at work. Additionally, the project includes the development of 40 new on-street parking spaces which could also serve the development although they are not required per the code.

Finally, the Coastal Commission concerns itself with parking only when it could potentially reduce public access to the coast. There is no public access to the coast from this project site. The nearby Pomo Bluff Park and the Noyo Headland Park both offer sufficient parking to meet coastal access needs. Both of these trail systems have their own parking lots. There are over 400 parking spaces on the south side of the Noyo Headland Park and 43 parking spaces in the formal parking lot at Pomo Headlands Park. Neither parking lot is currently over-subscribed.

Given these facts and analysis, the City Council can approve a Use Permit to allow the project to share parking between the 1,000 SF visitor serving use and the residential units.

Use Permit - Increased FAR Analysis

The City's zoning code allows up to 24 units per acre in the Highway Commercial Zoning District. The FAR of 0.4 is set to regulate the scale of the commercial not the residential development in this zoning district. Per Table 2-9, a Use Permit can be used to increase the FAR above 0.4 to accommodate housing. As a point of comparison FAR in the Central Business District is 2.0 and FAR is not regulated in residential zoning districts. Instead, the size of residential buildings in residential zoning districts is constrained only by the height limit and the maximum number of units allowed in the district.

- The City Council pre-approved an Inclusionary Housing Incentive to allow development of 38 feet instead of 28 feet
- Density Bonus Law applied to this project and the level of affordability for housing would allow up to 36 units/acre.

The applicant has proposed modest unit sizes of 500 SF for the studios, 760 SF for the one-bedroom units and 1,000 SF for the two-bedroom units and has requested a 0.3 increase in the FAR from 0.4 to 0.7 to accommodate 33 units/acre, which is less than the maximum density allowed by density bonus law. This increase in FAR is reasonable

as it allows the requested level of density for very small units. Without the FAR increase the applicant would have to reduce unit size by 42% resulting in 290 SF studios, 440 SF one-bedroom units and 580 SF two-bedroom units. These unit sizes are not practical or feasible.

Use Permit – Multifamily Analysis

All multifamily projects are required to obtain a Use Permit in the CH zoning district. The project complies with the specific multifamily standards as analyzed earlier in this report. Please see the findings section below for the Use Permit.

Use Permit Findings Analysis. The City Council must make the following findings to approve the Use Permit for: 1) a multifamily housing development in the Highway Commercial zoning district and 2) a reduction in the required parking and utilization of new on-street parking to meet a portion of the off-street parking requirements.

1. *The proposed use is consistent with the General Plan, any applicable specific plan, and the Local Coastal Program;*

As detailed throughout this report and as conditioned, the project is consistent with the Coastal General Plan and Local Coastal Program.

2. *The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Development Code and the Municipal Code;*

The proposed use is allowed with Use Permit approval in the Highway Commercial Zoning District and, as conditioned and analyzed in this report, the use complies with the CLUDC and the Municipal Code.

3. *The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity;*

The vicinity includes a mix of existing land uses: two hotels, a large shopping center, three small format retail stores, two auto repair businesses, a mobile home park, a college campus, a day care, and a number of single-family homes. There are five nearby vacant parcels, four of which are zoned for medium and high-density residential and two of which are zoned Highway Commercial. There are no active proposals for any of the vacant parcels, though one is for sale and the City has had an initial conversation with a potential developer to do a residential development on one of the parcels. The proposed apartment units would be compatible with all current and future commercial and multifamily residential uses in terms of design, location, size and operating characteristics. Most of the buildings in the corridor are average quality of contemporary design. The proposed project would have significantly higher design quality than the buildings in the neighborhood. The project is large at 84,000 SF, but the individual buildings of the project at 9,000 to 14,000 SF are similar in size to the smaller buildings in the vicinity (see table). The residential project will have compatible operations to the other commercial development in the vicinity.

Project	Size (SF)	Design	Operations
Surf Motel	27,000	Contemporary - parking in middle	Hotel - similar operating characteristics to an apartment building
Dolphin Motel	30,000	Contemporary - parking in front	Hotel - similar operating characteristics to an apartment building
Boatyard Shopping Center	109,000	Contemporary - Parking in middle	Shopping Mall - 7 to 10pm. Compatible with residential use.
Outlet Store	8,000	Industrial - parking in front	9:00 to 5:00 compatible with residential use
McDonalds	3,000	Modern with Parking in Front	Compatible with Residential use
Office Building	8,000	Contemporary - Parking in Front	Compatible with Residential use
Proposed Project	84,000	Contemporary/Modern - Parking in rear	Residential

However, the three single-family homes located directly to the west of the proposed project could experience additional noise from the project parking lot. The closest home is 90 feet from the parking lot. While these homes may be negatively impacted by noise from the parking lot, the increase in noise would be offset by a reduction in noise from Highway 1, which would be blocked by the proposed project.

- Traffic noise on Highway 1 is between 60 and 70 decibels (at 50 feet from the highway) and 57.8 decibels at the closest house.
- By comparison, vehicle door slams, the loudest vehicle noise in a parking lot, are 64 decibels (at 50 feet) or 51.8 decibels at the closest house.

Overall noise levels may be lower at the nearby homes after the construction of the proposed project. However, if the City Council would like to further protect the nearby residences from noise, the City Council could require a sound wall between the parking lot and Harbor Ave. through an optional special condition.

Special Condition 5: The applicant shall construct a 5-foot-high soundwall between the parking lot and North Harbor Ave. prior to the final of the building permit. The soundwall shall be included on the building permit application plan set.

4. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the type, density, and intensity of use being proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located.

The proposed site is a flat lot which is easily accessible to emergency vehicles. The project site can effectively access sewer, water and storm drain utilities from the site per the Public Works Department and as required by Special Conditions in this report. The proposed site plan provides for effective vehicular access and

solid waste collection. The project includes adequate stormwater filtration and conveyance systems.

5. *The proposed use complies with any findings required by Section 17.22.030 (Commercial District Land Uses and Permit Requirements).*

- a. *Secondary uses oriented to local clientele may be permitted where the primary use of a site is oriented to or serves visitor, regional, or transient traffic;*

The primary purpose of this project would be to meet regional housing needs per HCD (Regional Housing Needs Allocation). Indeed, Coastal Act Section 30604(f) requires the Commission to encourage housing opportunities for persons of low and moderate income. This apartment project would provide needed workforce housing and affordable inclusionary housing for people of very low income.

- b. *Secondary uses may be allowed where primary uses are precluded because of environmental concerns or other site-specific problems; and*

This finding is not relevant, see above.

- c. *The use is generally vehicular-oriented unless part of a larger visitor-oriented complex.*

The multifamily units are vehicular-oriented.

INCLUSIONARY HOUSING / DENSITY BONUS ANALYSIS

The CLUDC includes inclusionary housing requirements for projects of more than three units. The inclusionary housing ordinance was adopted in 2007 and is intended to implement the Housing Element of the General Plan, by offering incentives for the development of housing that is affordable to low- and moderate-income households. Per section 17.32.040, developments of greater than seven units “must construct 15 percent of all new dwelling units in a residential development as affordable units.” Additionally, section 17.32.060.A.1 identifies the required affordability levels for the affordable units:

- *One-third of the inclusionary units must be affordable to very low-income households with income less than 50% of area median income;*
- *One-third of the inclusionary units must be affordable to low-income households with income less than 80% of area median income;*
- *One-third of the inclusionary units must be affordable to moderate-income households with income less than 120% of area median income, with the first priority for rental given to essential public service employees within the City; and second priority given to local residents who work within city limits. Essential public service employees include: City of Fort Bragg sworn police officers, Fort Bragg Fire Protection Authority fire fighters, Fort Bragg Unified School District teachers, and Mendocino Coast District Hospital health care workers.*

However, the applicant proposes to provide all required inclusionary units at a rent that is affordable to very low-income residents, which qualifies the applicant, per State law, to receive a 50% density bonus, a parking reduction, and up to three planning incentives (Government Code 65915.(a)(3)(D)).

Number and Affordability of Inclusionary Units. The applicant initially applied for permits for 53 units and the inclusionary requirement for 53 units is eight units (15% of 53=8). Therefore, the applicant has committed to renting eight units at a rent that is affordable to families earning less than 50% of median Income. Median family income in Fort Bragg in 2022 was \$57,662. After adjusting for inflation, Area Median Income (AMI) in 2024 was \$62,123. Families earning 50% of AMI would earn \$31,061/year and pay \$647/month for an affordable unit (see table below). It is also important to note that the Density Bonus is applied for the project after the number of inclusionary units is determined. This is why the project will not have 15% of 87 units (13 units) as the number of inclusionary units.

Inclusionary Housing Calculations for Harbor View Apartments

	Units	Annual Income Limit	Monthly Affordable Rent/Unit (25% of gross income)
Total Units	53		
Inclusionary Units 50% of AMI	8	\$ 31,061	\$ 647
Notes			
AMI 2022, US Census	\$ 57,662		
AMI 2024, inflation adjusted	\$ 62,123		

Regulatory Agreement. To ensure ongoing affordability, the applicant must enter into an Inclusionary Housing Regulatory Agreement per section 17.32.080 with the City of Fort Bragg. Special Condition 6 sets the timing and process to enter into the regulatory agreement.

Special Condition 6. Prior to issuance of the Certificate of Occupancy the applicant shall complete and enter into an Inclusionary Housing Regulatory Agreement per all of the requirements of section 17.32.080B with the City of Fort Bragg. The regulatory agreement will regulate eight units as affordable to households of very low income.

Density Bonus Calculation. With current zoning, the project is eligible for a maximum of 62.4 units (24 units/acre x 2.6 acres). Additionally, per Government Code 65915(f)(2), the applicant is eligible for a 50% density bonus for agreeing to provide 15% of units at a rent affordable to very low-income households. Per State Density Bonus law, the applicant could build as many as 93 units, and the applicant has requested 87 units, which is permissible per state Density Bonus Law.

Inclusionary Housing Incentives. Furthermore, to ensure that the inclusionary Housing requirement does not impact the financial feasibility of a proposed project, the applicant is allowed to request three zoning incentives from the City Council per Government Code Section 65915 (d)(2)(C). Accordingly, the City Council considered this project, and pre-approved the following two zoning incentives requested by the applicant :

1. Increase the height limit for the proposed project from 28 feet to 38 feet; and
2. In exchange for the applicant undertaking the design, engineering and construction of the stormwater improvements identified as project 5.5.8.1 in the City's 2004 Storm Drain Master Plan, the City shall provide a corresponding capacity fee concession (drainage, sewer and water) to offset the cost of the project as the second concession.

The applicant is eligible for an additional incentive per State Density Bonus Law and the project does not comply with the requirement for commercial development on the street facing frontage of each building. This requirement would make this project financially infeasible as it would: 1) eliminate 14 residential units from the project; and 2) require the developer to build out 9,560 SF of commercial space which would likely never be rented or occupied as most of these storefronts would not be visible from the public right of way. Therefore, the applicant has requested a planning incentive under State Density Bonus law to wave this requirement.

3. Allow the applicant to construct a multifamily residential project with a Use Permit as permitted in the Zoning Ordinance and eliminate the requirement for visitor serving uses on the front bottom floor of each building.

The applicant is requesting this concession to retain the project's financial feasibility. MJC spoke with Coastal Commission staff about this potential concession, and they concurred that the incentive request was potentially feasible given State Density Bonus law. However, Coastal Commission staff requested that the bottom northeast unit of building three be utilized for a visitor serving use to insure a mixed-use character to the project. The applicant has agreed to make that unit into a retail shop. Therefore, the following Special Condition is recommended:

Special Condition 7: The applicant shall resubmit the site plan and floor plan with the Building Permit application for Building 3 defining and redesigning the bottom floor northeast unit of the building for a visitor serving use, such as a retail store or gift shop. Additionally, shop hours shall be limited from 9:00am to 5:00pm so that parking may be shared with the apartment residents as permitted by CLUDC section 17.36.080B.

MJC recommends approval of the three incentive with the addition of the above special condition, based on the following findings:

1. The requested incentives are required in order to provide for affordable housing

- costs as defined in Health and Safety Code Section 50052.5, or for rents for the targeted units to be set in compliance with Government Code Section 65915(c).
2. The concession or incentive will not have a specific adverse impact, as defined by Government Code Section 65589.5(d)(2), upon public health and safety, or the physical environment, or on any real property listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low and moderate income households.
 3. The City has determined that the development incentives requested will not have any adverse effects on coastal resources.
 4. The project is not feasible if the applicant must replace 9,560 SF of housing units with commercial space, which is very likely not a viable use.
 5. This site has remained undeveloped for over 40 years, since it was first subdivided as part of the former cattle ranch. This indicates that there is insufficient demand to support visitor serving uses on this site. Indeed, the only other development proposal for this site in 40 years was an auto parts store, which is also not a visitor serving use.
 6. The Fort Bragg City Council has identified workforce housing development as a top priority in the City's Strategic Plan and set a goal to develop 200 units of housing in Fort Bragg by 2026.
 7. The Coastal Commission implements the California Coastal Act of 1976, and Section 30604(f) of the Coastal Act requires the Commission to encourage housing opportunities for persons of low or moderate income.
"Section 30604 (f) The commission shall encourage housing opportunities for persons of low and moderate income. In reviewing residential development applications for low- and moderate-income housing, as defined in paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code, the issuing agency or the commission, on appeal, may not require measures that reduce residential densities below the density sought by an applicant if the density sought is within the permitted density or range of density established by local zoning plus the additional density permitted under Section 65915 of the Government Code, unless the issuing agency or the commission on appeal makes a finding, based on substantial evidence in the record, that the density sought by the applicant cannot feasibly be accommodated on the site in a manner that is in conformity."
 8. The State of California has passed regulations to streamline and facilitate the construction of market rate and affordable multifamily developments including regulations that limit the ability of local jurisdictions to deny multifamily housing projects based on subjective criteria and the requirement to provide housing incentives and density bonuses for project that include affordable housing. Statewide housing laws, such as Density Bonus Law, the Housing Accountability Act, and the Housing Crisis Act, apply in the coastal zone in

- ways that are also consistent with the Coastal Act.
9. There are relatively few large parcels in Fort Bragg that support multifamily housing, as identified in the City's vacant parcel inventory. Most vacant parcels that can accommodate multifamily housing have an environmental constraint. This parcel does not have any environmental constraints.
 10. There are ten vacant parcels zoned Highway Commercial in the Coastal zone of Fort Bragg. These parcels total 30+ acres so there is significant vacant land to meet future visitor serving needs.
 11. Workforce housing supports visitor serving uses by ensuring that there are sufficient units for workers in restaurants, hotels, parks, retail stores, etc. This has especially become a crisis on the Mendocino Coast as more affordable residential units in the County have been turned into vacation rentals than have been built in the past twenty years. This has made housing a critical support sector for the visitor serving economy at the same time that it has weakened the hotel market in Fort Bragg.

COASTAL DEVELOPMENT PERMIT ANALYSIS

This section analyzes Coastal Resources (visual, archaeological, biological and public access) for the Coastal Development Permit for the project.

Visual Resources

The project site is located west of Highway 1 and the relevance of General Plan Policy CD-1.1 to this project is analyzed below.

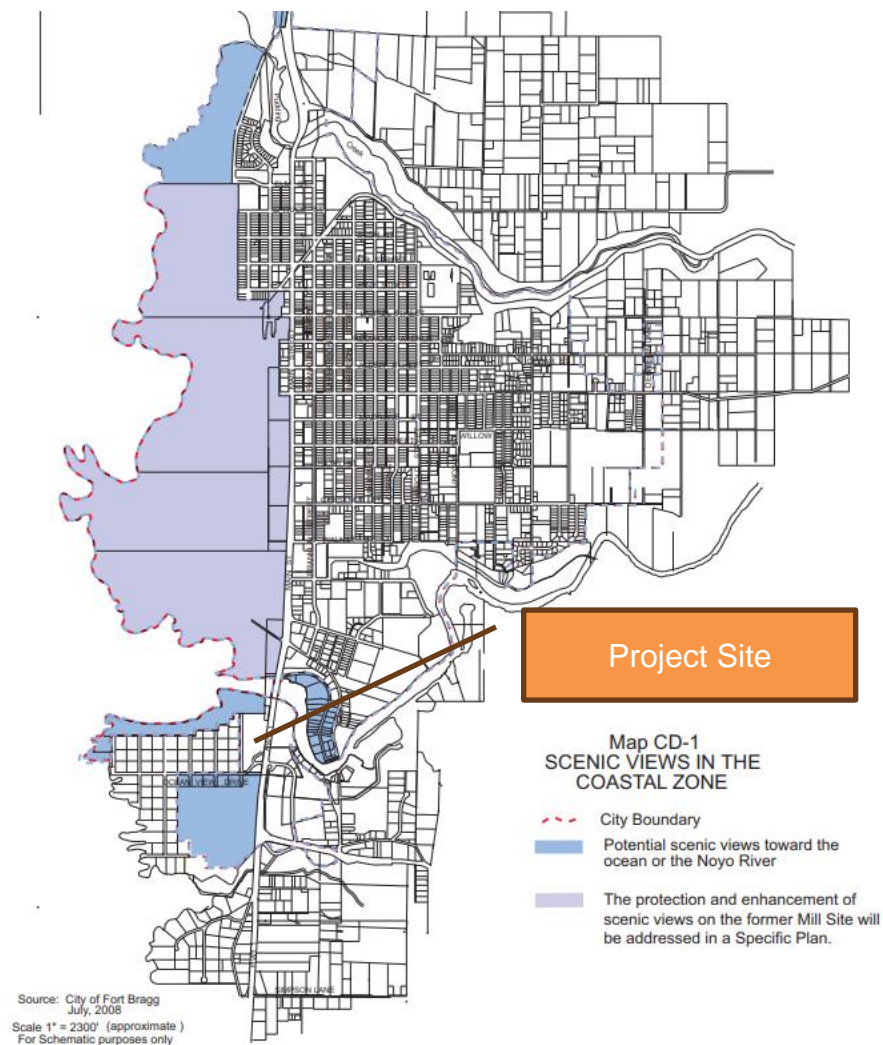
Policy CD-1.1: Visual Resources: Permitted development shall be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance scenic views in visually degraded areas.

Program CD-1.1.1: Require Design Review of new development or significant expansion to existing development located in areas designated "Potential Scenic Views Toward the Ocean or the Noyo River" on Map CD-1: Scenic Views in the Coastal Zone.

Policy CD-1.3: 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.

The proposed project is not located in an area identified as a potentially scenic view on Map CD-1 of the Coastal General Plan (see next page). Since Program CD-1.1.1 implements Policy CD-1.1 and Policy CD-1.3, which require a visual analysis, does not apply to this site as it is not mapped on Map CD-1, City Council can find that the

obstructed and fractured views across this parcel are not protected by the City's Certified LCP.



Further, as illustrated in the images below, all the views to the ocean across this site are highly constrained by existing trees, bushes and development located behind and on either side of the vacant parcel. There are large buildings to the North (two-story Outlet Store warehouse), to the South (two-story hotel building), and to the west there are 11 single family homes. These buildings significantly reduce visual access to the distant blue-water views throughout the public right of way as further illustrated by the photos below.



Figure 2 - View to property from Highway 1.



Figure 3: View to horizon from southern edge of property.



Figure 4: View to horizon from bend in Frontage Road.



Figure 5: View across middle of site.



Figure 6: View across the north portion of property.

The Coastal General Plan also includes the following additional visual resource policy:

Policy CD-1.4: 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.

Highway 1 is not defined as a scenic road within City limits. A “Public Viewing Area” is defined in the City’s Coastal General Plan as follows:

Public Viewing Area. A location along existing scenic public roads and trails or within public parklands or beaches where there are scenic views of the beach and ocean, coastline, mountains, ridgelines, canyons and other unique natural features or areas.

This area of Highway 1 does not qualify as a public viewing area per this definition.

Policy CD-2.5 Scenic Views and Resource Areas: Ensure that development does not adversely impact scenic views and resources as seen from a road and other public rights-of-way.

The proposed project has been designed to include extensive native landscaping and trees to ensure that the new project is more scenic than existing development along this section of Highway 1. Additionally, the project consists of a series of small buildings which are oriented on an east-west access to maximize views through the project site, while minimizing the bulk of the development, from Highway 1. See Figures 7 and 8 below.



Figure 7: View without Development.



Figure 8: View with Development.

The City's Coastal General Plan does not include a definition of a scenic resource. The California Coastal Act defines scenic resources as the visual and scenic qualities of the coast, including beaches, headlands, bluffs and more. The Act also considers cultural features, historic sites and natural points of interest as scenic resources. The empty field with a few trees does not constitute a scenic resource per this definition of the Coastal Act.

Policy CD-1.5: All new development shall be sited and designed to minimize alteration of natural landforms by:

- 1. Conforming to the natural topography.*
- 2. Preventing substantial grading or reconfiguration of the project site.*
- 3. Minimizing flat building pads on slopes. Building pads on sloping sites shall utilize split level or stepped-pad designs.*
- 4. Requiring that man-made contours mimic the natural contours.*
- 5. Ensuring that graded slopes blend with the existing terrain of the site and surrounding area.*
- 6. Minimizing grading permitted outside of the building footprint.*
- 7. Clustering structures to minimize site disturbance and to minimize development area.*
- 8. Minimizing height and length of cut and fill slopes.*
- 9. Minimizing the height and length of retaining walls.*

The project site is flat and will not require alterations of the natural landform of the site.

Cultural Resources

An archeological survey was completed for the site in September of 2006. After an extensive field survey, the archaeologist concluded that there is no evidence of archaeological sites or other historic resources. The survey provided no special direction for the handling of development in relation to cultural resources other than to recommend the City's standard Condition 6, which defines the standard required response if unknown resources are discovered during construction. No impacts to cultural resources are expected as a result of the project. The City of Fort Bragg consulted with the Sherwood Valley Band of Pomo, which has pre-historic, historic and present-day connections to the Fort Bragg Area. The SVBP Tribal Council has requested Native American monitoring during all ground-disturbing activities.

Special Condition 8: Tribal monitoring is required during earth moving activities, which shall be paid for by the applicant. Please contact Sherwood Valley Band of Pomo Tribal Historic Preservation Office representative Vallerie Stanley at (707) 459-9690 or svrthpo@sherwoodband.com at least 10 days prior to construction for scheduling.

Special Condition 9: If cultural resources are encountered during construction, work on-site shall be temporarily halted within 50 feet and marked off of the discovered materials, and workers shall avoid altering the materials and their context until a qualified professional archaeologist and tribal monitor has evaluated the situation and provided appropriate recommendations. Project personnel shall not collect or move cultural resources. No social media posting.

Special Condition 10: If human remains or burial materials are discovered during project construction, work within 50 feet of the discovery location, and within any nearby area reasonably suspected to overlie human remains, will cease (Public Resources Code, Section 7050.5). The Mendocino County coroner will be contacted. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American remains (Public Resources Code, Section 5097).

Environmentally Sensitive Habitat Areas, and Wetland and Riparian Protection

Two biological studies and reports have been completed for the proposed project site in 2018 and 2024. For both surveys, no special status plants, wetlands or riparian areas were identified on the site. The 2024 biological report does recommend a pre-construction bird survey to ensure that no nests or raptors are disturbed by the project.

Special Condition 11: The applicant shall complete a pre-construction bird survey within and adjacent to any proposed disturbance area within the Project area for nesting raptors and other protected bird species within 14 days prior to disturbance. The nesting survey radius around the proposed disturbance would be identified prior to the implementation of the protected bird nesting surveys by a California Department of Fish and Wildlife qualified biologist and would be

based on the habitat type, habitat quality, and type of disturbance proposed within or adjacent to nesting habitat, but would be a minimum of 250 feet from any area of disturbance. If any nesting raptors or protected birds are identified during such pre-construction surveys, trees, shrubs or grasslands with active nests should not be removed or disturbed. A no disturbance buffer should be established around the nesting site to avoid disturbance or destruction of the nest site until after the breeding season or after a qualified wildlife biologist determines that the young have fledged. The extent of these buffers would be determined by a CDFW qualified wildlife biologist and would depend on the special-status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed by a qualified wildlife biologist to make an appropriate decision on buffer distances based on the species and level of disturbance proposed in the vicinity of an active nest.

Several policies within the Coastal General Plan, specifically CD-1.11, OS-5.1 and OS-5.2, require that existing native trees and vegetation should be preserved and protected, as feasible.

Policy CD-1.11: New development shall minimize removal of natural vegetation. Existing native trees and plants shall be preserved on the site to the maximum extent feasible.

Policy OS-5.1 Native Species: Preserve native plant and animal species and their habitat.

Policy OS-5.2: 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 site has 11 trees that are located throughout the project site as illustrated below. Furthermore, in their comment letter, CDFW has indicated a preference to retain trees, as feasible. Additionally, some of the most notable trees in this view shed are located on the adjoining Outlet Store parcel.



The trees, which could be retained, on the property are noted with red arrows below and with the word “Retain” on the site plan above. The project has been redesigned twice to try and save as many trees on site as possible. The trees on the north west corner will be retained the landscaping strip next to the parking lot. and the two trees on the south side will be retained in the playground and a courtyard. It is not feasible to retain the remaining trees and construct the project.



If the City Council would like to retain the indicated trees, consider requiring optional Special Condition.

Optional Special Condition 12. The applicant shall retain any of the indicated four trees if they are identified as Bishop Pine, as feasible.

The project proposes an almost entirely native plant landscaping plan, and as such will “preserve native plant species and the habitats” on site (the species if not the exact individual plants). Per comments received from the CDFW, the following additional special condition is recommended for this project, which would secure the site for native plants only and ensure that only appropriate native plants are located on the site:

Special Condition 13: The applicant shall resubmit the Landscaping Plan to include the following changes:

1. Yellow bush lupine (*Lupinus arboreus*) shall be replaced with Coyote bush
2. Dwarf rock rose (*Citis ‘Mickie’*) shall be replaced with a mix of riverbank lupine (*Lupinus rivularis*) and red elderberry (*Sambucus racemosa*).
3. Replace all non-native trees, such as Strawberry tree (*Arbutus x ‘Marina’*) and Trident maple (*Acer buergerianum*), with a mix of California wax myrtle (*Morella californica*), coffeeberry (*Frangula californica*), Howard McMinn manzanita (*Arctostaphylos ‘Howard McMinn’*), and Pacific dogwood (*Cornus nuttallii*).
4. The Cape rush (*Chondropetalum tectorum*) in the bioretention planting area shall be replaced with locally native species such as Pacific reed grass (*Calamagrostis nutkaensis*), blue rush (*Juncus patens*) and/or common rush (*Juncus effusus*).

General Plan Policy OS-5.4 prohibits planting of non-native invasive plants. As conditioned no such plants are proposed from the project site.

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

However, Coastal Commission staff have requested a special condition to explicitly prohibit these plants in the future.

Special Condition 14: The applicant shall not plant or allow any volunteer growth of any species of broom, pampas grass, gorse, or other species of invasive non-native plants listed on the California Invasive Plant Council (CALIPC) website.

Public Access

Chapter 17.56 of the Coastal Land Use and Development Code outlines public access requirements:

17.56.030: Access Location Requirements. Vertical, lateral, and/or blufftop access shall be required by the review authority in compliance with this Chapter, in the locations specified by the Open Space, Conservation, and Parks Element of the Coastal General Plan.

The project is not in an area used by the public to access the coast nor is it identified in the Coastal General Plan as a location for public access to the

Noyo River. The properties to the north and south are identified as access points and irrevocable offers to dedicate will be required when these projects are developed in the future.

Special Communities, Neighborhoods, and Recreational and Visitor Serving Uses

The project will not impact a special community or neighborhood nor displace any potential recreational or visitor-serving uses.

Adequacy of water supply, sewage disposal, solid waste, and public roadway capacity

The following Coastal General Plan policy requires the City to determine if the project will be served adequately with existing utilities:

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

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

As analyzed and conditioned below, the 87-unit apartment project will be served by existing services.

WATER SUPPLY

The City's ongoing need for water storage during severe drought conditions has been partially addressed with the construction of the City's Summers Lain Reservoir, which provides an additional 15 million gallons (MG) of raw water storage to help ensure a reliable water supply during the late summer months when flows are low at the City's three water sources.

On a daily basis, the City currently produces about 50 gallons of treated water per resident or 110 gallons per day per single family home. However, residents in apartments utilize less water (80 gallons/unit/day) than single family homes, due to less outdoor watering. The City's Impact Fee Nexus Study (2024) found that apartments utilize 80 gallons per day/unit, and this number has been used in the table to estimate total water demand for this project.

Water Budget Proposed 87-unit Project at 1151				
Unit Size	Number of Units	Estimated Residents/ Unit	Total Water Use/ Year (gallons)	Total Water Use/Day (gallons)
Studio	6	1.2	175,200	480
1-bedroom	36	1.5	1,051,200	2,880
2-bedroom	45	3	1,314,000	3,600
Total	87		2,540,400	6,960

The 87 new units would serve approximately 196 residents, who would use a total of 2.5 million gallons/year. This new project increases water demand by 1.2% for the City's Water Enterprise.

There are a number of new water systems which exceed the new water demand created by the proposed project.

1. **Package Desalination Plant.** The City has already constructed and currently operates a package desalination system which allows the City to pump brackish water from the Noyo River during high tides and low stream flows, which significantly increases the time periods in which the City can collect water while reducing the negative impact of water withdrawal during extreme drought conditions (low water flow on the river). The desalination system can process up to 144,000 gallons per day in drought conditions, which is quite significant as total water demand in a drought year is about 550,000 gallons per day. With the package desalination plant, the City can serve this project without withdrawing additional water during low flow conditions when the tide is out, which is the only time period during which there are pumping limitations. Instead, the City can withdraw more water during high tides when the water is brackish and when there are no impacts on fish. Additionally, the City can withdraw water during high tides and store it in the raw water pond for future treatment thereby ensuring adequate water availability even when there are multiple extremely low tides in a row during any given time period.
2. **Water Treatment Plant Upgrade.** The City's water treatment system was recently upgraded and has sufficient plant capacity to increase water production by an additional 102% (or double the amount of water currently utilized). In other words, existing development utilizes just one-third of potential capacity.
3. **Water meter conservation project.** This project started in 2021 will be completed in 2025 and result in conservation of 20 million gallons of water per year or 54,795 gallons per day.
4. **Raw Water Line Replacement.** The City has started construction to replace the raw water line from the unnamed creek on Simpson Lane to the raw water ponds. This project will be completed in 2025 and is designed to eliminate significant water leaks

from the distribution system. This project will eliminate more than 1 MG of water loss/year from the raw water system or about 2,740 gallons per day.

The Table below summarizes the completed and underway water projects and total water availability increases for each project. As illustrated in the table, these projects would result in an additional 201,534 gallons of water available per day, which would more than offset the proposed project's water demand of 6,960 gallons per day. The already completed package desalination plant is sufficient, by itself, to provide 28 times more water than is needed by the proposed development.

Fort Bragg - Completed/Ongoing Water Projects		
Project	Annual Water (gallons)	Daily Water (Gallons)
Package Desalination Plant (2022)	52,560,000	144,000
Raw Water Line Replacement (2024/2025)	1,000,000	2,740
Water Meter Conservation Project (2021-25)	20,000,000	54,795
Subtotal	73,560,000	201,534
Proposed Project Projected Water Use (2026)	(2,540,400)	(6,960)
Net Available Water Post Project	71,019,600	194,574

Additionally, the City has started planning and permitting for the following additional projects:

- **Water storage project.** This new facility, undergoing permitting (EIR), may be built in 2026/27 and would consist of three surface reservoirs with a total of 135-acre feet (60 million gallons) of new water storage, which is sufficient water storage to provide all water needs of the City for four months, without any further water withdrawal from the City's three water sources. This water storage is intended to meet all City water needs in severe drought conditions.
- **Offshore desalination wave energy buoy.** This pilot project is undergoing permitting and would provide all water use at the Wastewater Treatment Facility (WWTF). Upon completion, this project will produce half a million gallons of desalinated water/year. The MND has been completed and circulated. Permitting and installation is anticipated in 2025. Once the pilot project is complete the City will evaluate it to determine if this is a good long term water solution that might be scaled up.
- **Recycled Water Project.** This project could provide up to 182 million gallons of recycled water per year. An RFP has been let to complete a feasibility study

for this project.

The table below illustrates the net water impact of three proposed projects that are in the feasibility, design or permitting stage.

Planned & In-Permitting Water Projects		
Project	Annual Water (gallons)	Daily Water (Gallons)
Water Storage Project	60,000,000	164,384
Water Desalination Bouy	500,000	1,370
Recycled Water Project	182,000,000	498,630
Total	242,500,000	664,384

Water Service. The project is served by a water main that is located on Harbor Ave. Public Works staff recommends the following Special Conditions:

Special Condition 15: Prior to issuance of the building permit, the final utility hookup configuration shall be approved by the Public Works Director or designated staff.

Special Condition 16: Additionally, as all-new development is required to pay its fair share of the water system infrastructure and future capital improvements through the Water Capacity Charge, the applicant will be required to pay any residual water capacity charges after completing any storm drain improvements and prior to final of the Building Permit.

WASTEWATER

The City's Wastewater Treatment Plant was significantly updated in 2016 and has sufficient capacity to serve the new development. The sewer main on Frontage Road also has sufficient diameter to serve this development. On Frontage Road, the sewer depth is approximately 10' at site. The Public Works Department requested the following Special Condition for this project:

Special Condition 17: Prior to issuance of a grading permit or building permit, the developer shall meet the following requirements:

- a. The new sewer main shall be adequately sized to achieve standards established by the FBMC and reasonably designed to convey wastewater for future development of the parcel. FBMC section 14.28.040 states that the

minimum size of a sewer lateral shall be 4 inches in diameter. The minimum slope of a sewer lateral shall be two feet per 100 feet (2% slope). Exceptions will be reviewed and approved at the discretion of the District Manager.

- b. New wastewater laterals shall connect the development to the constructed sewer main, per the satisfaction of the Director of Public Works.
- c. The exact location of the utility hookup configuration in the City right-of-way shall be approved by the Public Works Director or designated staff at the time of review of the encroachment permit application.
- d. All new wastewater force mains will remain in the ownership of property owner and all maintenance of associated lift stations and force main will remain the owner's responsibility.
- e. Connection fees are due prior to issuance of building permit. Prior to issuance of the occupancy, the developer shall pay all Water and Sewer Capacity Fees and Storm Drain Fees due per the Inclusionary Housing Incentive #2.

CIRCULATION

This project was referred to Caltrans, which determined that a traffic study was not warranted and that the project would result in reduced vehicle miles traveled due to its location in the City. Caltrans did ask the City to secure MCOG funding to close ADA gaps throughout this area, however, this was not recommended as a condition of approval as these gaps are pre-existing. However, the Department of Public Works referenced a traffic study that was completed for the Autozone project on this site to recommend the following two conditions to address traffic flow and safety at the intersection of Ocean View Drive at Side Street/South Main Street, and at South Main Street/Highway 1.

Special Condition 18: At the time of development and prior to the issuance of the occupancy permit, the applicant shall obtain an encroachment permit from Caltrans and install appropriate Keep Clear signage and street markings at the intersection of Ocean View Drive and the frontage road (Intersections Highway 1/Ocean View Drive and Ocean View Drive/Frontage Rd). As conditions warrant and concurrent with regular maintenance, the applicant shall extend westbound north lane striping by approximately 100 feet to provide an earlier separation between left turning and right turning traffic.

This Special Condition will allow southbound traffic on the frontage road to merge with eastbound traffic on Ocean View Drive without impacting the operations of the traffic signal at Highway 1 and Ocean View Drive. There is sufficient additional stacking room between the Ocean View Drive/Frontage Road intersection and the Ocean View Drive/Harbor Avenue intersection to the west to accommodate the anticipated additional queue length for eastbound left and eastbound through traffic.

Special Condition 19: At the time of development and prior to the issuance of the occupancy permit, the applicant shall obtain an encroachment permit from Caltrans and place a "No-Left Turn" sign for eastbound traffic exiting the frontage road onto Highway 1.

This signage is to prevent exiting traffic from turning northbound onto Highway 1 at this unsignalized intersection.

As conditioned the project complies with the following circulation policies of the Coastal General Plan:

Policy C-1.1 Level of Service Standards: Establish the following Level of Service (LOS) standards:

- Signalized and All-Way-Stop Intersections Along Highway - One LOS D
- Side Street Stop Sign Controlled Intersections Along Highway One (Side Street Approach) LOS D, or LOS F if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.

The proposed project has the potential to impact five intersections.

1. S Main Street / CA Hwy 1 at access drive to unnamed frontage road near bridge;
2. S Main Street / CA Hwy 1 at Ocean View Drive
3. S Main Street / CA Hwy 1 at Hwy 20
4. Hwy 20 at Boatyard Drive
5. Ocean View Drive at unnamed frontage road

All of the intersections are under the jurisdiction of Caltrans, with the exception of the intersection of Ocean View Drive and the unnamed frontage road. Caltrans reviewed the proposed project and did not request a traffic study, as this residential apartment project would generate an estimated 406 vehicular trips per day per the ITI Trip Generation Manual, this is equivalent to the level of trips that would have been generate by the Autozone project and that project's traffic study found that the project would not impact Level of Service at any of the intersections, therefore the project will not exceed current LOS limits per Policy C-1.3 of the Coastal General Plan. And Per Policy C-2.3 a traffic study was not required for this project.

Policy C-8.3: 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.

Special Condition 20: The applicant shall work with MTA and the School District to determine if the addition of a transit and/or school bus stop at the property is warranted/feasible. If a transit/school bus stop is feasible and desirable the applicant shall install a bus stop in the sidewalk at a location per the request of MTA/School District prior to final of the building permit.

Policy C-9.2: 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.

As conditioned below, the project will include sidewalk improvements to Frontage Road and Harbor Ave..

Improvements. The proposed project will require considerable street and frontage improvements along the Frontage road and Harbor Avenue to comply with Section 17.30.090 of the CLUDC, including: installation of sidewalk, curb and gutter along the project frontage on the south side of Kemppe Way. Special conditions are recommended below to address this deficiency.

Special Condition 21: The developer shall submit to the City Engineer, for review and approval, improvement drawings for required public improvements. The plans shall be drawn by, and bear the seal of, a licensed Civil Engineer. Street Section Standards for Minor and Collector streets is City Standard No. 204. **However, the parking lane of the west side of Harbor Ave drive shall either be un-improved or developed with a stormwater swale, per the specifications of the Department of Public works to encourage infiltration of stormwater and discourage public parking on the west side of the road.**

Special Condition 22: Prior to the issuance of a Certificate of Occupancy for the project, the following public improvement will be completed by the applicant per the direction of the Director of Public Works and according to City standards:

- a) Harbor Avenue shall be improved as follows, prior to the final of the building permit: Harbor Avenue shall be improved along the length of the parcel frontage including a 50' fully paved Right of Way and a paved parking lane. Upon improvement to this section, prior to the final of the building permit, the paved portion of the street shall be dedicated to the City.
- b) Installation of sidewalk, curb, corner ramps, gutter and conform paving along the project frontage on the west side of Frontage road.

All frontage and utility improvements (ADA compliant driveway aprons, corner ramps, sidewalk, curb, gutter, conform paving, etc.) shall be implemented according to current City Standards.

STORMWATER

A Preliminary Drainage Study was prepared for this project in 2025 by JTS Engineering Consultants. That study describes the stormwater management system of the project as follows:

In existing conditions, most of the project site area drains to Harbor Avenue by sheet flowing over the native soil. The proposed project shall contain bio-retention planters along the west side of the property, which collect runoff within the project site. From the bio-retention planters, runoff shall route to underground detention facilities connected to a pump, which will discharge to the proposed curb and gutter system along Unnamed Road at a point where the stormwater will drain to the

existing drain inlet at the northeast corner of the Ocean View Drive and Harbor Avenue intersection, which drains to the ditch and culvert system along Oceanview Drive. The facilities along Oceanview Drive will be upsized as a part of this project.

The hydrologist used Autodesk Civil 3D to calculate pre and post construction stormwater flows from the project site in both ten- and 100-year storm events. The Drainage Study identified the following peak runoff flows from the project site, without the proposed stormwater management and mitigation system:

Table 1 – Site Hydrology

Watershed	Existing 10-Year Runoff (cubic-feet per second)	Proposed 10-Year Runoff (cubic-feet per second)	Existing 100-Year Runoff (cubic-feet per second)	Proposed 100-Year Runoff (cubic-feet per second)
Project Site	0.742	6.12	1.027	8.593
Unnamed Rd.	0.088	0.181	0.125	0.251
Harbor Ave.	0.072	0.387	0.099	0.534

The project will mitigate this stormwater flow by installing underground storage pipes with a weir and orifice outflow design. The actual outflow will be controlled using a pump that will ultimately route to the roadside ditches along Ocean View Avenue. The 10-year and 100- year outflow from the project site is designed as 0.299 and 0.352 cubic-feet per second, respectively, which is below the peak discharge of existing conditions. In other words, there would be less peak flow runoff from the site after it is constructed than there is now. This was modeled using the design condition of only the 300 feet of 48-inch pipe. Additionally, the model did not include the infiltration afforded by the bioswale system. However, the bioswales would actually infiltrate more stormwater on site as would the rainwater capture tanks which are a Special Condition in this report. The Applicant is required to submit a final drainage report to the Department of Public Works as part of the Building Permit application to ensure that post construction stormwater runoff is less than pre-construction stormwater runoff.

The Coastal General Plan includes a number of storm water policies that are relevant to this project including:

Policy OS-9.2: Minimize Increases in Stormwater Runoff. Development shall be designed and managed to minimize post-project increases in stormwater runoff volume and peak runoff rate, to the extent feasible, to avoid adverse impacts to coastal waters.

The proposed project includes a system of bioretention basins to reduce the peak runoff volume and rate to avoid adverse impacts to coastal waters. The project has also reduced impervious surfaces and increased pervious areas by requesting a reduced parking ratio as an inclusionary housing incentive, which also reduces runoff volume and peak. The project could further reduce peak runoff volume and flow if the project implemented a stormwater catchment

system (cisterns or tanks) for landscaping or permeable paving. The special condition below would require this.

Special Condition 23: The applicant shall install appropriately sized (per Water Calculations) water catchment tanks for buildings 3, 4, 5 and 7, as these buildings include space where a catchment tank can be easily placed without impacting pedestrian access or private open space. These catchment systems will be utilized to water landscaping during non-storm conditions and to slowly infiltrate the stormwater onsite through a designed stormwater infiltration basin.

Policy OS-9.5. Maintain and Restore Biological Productivity and Water Quality. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Most of the above policy does not apply to this proposed project. The applicable sections are underlined. As conditioned the project will control and direct runoff into bioswales, water tanks, and the storm drain ditch along Ocean Drive which will result in stormwater pre-treatment and slowing the discharge of stormwater for effective ground water recharge. As noted in the Preliminary Stormwater Report the peak stormwater runoff will be less post construction, which will allow this water to better infiltrate into the groundwater through the stormwater swale that runs along Ocean View Drive.

Policy OS-10.1: 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.

The requirements of this policy are met through Special Condition 28 below.

Policy OS-10.2: 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.

The requirements of this policy are met through Special Condition 28 below.

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 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.

The requirements of this policy are achieved through the proposed: A) minimizing impervious surfaces, B) stormwater capture for landscape irrigation; and C) stormwater management bioswales, trash capture device. The following optional Special Condition would further protect stormwater.

Special Condition 24: The applicant shall not use inorganic landscaping chemicals. No outdoor storage is permissible onsite.

Policy OS-11.1: 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., vegetated swales, permeable pavements, and infiltration of rooftop runoff).

The project uses an Integrated Stormwater Management System which includes five large bioretention planters on the west side of the parking lot, which collect and pre-treat storm water from the parking lots and rooftops through a system of storm drain inlets (Civil plan set C 6/7). Storm water then flows from these bioretention areas into a storm drain system and (then?) to the storm drain outlet on Ocean Drive.

Policy OS-11.2: 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 site currently has no natural drainage system as it is entirely flat. Stormwater currently soaks into the ground until it reaches saturation and then it flows off

site through the City's storm drain system. The project will include the development of impervious surfaces which necessarily impact this existing state. Therefore, it is not feasible to preserve this function where development is proposed. Drainage will be conveyed from the site in a nonerosive manner through an underground stormwater pipe to the swale located on the north side of Ocean Drive and to the outfall at the end of Ocean Drive.

Policy OS-10.4: Incorporate Treatment Control BMPs if Necessary. If the combination of Site Design and Source Control BMPs is not sufficient to protect water quality and coastal waters consistent with Policy OS-9.3, as determined by the review authority, development shall also incorporate post-construction Treatment Control BMPs. Projects of Special Water Quality Concern (see Policy OS-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 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.

The proposed project includes the following Treatment Control BMPs: vegetated bioretention, infiltration basins, and hydrodynamic separator systems.

Policy OS-11.3: 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 proposed project includes the minimum impervious surfaces feasible for parking, sidewalks and multifamily housing. The new impervious surfaces will drain into bioswales where they will be pretreated prior to entry into the storm drain system; or will be caught in rainwater capture tanks for slow infiltration into the ground water system.

Policy OS-11.4: Infiltrate Stormwater Runoff. Development shall maximize on-site infiltration of stormwater runoff, where appropriate and feasible, to preserve natural hydrologic conditions, recharge groundwater, attenuate runoff flow, and minimize transport of pollutants. Alternative management practices shall be substituted where the review authority has determined that infiltration BMPs may result in adverse impacts, including but not limited to where saturated soils may lead to geologic instability, where infiltration may contribute to flooding, or where regulations to protect groundwater may be violated.

Special Condition 23 would result in stormwater flows from half of the buildings being captured in cisterns and allowed to infiltrate into groundwater onsite during non-storm conditions. This project has also been designed to pretreat and

infiltrate stormwater from the parking lot and the remaining buildings in bioswales, from which the stormwater overflow would be conveyed to the drainage swale along Ocean Drive where it could infiltrate further into the groundwater system. Residual storm flows during major storms would go into the ocean from the stormwater outfall at Glass Beach Drive. Public Works recommends adding a special condition requiring installation of a trash capture device. This project site proposes development in a priority land use area that has the potential to contribute trash and debris to waterways. To ensure consistency with the municipal stormwater management program and Statewide Trash Provisions, staff recommends the installation of certified full-capture trash devices* in project-related storm drains to prevent trash from leaving the site. These devices are designed to capture trash particles ≥ 5 mm in size, effectively preventing their transport into downstream water bodies. Trash capture devices installed as part of the project's stormwater management strategy shall be included in an ongoing operations and maintenance plan and comply with annual reporting requirements to ensure the continued effectiveness of the devices.

State Water Resources Control Board Certified Full Capture Device List
https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/trash_implementation/certified_fcsdevicelist_16Feb2021.pdf

Special Condition 25: Prior to Certificate of Occupancy, the applicant shall install, operate, and maintain certified full capture trash devices in the development-related storm drains to prevent trash runoff via storm drain systems. A Maintenance and Operations agreement for ongoing maintenance of the trash capture devices installed with this project shall be submitted to the City for review and approval and shall be recorded with the County Recorder's office to ensure that the devices are maintained and remain effective.

Policy OS-11.5: 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.

See above discussions.

Policy OS-11.6: 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.

See discussion above.

Policy OS-11.9: Provide Storm Drain Inlet Markers. Markers or stenciling shall be required for all storm drain inlets constructed or modified by development, to discourage dumping and other illicit discharges into the storm drain system.

The applicant will need to comply with the Special Condition below:

Special Condition 26: The applicant shall install markers or stenciling for all storm drain inlets as specified by the Department of Public Works.

Policy OS-11.10: Continue Operation and Maintenance of Post-Construction BMPs. Permittees shall be required to continue the operation, inspection, and maintenance of all post-construction BMPs as necessary to ensure their effective operation for the life of the development.

Special Condition 27: The applicant shall undertake annual inspection and maintenance tasks for all on-site BMPs as specified by the civil engineer and/or the Department of Public Works.

This project is categorized as a project of Special Water Quality Concern by the CLUDC, as it has more than 10 dwelling units.

Policy 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.

As a project of Special Water Quality Concern, the project must comply with the following policies:

Policy OS-12.2: 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.

The Department of Public Works has requested the following Special Condition to comply with this section:

Special Condition 28: Prior to issuance of the Building Permit the applicant shall submit a draft Water Quality Management Plan, SWIPP, and a Runoff Mitigation Plan (RMP) that demonstrates the project meets the post-construction stormwater requirements established by local, state and federal regulations. The City's RMP requirement can be fulfilled by a SWPPP instead. If using a SWPPP to fulfill the RMP, a draft version should be submitted to the City to ensure the project is in compliance prior to filing for a Notice of Intent (NOI) with the state. Calculations must demonstrate compliance with the hydromodification requirements established by the Municipal Separate Storm Sewer System (MS4) Phase II permit E.12.f and the Mendocino County Low Impact Design Manual (LID Manual). The plan must show all calculations for lot coverage and areas of impervious surfaces including building footprints, pavement, sidewalk, etc. This can be shown on either the site plan for the building permit or incorporated into the coastal development site plan.

- 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.

Special Condition 29. Prior to issuance of the Building Permit, the applicant shall provide a stormwater analysis and plan per code section 17.64.045 proving that:

- a. Storm water runoff has been minimized by incorporation of Low Impact Development (LID) strategies that minimize impermeable areas, maximize permeable areas, and that slow, spread, and sink runoff to recharge groundwater and minimize runoff. Runoff that is expected shall be collected at vegetative swales or bio retention facilities and overflow finally conveyed by a storm drain system approved by the City Engineer.
- b. Treatment Control Best Management Practices have been sized and designed to retain and infiltrate runoff produced by all storms up to and including the 85th percentile (.83" in 24-hours) based on the size of the development.
- c. An Operations and Maintenance Plan has been developed for all regulated project components by the State NPDES Phase II MS4
- d. All drainage channels, conduits, culverts, and appurtenant facilities shall have sufficient capacity to convey a 100-year flood. The existing drainage infrastructure is a 24" diameter which conveys storm water along Ocean Drive to an ocean outfall. Applicant shall provide analysis documenting sufficiency of existing infrastructure or provide engineer reviewed design of proposed upgrades to drainage conveyance system. If upgrades to the infrastructure are required, this shall be completed by the developer.

Special Condition 30: All public improvements to drainage conveyance systems shall be dedicated to the City.

The following additional stormwater policies will be implemented through Special Conditions 20-30 above.

- Policy OS-14.1: Minimize Polluted Runoff and Pollution from Construction.
- Policy OS-14.2: Minimize Land Disturbance During Construction.
- Policy OS-14.3: Minimize Disturbance of Natural Vegetation.
- Policy 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 control measures will be in place during all grading operations.

The City's 2004 Storm Rain Master Plan includes a project to replace culverts on Ocean Drive as follows:

5.5.8.1 Culvert Replacement: Ocean View Drive Project

A project is proposed to replace existing culverts and regrade drainage ditches on Ocean View Drive. Three undersized culverts were identified for replacement. It is recommended that the 12" HDPE culvert crossing Monterey Avenue be replaced with a 24" HDPE culvert (see Node H-1.6 on Figure 5-17). It is also recommended that the 18" CMP culvert at Pacific Drive and the 12" CMP culvert at Neptune Avenue be replaced with 30" HDPE culverts (see Nodes H-1.4 and H-1.2 on Figure 5-17). However, it should be noted that these two culverts

are outside of the Fort Bragg City limits, and therefore fall within the jurisdiction of the County of Mendocino. It is also recommended that the drainage ditches on both sides of Ocean View Drive be cleaned and regraded to 2' x 2' x 3'. This project is designated as a medium priority because the existing culverts are undersized for the current levels of development and drainage ditches are in need of maintenance. Because of the growth potential in the Todd Point area this project is considered development driven. Our opinion of the probable cost for the project is \$118,300.

The Special Condition below requires the applicant to document the sufficiency of existing infrastructure or complete upgrades to infrastructure if required.

Special Condition 31. Prior to the issuance of the Building Permit the applicant shall provide an analysis that documents the sufficiency of existing storm water infrastructure or provide an engineer reviewed design of a new proposed drainage conveyance system for approval by the Department of Public Works. If upgrades to infrastructure are required, the upgrades shall be completed by the developer and dedicated to the City.

Additionally, the City Council pre-approved the following inclusionary housing incentive as part of this project:

Special Condition 32. In exchange for the applicant undertaking the design, engineering and construction of any needed stormwater improvements identified in project 5.5.8.1 in the City's 2004 Storm Drain Master Plan, the City shall provide a corresponding capacity fee credit (drainage, sewer and water) to offset the cost of the project as the second planning incentive.

Grading & Construction

During the Planning Commission public hearing, neighbors expressed concerns regarding the potential impact of the construction process on dust and stormwater pollution. The applicant must comply with a number of Coastal General Plan policies, grading standards and construction management standards during the construction process including the following policies from the Coastal General plan which are implemented through the grading permit process:

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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 control measures will be in place during all grading operations.

Additionally, all existing and proposed projects must comply with the performance standards (section 17.30.080) of the Coastal Land Use and Development Code which regulate dust emissions during construction and grading, ground vibration, hazardous materials, light and glare, liquid waste, noise, odor and radioactivity, electrical disturbance or electromagnetic interference.

Geologic Hazard. The site is located 420 feet inland from the coastal bluff overlooking Noyo Harbor and, therefore, is not subject to hazards associated with coastal bluff erosion. All hazards associated with earthquakes will be addressed by the building permit process under the authority of the California Building Code. A geotechnical Report was prepared for this site. That report provided the following key findings about the site:

- Based on site grades at the time of our field exploration, it is anticipated that cuts and fills during earthwork will be minimal and limited to providing a level area for the project area.
- The primary geotechnical constraints identified in the investigation is the presence of moderate compressible soils, and potential for undocumented fill to be encountered throughout the site. If undocumented fill is encountered, these soils should be excavated to verify the extent and placed as compacted engineered fill.
- The soils encountered in the test borings drilled as part of the investigation generally consisted of near surface silty and clayey sands with gravel underlain by interbedded layers of sandy silty clay, sand with silt, silty sands, and sandy silts to the maximum depth explored of 20.5 feet bgs. The upper 5 feet were noted to be

loose to medium dense. Below 5 feet, the soils were generally described as dense to very dense.

- Loose near surface soils should be removed below areas of proposed new foundations. To minimize post-construction soil movement, this report recommends foundations be supported entirely on a uniform layer of engineered fill.

However, while the geotechnical report provides confidence that the project is feasible given geotechnical conditions of the site, the applicant should have the report updated to reflect the loads of the proposed buildings. Therefore, the Special Condition below is recommended for this project:

Special Condition 33: Prior to Submittal of the Grading Permit the applicant shall submit a Geotechnical Study for the proposed project for review and approval by the Director of Public Works. All recommendations included in the Geotechnical Study shall be incorporated into the final civil plans and engineering and construction drawings for the building permit application.

Drainage and Groundwater Recharge.

During the Planning Commission Public Hearing, members of the public expressed concerns about groundwater recharge and the impact of the project on neighboring wells. The Coastal General Plan includes a specific program that requires a focused resolution of this concern.

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

Per this policy and Program OS 2.2.2 a Hydrological Study was prepared for Todd Point in 1995 which analyzed the existing ground water storage capacity of the site and found Todds point current ground water storage capacity to be 348-acre feet of water storage. Furthermore, the study found that all ground water consumption on Todd's point in 1995 came to 6.1-acre feet per year. In 1995 there were 39 single family residences with wells that relied on the aquifer. In 2025 there are 58 single family homes with wells that rely on the aquifer. The hotel, trailer park restaurant and homes on Ocean drive that are located in the City of Fort Bragg are hooked up to City Water and so don't use ground water. Water use in 2025 for these 58 single family residences would be 9.22 acre feet of water per year. The study includes a formula to calculate ground water recharge that is lost due to impervious surfaces. Per that formula, the 53,068 SF of impervious surface of this project would result in a net loss of 1.21-acre feet of recharge to the ground water system, if no groundwater from the site's impervious surfaces was allowed to infiltrate on site. However, the project does propose to infiltrate significant water on site so the actual reduction to ground water would be less. Regardless there is a sufficiently large ground water reservoir of Todds Point that the proposed project would not impact ground water availability for residents as illustrated below:

Total Groundwater Storage on Todds Point	348.00 acre feet
Current Ground Water Use	9.22 acre feet
Proposed Project Ground Water Impact	1.21 acre feet
Total available unutilized ground water	337.57 acre feet

Additionally, according to the Geotechnical Study prepared for this site no free groundwater was found in the test wells to a depth of 21 feet.

This project is also unlikely to have any impact on groundwater supplies for the following reasons:

- 46% of the project site would consist of open space and landscaped areas which will infiltrate stormwater into the ground for eventual groundwater recharge.
- The total building footprint is 28,126 SF or 24% of the site, however four of the seven buildings (buildings 3, 4, 5 & 7) will include stormwater catchment tanks which would be sized to retain water from these building rooftops and release it slowly into the storm drain system for infiltration on site during non-storm conditions. These four buildings have a combined footprint of approximately 20,300 SF, leaving just 8,000 SF of building footprint from which stormwater would flow directly into the storm drain system.
- The remainder of the site, 24,942 SF or 30%, is composed of the parking lot and sidewalks which connect directly to the bioswale system which is designed to pretreat and partially infiltrate stormwater from the parking lot.

Finally, the table below summarizes existing pervious and impervious surfaces on Todd Point. As noted in the table all development on Todd Point currently covers 1.31% of the 63 million square feet on the point. The proposed project would increase impervious surfaces by 0.08% which is not significant for the watershed.

Ratio of Open Space to Impervious Surface on Todd Point

Property Type	Square Feet Impervious	% of Total
Todd Point Total	63,000,000	100%
Roads	262,000	0.42%
Single Family Residential	208,000	0.33%
Hotel	60,000	0.10%
Commercial	141,000	0.22%
College	155,000	0.25%
Total Developed	826,000	1.31%
Open Space - 100% pervious	62,174,000	98.69%
Proposed Project - Impervious Surface	53,068	0.08%
Surface	62,120,932	98.60%

Based on this analysis the project complies with the requirements of Policy OS-2.2

Flood Hazard. According to Federal Emergency Management Agency (FEMA), flood insurance maps the project site is located outside the 500-year flood plain. No flooding concerns are raised relative to the project.

Fire and Life Safety. The Fire Marshal reviewed the project plans and did not issue a statement of concern regarding fire and life safety (Sheet C 5 & 6). Fire Code requirements will be incorporated in the construction plans as necessary during the building permit review by the Fire Marshall. The new building code requires that all buildings have sprinkler systems, a monitored alarm system, and parking and driveway areas navigable by fire trucks and other emergency vehicles.

DESIGN REVIEW

Energy Efficiency

Coastal General Policies relevant to green building practices include the following:

Policy OS-6.2 Development Review Process: Make energy conservation an important criterion in the development review process.

Policy OS-6.3 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.

As proposed, the project will:

- Take advantage of passive solar gain for some of the space heating requirements of each unit.
- Achieve insulation values of R-22 for walls and roof.
- Space heating and water heating will be provided by air-source heat

pumps.

- d. The project is required by the California Energy Code to include PV panels for overall net zero energy use.

The combination of these strategies will result in buildings that are energy efficient and maintain minimal utility costs for the residents.

Compliance with Citywide Design Guidelines

The stacked flats have an architectural style that is modern/contemporary. There are several design variations and building sizes that add to the visual appeal and interest of the project. All units include small decks or patios which add visual interest to the buildings. The building fronts are well-articulated with plenty of windows to provide for a nice architectural appearance from the outside and good daylighting on the inside.

The building facades facing Highway 1 do not include as many windows or doors as the facades facing south, north and west. This would protect the visual and auditory privacy of future tenants from the noise, headlights, and low-quality views of the highway. The photos below illustrate the design quality of the existing commercial businesses in the area.



Image 1: Emerald Dolphin Motel Building A (right) and Building B (left)



Image 2: Fort Bragg Outlet Building A (right) and Building B (left)



Image 3: McDonald's



Image 4: Surf Motel



Image 5: Mobile Home Park



Image 6: A-frame Coffee

The Citywide Design Guidelines provide guidance for Design Review. However, State law limits the application of design review criteria for multifamily projects to non-subjective quantitative criteria only. Each relevant quantitative guideline is summarized in the table below, along with a description of how the project conforms to the quantitative guideline and any Special Conditions required for conformance. The qualitative design guidelines have not been used in this evaluation, as required by State law.

Table 5: Compliance with Citywide Design Guidelines

Relevant Quantitative Design Guidelines	Project Compliance
<p>5. Architectural details and materials shall be incorporated on the lower part of the building facade to relate to human scale. These pedestrian scale elements can include awnings, trellises, windows, building base articulation, and changes in materials, textures, and colors.</p> <p>6. Architectural elements that add visual interest, scale, and character such as projecting balconies, trellises, recessed windows, window and door detailing, or green garden walls should be incorporated to help articulate facades and blank walls.</p> <p>7. To divide the building mass into smaller scale components, building faces more than 50 feet long should reduce the perceived mass and bulk by one or more of the following: change of roof or wall plane; projecting or recessed elements, such as trellises, balconies, openings, etc.; varying cornice or rooflines; or other similar means.</p> <p>8. Whenever possible, buildings should be configured around courtyards, gathering areas, and open spaces.</p>	<p>9. The project includes the following pedestrian scale architectural details: change in materials, windows, change in texture, railings.</p> <p>10. The project includes balconies, and window and door detailing.</p> <p>11. The project includes changes in roof or wall plain, projecting balconies, and varying roof lines.</p> <p>12. The project buildings are oriented around two open space courtyards.</p>
<ul style="list-style-type: none"> Doors should be visible from the street and windows should allow residents to have “eyes on the street” for natural surveillance. 	<p>13. Windows and doors are oriented to the street on Harbor Ave.. Windows are oriented to the unnamed road however doors are not all oriented to the unnamed road. See Special Condition 4 which addresses this design review criteria.</p>
<ul style="list-style-type: none"> All building and site design should use passive solar design strategies for space heating and lighting to reduce energy demand to the extent feasible. Buildings shall incorporate passive solar design and include at least one roof plane that is large enough to accommodate photovoltaic (PV) panels to meet the majority (>50%) of the building’s energy needs, when feasible. Roof forms such as gable, hip or shed roof combinations are strongly encouraged. 	<p>14. The project design emphasizes passive solar gain with many windows located on the southern building facades.</p> <p>15. The roof form includes shed and flat roofs.</p>

<p>Materials</p> <ul style="list-style-type: none"> • Building materials should be durable, require low maintenance, and be of comparable or better quality and image to what is used in the surrounding neighborhood. Frequent changes in building materials should be avoided. • Materials such as brick, stone, copper, etc. should be left in their natural colors. Such materials should not appear thin and artificial. • Veneer should turn corners and avoid exposed edge. • Materials should enhance different parts of a building's façade and be consistent with the desired architectural style. <ul style="list-style-type: none"> a. Where appropriate to the architectural style, materials and textures should vary between the base and body of a building to break up large wall planes and add visual base to the building. b. Heavier materials and darker colors should be used lower on the building elevation to form the building base. 	<ul style="list-style-type: none"> • Proposed durable exterior finish materials would include cement plaster, cement siding, board and batten, brick veneer and standing seam metal roofs. All of these materials are encouraged by the Design Guidelines. • The proposed brick veneer color is not specifically noted but is illustrated as a dark grey, which is a natural color. • Brick veneer is proposed for recessed entryways and so would not turn corners. • The project effectively uses different materials to enhance different parts of the building. • Materials at the base and body of the building are different. • Heavier materials are on the building base.
<p>Color</p> <ul style="list-style-type: none"> • No fewer than two colors should be used on any given façade, and three or more colors are preferred. This includes any "natural" colors such as unpainted brick or stone. The three preferred colors should constitute the primary base color, secondary color and minor trim color. 	<ul style="list-style-type: none"> • All building facades include three or more colors.
<p>Lighting</p> <ul style="list-style-type: none"> • Lighting sources shall be hidden unless the sources are an integral part of the design. Lighting fixtures should not project above the fascia or roofline of the building. • Partial or full cutoff lighting is required. Exterior lighting shall be located and designed to avoid shining directly onto nearby residential properties, and shall minimize off-site glare. The latest technical and operational energy conservation concepts should be considered in lighting designs. • Parking lot lighting fixtures shall be no taller than 16 feet in height and shall cast light downward without allowing glare or light to encroach upon neighboring properties. 	<ul style="list-style-type: none"> • Project lighting is hidden. • Full cutoff night sky compliant lighting has been specified. • The proposed lighting fixtures are 16 feet in height.

<p>Fencing</p> <ul style="list-style-type: none"> Fences or walls of more than 100 ft should provide variation in the design – via changes in height, materials, embellishments, step backs, gates, etc. - to break up the length and provide visual interest. 	<ul style="list-style-type: none"> The project includes a fence of more than 100 feet in length along the north boundary. This is a property line security fence. The Special Condition below is provided below to comply with this requirement: <p>Special Condition 34: The applicant shall provide a step back, embellishment or change in height every 100 feet for all property line fences. This change in design shall be confirmed by the City prior to Occupancy Permit approval.</p>
<p>Open Space</p> <ul style="list-style-type: none"> Open space areas should be sheltered from the noise and traffic of adjacent streets or other incompatible uses. Open space siting should give consideration to prevailing breezes and sun orientation in order to provide a comfortable environment. Ideally, at least 50 percent of the open space area should have access to direct sunlight. 	<ul style="list-style-type: none"> The common spaces are interior to the development and are sheltered from coastal winds and street noise. The playground is entirely open to direct sunlight. The two courtyards will receive 100% direct sunlight in the summer when the sun is high overhead.
<p>Play Areas</p> <ul style="list-style-type: none"> Children’s play areas should be visible from as many units as possible and from private open space areas. Direct, convenient access from ground level, private open space to the communal play area is encouraged. Outdoor play areas should be located adjacent to laundry rooms, community centers, or similar common facilities. Play areas should not be located near public streets, parking, or entry areas unless physically separated by appropriate walls, fencing, or dense landscaping. 	<ul style="list-style-type: none"> The proposed play areas are located on the edge of the multi-family units, not centrally. The City Council could add an optional special condition to switch a central courtyard with the play area. This would expose more houses to the sounds of kids playing but would probably result in more use of the play area as it would not be adjacent to the Frontage Road. Sidewalks provide direct access to this play area. A fence and/or dense landscaping could be installed between the play area and Frontage Road. See Optional Special Condition below. <p>Special Condition 35. The applicant shall submit a plan for the play area to the Community Development Department prior to the issuance of the building permit which includes a seating area for adults and an array of play equipment for children. The Plan will either relocated the Play Area to one of the two common open space areas or include fencing and landscaping to shield the play area from traffic noise.</p>

<p>Site Amenities</p> <ul style="list-style-type: none"> • Building numbers and individual unit numbers shall be readily visible, in a consistent location, well lighted at night, and compatible with the overall design of the development. • Internal circulation signs and visitor parking areas shall also be clearly indicated. A directory that shows the location of buildings and individual dwelling units within the development is encouraged 	<ul style="list-style-type: none"> • The proposed project does not include these mandatory elements. See Special Condition. <p>Special Condition 36. The project shall include individual unit numbers that are well lighted and in a consistent location for all units. Visitor Parking shall be clearly marked. A directory shall be installed that shows the locations of all buildings, pathways and unit numbers. These items shall be installed prior to the final of the Building Permit.</p>
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The project plans do not provide design details or screening for mechanical equipment. Therefore, a Special Condition has been added to ensure that these components comply with the CLUDC.

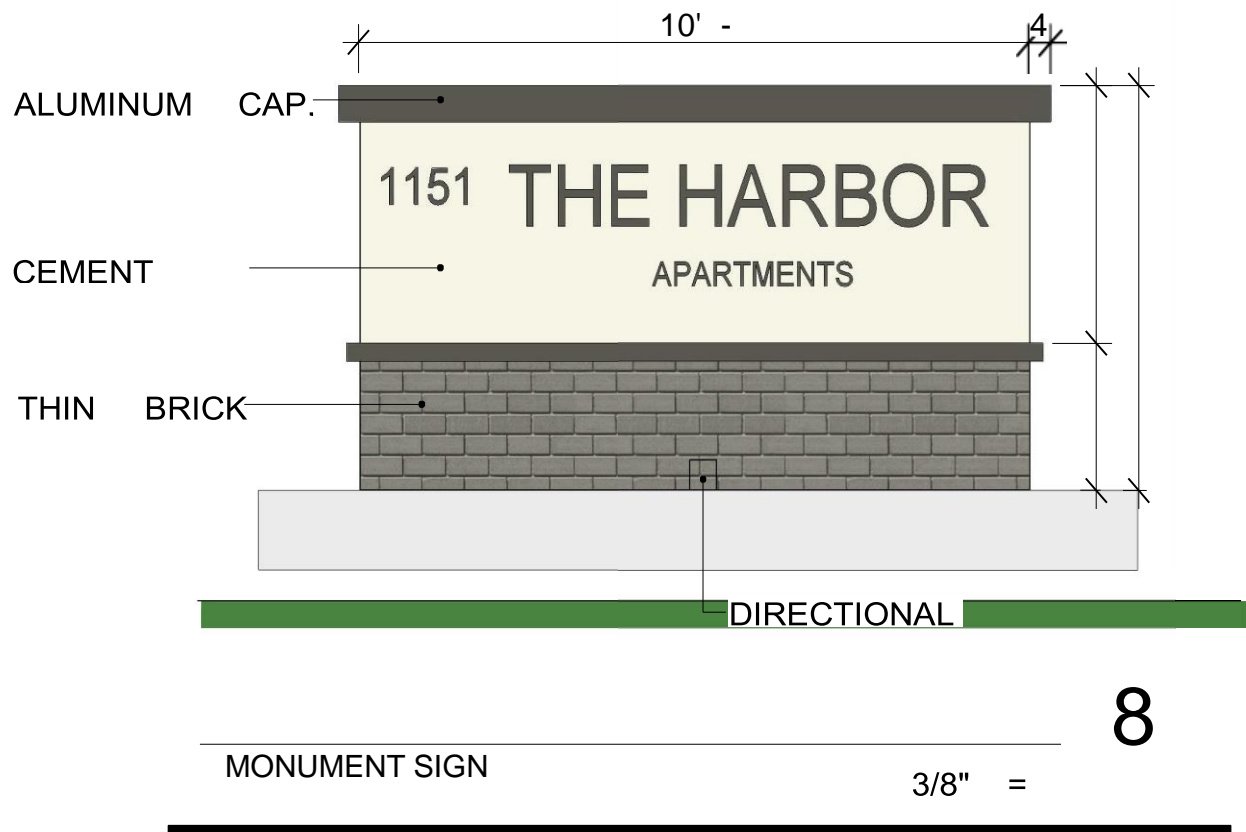
Special Condition 37. Prior to the issuance of a Building Permit, the applicant shall submit for the review and approval of the Community Development Director plans for the locations and visual screening of all mechanical equipment proposed to be constructed as part of the project, including but not limited to standpipes, backflow preventers, generators and propane fuel tanks. All equipment shall be visually screened with vegetation, building elements, fencing or wood lattice.

Sign Permit

The applicant has proposed a sign at the parking lot entrance to the project site on Frontage Road.

The proposed sign conforms with the City's zoning ordinance as follows:

- The sign complies with the requirements of 17.38.060 as: it is less than 6 feet in height; it is located on the project parcel and is not located in a traffic visibility area; it is an attractive color that matches the design of the project and is made from materials that are included in the apartment project; and the lighting is modest and appropriate.
- The sign includes street address (numbers) as required.
- The proposed sign is 37 SF which is well below the limit of 100 SF for this development (Table 3-12 of the CLUDC).
- The proposed signage complies with the additional standards of section 17.28.080C freestanding signs.



ENVIRONMENTAL DETERMINATION

The project is exempt from CEQA review under sections 15332 Infill Development and sections 15192 & 15195 – Infill Housing Development. All Sections are cited below with side-by-side analysis of the project's compliance with the threshold criteria for each exemption.

§ 15192. Threshold Requirements for Exemptions for Residential Infill Projects.

In order to qualify for the exemption, set forth in sections 15195, an infill housing project must meet all of the threshold criteria set forth below.

Code Section	Compliance Analysis
(A) The project must be consistent with: (1) Any applicable general plan, specific plan, or local coastal program, including any mitigation measures required by such plan or program, as that	The subject parcel has a General Plan land use designation of Highway Commercial and is zoned CH, which allows multifamily development with a Use Permit. The project conforms to General Plan policies and zoning regulations, with

<p>plan or program existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete; and</p> <p>(2) Any applicable zoning ordinance, as that zoning ordinance existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete, unless the zoning of project property is inconsistent with the general plan because the project property has not been rezoned to conform to the general plan.</p>	<p>the approval of a Use Permit to increase the FAR from 0.4 to 0.7 in order to comply with Inclusionary Housing Requirements and State Density Bonus Law. As conditioned the project complies with the City's LCP.</p>
<p>(B). Community-level environmental review has been adopted or certified.</p>	<p>The City adopted an EIR for the General Plan and Land Use and Development Code in 2006. City's LCP was certified by the Coastal Commission in 2008, which is a CEQA equivalent action.</p>
<p>(C). The project and other projects approved prior to the approval of the project can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.</p>	<p>As analyzed in the Staff Report the project site can be served by existing utilities.</p>
<p>(D). The site of the project:</p> <p>(1) Does not contain wetlands, as defined in Section 328.3 of Title 33 of the Code of Federal Regulations.</p> <p>(2) Does not have any value as an ecological community upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.</p> <p>(3) Does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) or by the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code.</p> <p>(4) Does not cause the destruction or removal of any species protected by a local</p>	<p>The project site does not contain wetlands.</p> <p>The Project Site is covered with ruderal grasslands and a few specimen trees. The project site has limited value for habitat and is not known to provide habitat for endangered, rare or threatened species.</p> <p>The City does not have any ordinance that protects non-native species from removal.</p>

ordinance in effect at the time the application for the project was deemed complete.	
(E) The site of the project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.	No phase I report was required because the site has no known previous use that would result in contamination. The site is not listed on any DTSC or RWQCB list of facilities or sites requiring remediation or in violation of a cleanup order. The site does not have any known contamination.
(F) The site of the project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. In addition, the following steps have been taken in response to the results of this assessment: (1) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements. (2) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.	See above.
(G) The project does not have a significant effect on historical resources pursuant to Section 21084.1 of the Public Resources Code.	As noted earlier in this staff report, an archaeological survey was completed for this site and no archaeological or historic resources were discovered or identified by the survey. The project will not have any impact on a historical or archaeological

	resource.
(H) The project site is not subject to wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.	The project is not located in a wildland fire hazard area.
(I) The project site does not have an unusually high risk of fire or explosion from materials stored or used on nearby properties.	The project is surrounded by retail, restaurant, hotel and residential uses, none of which pose a risk of fire or explosion.
(j) The project site does not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.	As a vacant field in an urban area, the site does not present a public health risk exposure of any type.
(k) Either the project site is not within a delineated earthquake fault zone or a seismic hazard zone, as determined pursuant to Section 2622 and 2696 of the Public Resources Code respectively, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake or seismic hazard.	The City's LCP contains policies and regulations to mitigate seismic hazards.
(l) Either the project site does not present a landslide hazard, flood plain, flood way, or restriction zone, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.	The project site is not located within a flood zone or any other restrictive zone.
(m) The project site is not located on developed open space.	The site is not designated as or developed as open space.
(n) The project site is not located within the boundaries of a state conservancy.	The site is not located in a state conservancy.
(o) The project has not been divided into smaller projects to qualify for one or more of the exemptions set forth in sections 15193 to 15195.	The project is being evaluated in its entirety.

Section 15195 In-Fill Housing Development Exemption Analysis

CEQA Guideline Section 15195 identifies a categorical exemption for projects characterized as infill housing development. This exemption is intended to promote housing infill development within urbanized areas. The analysis that supports this exemption is in the table below:

Code Section	Compliance Analysis
<p>(a) Except as set forth in subdivision (b), CEQA does not apply to any development project that meets the following criteria:</p> <p>(1) The project meets the threshold criteria set forth in section 15192; provided that with respect to the requirement in section 15192(b) regarding community-level environmental review, such review must be certified or adopted within five years of the date that the lead agency deems the application for the project to be complete pursuant to Section 65943 of the Government Code.</p>	<p>See above analysis.</p>
<p>(2) The project meets both of the following size criteria:</p> <p>(A) The site of the project is not more than four acres in total area.</p> <p>(B) The project does not include any single level building that exceeds 100,000 square feet.</p>	<p>The project site is 2.6 acres.</p> <p>The largest building is 14,965 SF</p>
<p>(3) The project meets both of the following requirements regarding location:</p> <p>(A) The project is a residential project on an infill site.</p> <p>(B) The project is within one-half mile of a major transit stop.</p>	<p>The project site is surrounded on all sides by urban uses.</p> <p>A major transit stop is located 0.27 miles away at the Boatyard Shopping Center.</p>
<p>(4) The project meets both of the following requirements regarding number of units:</p> <p>(A) The project does not contain more than 100 residential units.</p> <p>(B) The project promotes higher density infill housing. The lead agency may establish its own criteria for determining whether the project promotes higher density infill housing except in either of the following two circumstances:</p> <ol style="list-style-type: none"> 1. A project with a density of at least 20 units per acre is conclusively presumed to promote higher density infill housing. 2. A project with a density of at least 10 units per acre and a density greater than the average density of the residential properties within 1,500 feet shall be presumed to promote higher 	<p>The project contains 87 units.</p> <p>The project provides high density infill at 33 units per acre.</p>

density infill housing unless the preponderance of the evidence demonstrates otherwise.	
<p>(5) The project meets the following requirements regarding availability of affordable housing: The project would result in housing units being made available to moderate, low or very low-income families as set forth in either A or B below:</p> <p>(A) The project meets one of the following criteria, and the project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units as set forth below at monthly housing costs determined pursuant to paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code:</p> <ol style="list-style-type: none"> 1. At least 10 percent of the housing is sold to families of moderate income, or 2. Not less than 10 percent of the housing is rented to families of low income, or 3. Not less than 5 percent of the housing is rented to families of very low income. <p>(B) If the project does not result in housing units being available as set forth in subdivision (A) above, then the project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to subparagraph (A).</p>	<p>The project will provide 15% of units to families of very low income. (A-3).</p>

<p>(b) A project that otherwise meets the criteria set forth in subdivision (a) is not exempt from CEQA if any of the following occur:</p> <p>(1) There is a reasonable possibility that the project will have a project-specific, significant effect on the environment due to unusual circumstances.</p> <p>(2) Substantial changes with respect to the circumstances under which the project is being undertaken that are related to the project have occurred since community-level environmental review was certified or adopted.</p> <p>(3) New information becomes available regarding the circumstances under which the project is being undertaken and that is related to the project that was not known, and could not have been known at the time that community-level environmental review was certified or adopted.</p>	<p>There are no unusual circumstances associated with this project.</p> <p>No substantial changes have occurred.</p> <p>No new information has come available.</p>
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Section 15332 In-Fill Development Exemption Analysis

MJC has also determined the project to be exempt from CEQA review under **Section 15332 Infill Development**. CEQA Guideline Section 15332 identifies the Class 32 categorical exemption for projects characterized as infill development. This exemption is intended to promote infill development within urbanized areas. The class consists of environmentally benign infill projects that are consistent with local general plan and zoning requirements. This class is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Such projects must meet Part 1, conditions (a) through (e), described in the analysis below:

Code Section	Compliance Analysis
(a) The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.	The subject parcel has a General Plan land use designation of Highway Commercial and is zoned CH, which allows multifamily development with a Use Permit. The project conforms to General Plan policies and zoning regulations, with the approval of a Use Permit to increase the FAR from 0.4 to 0.7 and the density bonus afforded by compliance with State Density Bonus Law. As conditioned the project complies with the City's LCP.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.	The project site is 2.6 acres. The project site is surrounded on all sides by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.	The project site does not contain wetlands. The project site is covered with ruderal grasslands and a few specimen trees. The project site has no value for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.	As analyzed and conditioned throughout this report the project would not result in any significant effects on traffic, noise, air quality or water quality.
(e) The site can be adequately served by all required utilities and public services.	As analyzed and conditioned throughout this report the project can be adequately served by all utilities and public services.

Project Consistency with 15300.2 Exceptions

Application of this exemption, as all categorical exemptions, is limited by the factors described in section 15300.2. of CEQA and, these factors have been analyzed in the table below:

15300.2 Exceptions	Analysis of Compliance with Exceptions
(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies	The project is not located in an area that has been mapped or designated as a location with an environmental resource of hazardous or critical concern by any federal, state, or local agencies.
(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.	There are no other projects in the area which would have a cumulatively significant impact with the proposed project.
(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.	As analyzed throughout this staff report the proposed project will not have a significant effect on the environment.
(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.	The project is not located adjacent to or within the view shed of a scenic highway.
(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.	No phase I report was required because the site has no known previous use that would result in contamination. The site is not listed on any DTSC or RWQCB list of facilities or sites requiring remediation or in violation of a cleanup order. The site does not have any known contamination.
(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.	As noted earlier in this staff report, an archaeological survey was completed for this site and no archaeological or historic resources were discovered or identified by the survey. The project will not have any impact on a historical or archaeological resource.

ALTERNATIVE ACTIONS

1. Hold a hearing, close the hearing, deliberate without a decision, and revisit the application at the next scheduled meeting for a decision and the addition of any new findings.
2. Hold the hearing and continue the hearing to a date certain if there is insufficient time to obtain all input from all interested parties. At the date certain the Council may then deliberate and make a decision.

ATTACHMENTS

1. Resolution of the Fort Bragg City Council Approving Coastal Development Permit 8-24 (CDP 8-24), Design Review 11-24 (DR 11-24), Use Permit 9-24 (UP 9-24), and Sign Permit 20-24 (SP 20-24) for an 87-Unit Project and Associated Infrastructure Located at 1151 South Main Street.
2. Resolution of the Fort Bragg Planning Commission Recommending that the City Council Approve Coastal Development Permit 8-24 (CDP 8-24), Design Review 11-24 (DR 11-24), Use Permit 9-24 (UP 9-24), and Sign Permit 20-24 (SP 20-24) for an 87-Unit Project and Associated Infrastructure Located at 1151 South Main Street.
3. Staff Report: Hold a Hearing Receive Report and Consider Adopting a Resolution of the Fort Bragg City Council Providing Preliminary Preapproval of Inclusionary Housing Incentives for Proposed Fort Bragg Apartments Project at 1151 South Main Street
4. Project Site Photos
5. Project Site Plan
6. Project Elevations & Floor Plans
7. Project Colors & Materials
8. Project Accessory Buildings
9. Open Space and Landscaping Plan
10. Lighting Plan
11. Fire safety Plans
12. Civil Plans
13. Letters

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April 10, 2025

VIA EMAIL ONLY

California Coastal Commission
North Coast Office
1385 8th Street #130
Arcata, CA 95521
(NorthCoast@coastal.ca.gov)

Re: Appeal of City of Fort Bragg City Council's Approval of CDP 8-24
Concerning Development at 1151 South Main Street in Fort Bragg,
California

Honorable Commissioners of the Coastal Commission:

I represent Paul Clark, who appeals the Fort Bragg City Council's approval of a wall of residential apartments upon the water. Such a barrier of bedrooms is fundamentally incompatible with the City of Fort Bragg's local coastal plan and the public access provisions of the Coastal Act.

PC -1

The project under appeal is an 87 unit residential development situated west of Highway 1 and comprising 84,387 square feet. The City Council found the project to be located "between the first public road and the sea." (Permit Finding, (3)(g).) The real property was zoned in conformity with the City of Fort Bragg's General Plan to only have "[r]esidential uses . . . above the ground floor or on the ground floor at the rear of buildings, (General Plan, Part 2(G)¹), but this requirement was ignored. Space that should have been reserved for visitor serving and recreational commercial facilities is being closed off for private residential use.

PC-2

Although the City of Fort Bragg's review of the proposed project was rife with error, the current appeal focuses primarily upon (i) the project improperly sacrificing real

PC-3

¹ The City's General Plan is available at <https://www.city.fortbragg.com/departments/community-development/general-plan-zoning-information/local-coastal-program>, and those parts made part of the certified local are identified in Part 1(C)(2)(a).)

property intended for commercial visitor serving facilities to private non-visitor serving residential development in a manner contrary to Fort Bragg's local coastal plan and general plan; (ii) similarly being inconsistent with the policy objectives of the Coastal Act by prioritizing private residential development over visitor serving or recreational opportunities, and (iii) failing to evaluate or consider major traffic impacts that are likely to be inconsistent with both the local coastal plan and policy objectives of the Coastal Act.

The Council's approval of the project is appealable under Public Resources Code section 30603, subdivisions (a)(1 & 4).

In an appeal to the state Coastal Commission from a grant of a coastal development permit, if the Commission determines that the appeal presents a substantial issue, the permit application is reviewed de novo; in effect, the Commission hears the application as if no local governmental unit was previously involved, deciding for itself whether the proposed project satisfies legal standards and requirements. (*McAllister v. California Coastal Com.* (2008) 169 Cal.App.4th 912.) "The Commission has the ultimate authority to ensure that coastal development conforms to the policies embodied in the state's Coastal Act. In fact, a fundamental purpose of the Coastal Act is to ensure that state policies prevail over the concerns of local government." (*Charles A. Pratt Construction Co., Inc. v. California Coastal Com.* (2008) 162 Cal.App.4th 1068, 1075.)

PC-4

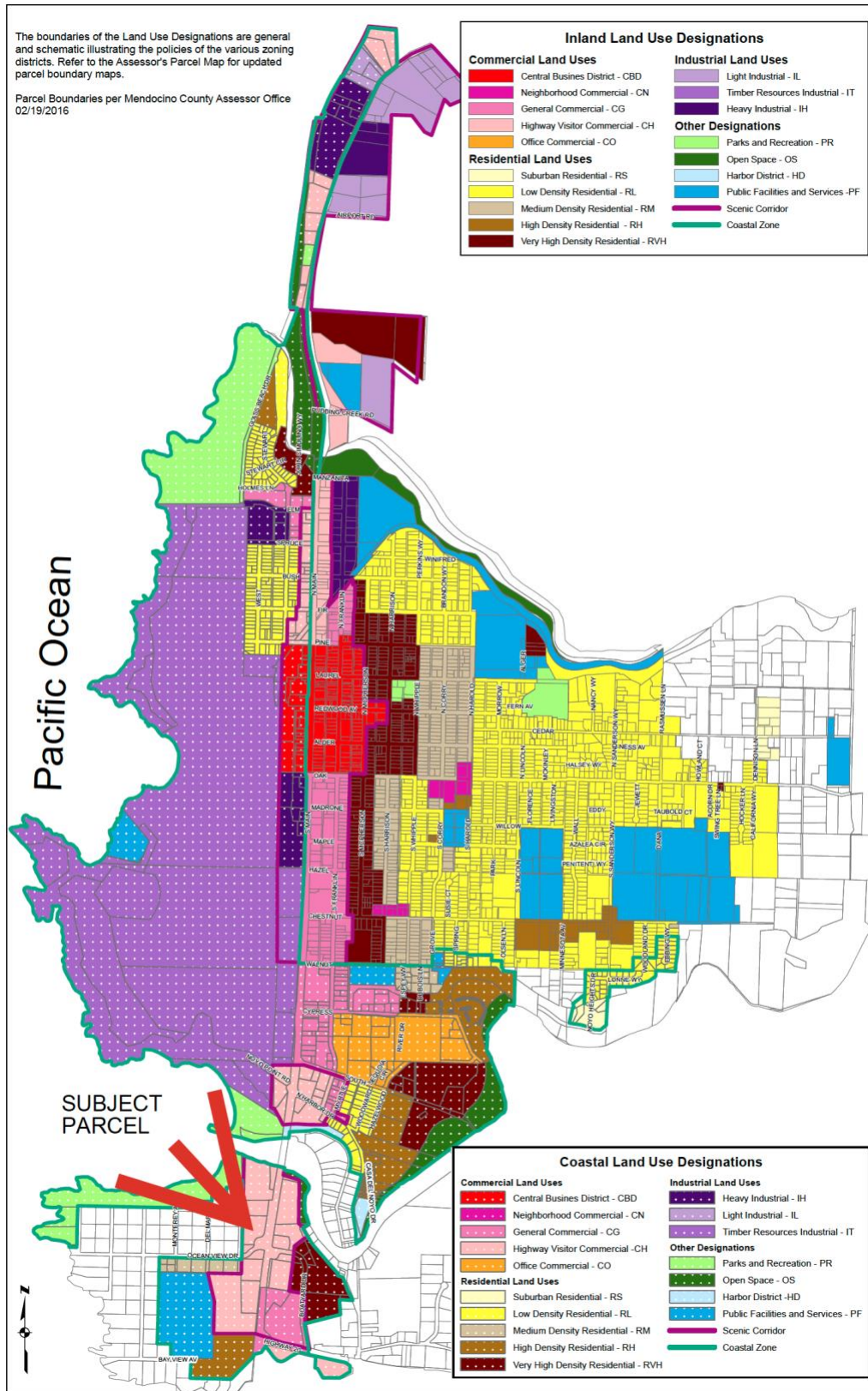
I. Background

The proposed project is an 87 unit residential village located at 1151 South Main Street. The subject parcel is a 2.6 acre parcel zoned as "Highway Visitor Commercial." The subject parcel is located on the west side of Highway 1, lying between Highway 1 and the Pacific Ocean. It is also located in a central arterial in-route to Fort Bragg, directly where visitors from either San Francisco (traveling north via Highways 101 or 1) or the Central/Sacramento Valley (traveling west via Highway 20) would enter Fort Bragg.

PC-5

The subject site's location and relevant zoning is provided on the zoning map appearing on the following page. As this map emphasizes, (i) the subject location is a central arterial point of ingress and egress for the City, (ii) the City's zoning has consciously elected to designate this site for visitor serving commercial facilities, and (iii) private residential development is generally favored both inland and toward the town's interior.

PC-6



The subject area currently provides ocean views—and visual notice of coastal access and opportunities at the nearby Pomo Bluffs and Todd’s Point public parks—as PC-7 depicted below:



By contrast, the artist’s rendering of the development highlights that the development would be replaced with a total barrier, operating both visually and psychologically, to dampen public access:

PC-8



II. The City Council Was Advised As to a Legally Defective Standard That Caused It to Fail to Engage in a Proper Local Coastal Plan Consistency Analysis; Moreover, the Council Failed to Make Adequate Findings of Fact Linked to Evidence in the Administrative Record

At the subject hearing, the City’s planner repeatedly misadvised the Council as to relevant standards of review. In discussing Government Code section 65589.5—California’s Housing Accountability Act—the planner misadvised the Council that it

could only deny the project either if there was a specific adverse impact upon health and safety or that there was no feasible method to satisfactorily mitigate or avoid the adverse impact. (Hearing Video, available at <https://www.city.fortbragg.com/government/city-council/council-meeting-live-stream>, at 1:15.) This was reiterated—incorrectly—by this planner.

This was a misstatement of the law. Moreover, it caused the Council to completely—and myopically—overlook local coastal plan consistency. What Government Code section 65589.5 says is that:

PC-9

For a housing development project for very low, low-, or moderate-income households, or an emergency shelter, a local agency shall not disapprove the housing development project or emergency shelter, or condition approval in a manner that renders the housing development project or emergency shelter infeasible, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following: [With the statute then going on to list a number of criteria.].

PC-9

(Gov. Code, § 65589.5, subd. (d).)

What the planner failed to understand or articulate to the Council, was that the Project failed to meet the criteria for a “a housing development project for very low, low-, or moderate-income households” as that phrase appears above. Only 8 of the 87 housing units will be low-income. (Notice of Final Action, Special Condition 6.)

Under the relevant definitions, at least ten percent of the units must be dedicated to “very low income households.” “‘Housing for very low, low-, or moderate-income households’ means housing for lower income households, mixed-income households, or moderate-income households.” (Gov. Code, § 65589.5, subd. (h)(3)(A).) A project that is “[h]ousing for mixed-income households” relying upon “very low income households” must have “at least 10 percent of *the total units*, . . . dedicated to very low income households.” (*Id.* at subd. (h)(3)(C)(i) (emphasis added).)

PC-9

Ergo, it was structural error for the Council to ignore the substantial considerations described in this appeal in approving the project. Even if the precise contours of this statutory reality were not expressly raised below, the functional thrust of the issue was raised because the City Council’s constituents repeatedly implored the Council to undertake the specific kinds of review that the planner advised the Council that Government Code section 65589.5 forbade.

PC-9

Even if this had not been structural error, the Housing Accountability Act:

[S]hall not be construed to prohibit a local agency from requiring a housing development project to comply with objective, quantifiable, written

PC-9

development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need pursuant to Section 65584. However, the local agency shall apply those standards, conditions, and policies to facilitate and accommodate development at the density permitted on the site and proposed by the development.

(Gov. Code § 65589.5, subd. (f).)

Additionally clouding the issues otherwise discussed herein, it was error for the City to adopt its findings in only the most conclusory manner. Because the Council was functioning in a quasi-judicial (rather than legislative) manner, its decisions must be supported by factual findings with a legal nexus to an ultimate decision. (Code Civ. Proc. § 1094.5.) “[T]he agency which renders the challenged decision must set forth findings to bridge the analytic gap between the raw evidence and ultimate decision or order.” (*Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515.) The findings must be sufficient “both to enable the parties to determine whether and on what basis they should seek review and, in the event of review, to apprise a reviewing court of the basis for the [administrative] action.” (*Id.* at p. 514.) Here, however, this did not happen. This is reflected in the wholly conclusory nature of the Council’s findings of fact.²

PC-10

III. The Project Improperly Sacrifices Land Intended for Commercial Visitor Serving Facilities to Private Non-visitor Serving Residential Development in a Manner Contrary to Fort Bragg’s Local Coastal Plan

“The mission of [Fort Bragg’s] Coastal General Plan is to preserve and enhance the small town character and natural beauty that make the City a place where people want to live and visit, and to improve the economic diversity of the City to ensure that it has a strong and resilient economy which supports its residents.” (General Plan, Part 1(D).) This project does the opposite of that. It creates a homogenous monolith of apartments that undermine the small-town character of Fort Bragg, perpetuates the City’s drift toward a bedroom community, and physically obstructs highway visitors’ views of both the coastline and coastal access.

PC-11

² The project was also improperly exempted from any CEQA review under CEQA Guideline section 15352 and 15192. The project is not consistent with the applicable general plan and zoning as required by CEQA Guideline 15352. Only some, and not all the units will be affordable, as required by CEQA Guideline 15192. For the reasons stated herein, there is a fair argument that such a large project will have relevant impacts upon the physical environment. Moreover, the fact that the project relied upon density bonuses that had been previously approved without notice to local landowners presents a due process issue under *Scott v. City of Indian Wells* (1972) 6 Cal.3d 541 and *Horn v. County of Ventura* (1979) 24 Cal.3d 605.

PC-11

The mission and vision of Fort Bragg is of “[a] city which seeks to preserve its natural beauty and provide access to the scenic and recreational resources of its natural setting.” (*Ibid.*) Nevertheless, the project obstructs natural beauty as mentioned above. The mission and vision of Fort Bragg is as “[a] city that embraces its role as the primary commercial and service center on the Mendocino coast.” (*Ibid.*) Nevertheless, this project sacrifices real property that was expressly allocated for visitor serving commercial facilities to insular bedroom units. The mission and vision of Fort Bragg is “[a] city which promotes itself as a tourist destination and which provides the necessary infrastructure and services to support a growing population of transient visitors.” (*Ibid.*) Nevertheless, this project rebuffs transient visitors in favor of cloistered bedrooms.

PC-12

“Highway Visitor Commercial”—as the subject property is zoned—is specifically designated by Fort Bragg’s Coastal General Plan as follows:

This land use designation applies to land uses serving residents and visitors on sites which are located along Highway One and arterials at the entry points to the community. Typical uses allowed in this designation include motels and other lodging enterprises, restaurants, and retail outlets. Residential uses are permitted above the ground floor or on the ground floor at the rear of buildings³³ at a maximum density of up to 24 units per acre with a conditional use permit.

PC-13

(General Plan, Part 2(G); see also Fort Bragg Municipal Code 17.22.030, subd. (C)(5)(a) [“Secondary uses oriented to local clientele may be permitted *where the primary use of a site is oriented to or serves visitor, regional, or transient traffic*,” (emphasis added)].)

PC-13

Paired with this, it is a goal of the local coastal plan to “[m]aximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and the constitutionally protected rights of property owners.” (General Plan, Goal LU-5.0) Local Coastal Plan policies include that the City of Fort Bragg should “[c]ontinue to provide for and encourage additional visitor-serving commercial facilities,” (General Plan, Policy LU-5.1,) and “[e]nsure 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

PC-13

³³ The choice to use—and approval of—ground floor spaces as residential facilities is a fundamental defect in the project. Moreover, the use of the ground floor for commercial use would not make the project unfeasible because the City’s planner explained at hearing that the applicant had initially been “perfectly happy” with a 56 residential unit project. (Hearing Video, available at <https://www.city.fortbragg.com/government/city-council/council-meeting-live-stream>.) The applicant could still have 56 units with the ground floors committed to visitor serving commercial uses.

c) Reserving adequate infrastructure capacity to accommodate existing, authorized, and probable visitor serving uses,” (General Plan, Policy LU-5.2)

It is additionally an express policy of the local coastal plan to:

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,

PC-14

- Adequate services do or will exist to serve the proposed development upon completion of the proposed development, and
- Adequate services capacity would be retained to accommodate existing, authorized, and probable priority uses upon completion. Such priority uses include, but are not limited to, coastal dependent industrial (including commercial fishing facilities), visitor serving, and recreational uses in commercial, industrial, parks and recreation, and public facilities districts. Probable priority uses are those that do not require an LCP amendment or zoning variance in the Coastal Zone.

b. Prior to approval of a coastal development permit, the Planning Commission or City Council shall make the finding that these criteria have been met. Such findings shall be based on evidence that adequate service capacity remains to accommodate the existing, authorized, and probable priority uses identified above.

(General Plan, Policy PF-1.3.)

Said elsewhere, it is a policy of the local coastal plan to “[e]ncourage the development of residential uses *in conjunction with commercial enterprises in commercial zones*, where the viability of the commercial activities and visitor-serving uses would not be adversely affected.” (General Plan, Policy H-2.2 (emphasis added).)

PC-15

Here, however, the City failed to consider the effect of a residential monolith upon the ability to provide for new priority visitor serving facilities. The City is instead wholly sacrificing the potential for visitor serving or recreational facilities in favor of a wall of bedrooms between Highway 1 and coastal access. The Council appears to have failed to grapple with its local coastal plan primarily because it was told that it could not. Had it done so, the Council would have seen the objectively clear patent inconsistency.

PC-15

IV. Similarly, the Preference for Private Non-visitor Serving Residential Development Is Contrary to the Coastal Act

The policies of the Coastal Act prioritize that “maximum access, . . . and recreational opportunities shall be provided for all the people consistent with public safety needs” (Pub. Res. Code § 30210.) “Development shall not interfere with the public’s right of access to the sea” (*Id.* at § 30211.) “Lower cost visitor and

PC-16

recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.” (*Id.* at § 30213.) “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.” (*Id.* at § 30221.) “The use of private lands suitable for visitor-serving 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.” (*Id.* at § 30222.)

PC-16

These policies embrace—and specifically articulate—the paramount value of coastal access and visitor serving facilities. “[A] core principle of the Act is to maximize public access to and along the coast as well as recreational opportunities in the coastal zone.” (*San Diego Unified Port Dist. v. California Coastal Com.* (2018) 27 Cal.App.5th 1111, 1129.)

PC-17

Even though the City did rely upon California’s Density Bonus Law, the Density Bonus Law “does not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976.” (Gov. Code § 65915.)

PC-18

Here, however, for the reasons stated above, this project will defeat these aims. It will hijack a substantial 2.6 acre tract of land that is paramountly situated to serve—and designated by prior conscious zoning for—visitor serving commercial facilities. Having a three story wall of private bedrooms also creates a visual barrier to coastal access contrary to Public Resources Code section 30251. Although the area is not labeled as a highly scenic viewshed, the ocean is clearly visible from Highway 1 through the lot, and this view (and notice to the public) of coastal access would be destroyed.⁴ This reality is made clear by the photograph of the current view provided above and the juxtaposed artist’s rendering provided by the applicant.

V. The City Failed to Consider or Evaluate Major Traffic Considerations in a Manner Inconsistent with the Local Coastal Plan and Coastal Act

The project is situated upon an arterial roadway that brings Fort Bragg the majority of its visitors.

Fort Bragg is built along Highway One which is also called Main Street within the City. Highway One is the only continuous north-south road serving the north coast of Mendocino County, providing a local

⁴ The three story height of the project—which would be superlatively above grade in the area—was a repeated point of concern in both written comments and public opposition at hearing.

transportation corridor for many communities and the primary access route for visitors. Traffic volumes on this roadway have increased steadily over the years.

(General Plan, 5-C.)

The primary intersection in the area of the project is Ocean View Drive and Highway 1. The City of Fort Bragg's own analysis has concluded that even prior to this project, the level of service at this intersection was in decline. (General Plan, Table C-3.) PC-20

Numerous local coastal plan policies focus on the importance of traffic considerations. It is a policy to "[e]nsure that the amount and phasing of development can be adequately served by transportation facilities." (General Plan, Policy C-21.) To service this policy, the City Council is to "[r]eview development proposals for their direct and cumulative effects on roadway Level of Service standards. During the development review process, City staff will determine whether traffic studies need to be carried out and the scope of such studies. (General Plan, Program C-1.2.1.) The City is to "provide consistent standards for the City's street system." (General Plan, Policy C-2.4.) PC-20

The local coastal plan is clear that "[t]raffic 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." (General Plan, Policy C-2.6.) PC-20

These requirements are further in accord with—and parallel—the policy objectives of the Coastal Act.

Numerous written comments and speakers addressed a myriad of traffic issues. These concerns, however, were ignored. The City Council did nothing to address these concerns, nor did it make proper findings of fact in relation to traffic. Traffic is an important policy consideration here for multiple reasons. Among these is that the significant traffic of 87 units will create a barrier to recreational users and visitors accessing the coast at Todd's Point and Pomo Bluffs. The only meaningful—and certainly only signalized—route from Highway 1 to coastal uses at Todd's Point and Pomo Bluffs is the intersection of Highway 1 and Ocean View Drive. The Council never PC-20

meaningfully considered these traffic considerations. The traffic serving this 87 unit development being compressed through a single intersection will undoubtedly create a barrier to visitor and recreational access.

Moreover, the City's dismissal of traffic concerns was consistently defective. The City suggested that no traffic study was warranted solely because Caltrans determined no traffic study was warranted under their rubric. (Staff Report, p. 36.) Caltrans, however, is not charged with policing either local coastal plan consistency or the objectives of the Coastal Act. To the extent the City relied on any traffic study, the City merely looked at a years old study for a 7,500 square foot AutoZone commercial building. That, however, was a fundamentally different project both in the size, number of users served, and times of uses that would be relevant to a commercial/retail versus residential project. Additionally, the city's failure to study cumulative and access related impacts particularly implicates Coastal Act sections 30210, 30211, and 30252.

PC-20

With the City Council having failed to fundamentally review any traffic concerns, a major project is set to have major impacts upon both the physical environment of Fort Bragg—and recreational and visitor access—without any meaningful review.

PC-20

VI. Conclusion

For the foregoing reasons, appellant Paul Clark respectfully prays that the Coastal Commission vacate the decision of the Fort Bragg City Council and enter a new and different decision denying the subject Coastal Development Permit.

PC-21

Respectfully submitted,



Colin W. Morrow

CALIFORNIA COASTAL COMMISSION

NORTH COAST DISTRICT OFFICE
1385 EIGHTH STREET, SUITE 130
ARCATA, CA 95521
(707) 826-8980
NORTHCOAST@COASTAL.CA.GOV

**APPEAL FORM****Appeal of Local Government Coastal Development Permit****Filing Information (STAFF ONLY)**

District Office: North Coast

Appeal Number: _____

Date Filed: _____

Appellant Name(s): _____

APPELLANTS

IMPORTANT. Before you complete and submit this appeal form to appeal a coastal development permit (CDP) decision of a local government with a certified local coastal program (LCP) to the California Coastal Commission, please review the appeal information sheet. The appeal information sheet describes who is eligible to appeal what types of local government CDP decisions, the proper grounds for appeal, and the procedures for submitting such appeals to the Commission. Appellants are responsible for submitting appeals that conform to the Commission law, including regulations. Appeals that do not conform may not be accepted. Appeals must be received no later than 5 pm on the last day of the appeal period. If you have any questions about any aspect of the appeal process, please contact staff in the Commission district office with jurisdiction over the area in question (see the Commission's contact page at <https://coastal.ca.gov/contact/#/>).

Note regarding emailed appeals. Please note that emailed appeals are accepted **ONLY** at the general email address for the Coastal Commission district office with jurisdiction over the local government in question. For the North Coast district office, the email address is NorthCoast@coastal.ca.gov. An appeal emailed to some other email address, including a different district's general email address or a staff email address, will be rejected. It is the appellant's responsibility to use the correct email address, and appellants are encouraged to contact Commission staff with any questions. For more information, see the Commission's contact page at <https://coastal.ca.gov/contact/#/>.

Appeal of local CDP decision

Page 2

1. Appellant Information

Name: Judy Mashhour-Azad
Mailing address: 5080 Westbury Circle Granite Bay, CA 95746
Phone number: 916-995-9971
Email address: jmashhour@me.com

How did you participate in the local CDP application and decision-making process?

☐ Did not participate ☒ Submitted comment ☒ Testified at hearing ☐ Other

Describe: Attended, submitted opposition at both
Planning Commission and City Council
Meeting

If you did *not* participate in the local CDP application and decision-making process, please identify why you should be allowed to appeal anyway (e.g., if you did not participate because you were not properly noticed).

Describe: _____

Please identify how you exhausted all LCP CDP appeal processes or otherwise identify why you should be allowed to appeal (e.g., if the local government did not follow proper CDP notice and hearing procedures, or it charges a fee for local appellate CDP processes).

Describe: Do not feel facts were all presented in
order to push this proposal through.
Traffic study not made for this project.

JMA-1

If there are multiple appellants, each appellant must provide their own contact and participation information. Please attach additional sheets as necessary.

Appeal of local CDP decision

Page 3

2. Local CDP decision being appealed²

Local government name:

Fort Bragg City Council

Local government approval body:

Planning Commission Fort Bragg

Local government CDP application number:

CDP 8-24

Local government CDP decision:



CDP approval



CDP denial³

Date of local government CDP decision:

March 24, 2025

Please identify the location and description of the development that was approved or denied by the local government.

Describe:

1151 Harbor Avenue

1151 Frontage Road

2.6 acres zoned Highway/Visitor Commercial

First planned for 53 apartment units and

now has 67 units. First started out at

28' now 38' height

Property does have somewhat ocean view and is

at the gateway to Fort Bragg

JMA-2

² Attach additional sheets as necessary to fully describe the local government CDP decision, including a description of the development that was the subject of the CDP application and decision.

³ Very few local CDP denials are appealable, and those that are also require submittal of an appeal fee. Please see the appeal information sheet for more information.

Appeal of local CDP decision

Page 4

3. Applicant information

Applicant name(s):

Kosh Grewal

Applicant Address:

4. Grounds for this appeal

For appeals of a CDP approval, grounds for appeal are limited to allegations that the approved development does not conform to the LCP or to Coastal Act public access provisions. For appeals of a CDP denial, grounds for appeal are limited to allegations that the development conforms to the LCP and to Coastal Act public access provisions. Please clearly identify the ways in which the development meets or doesn't meet, as applicable, the LCP and Coastal Act provisions, with citations to specific provisions as much as possible. Appellants are encouraged to be concise, and to arrange their appeals by topic area and by individual policies.

- Describe: - CC 30251: Scenic visual qualities of coastal JMA-3
areas, to minimize the alteration of natural land JMA-4
forms, to be visually compatible with character of JMA-5
surrounding areas
- cc 30253 - Protect special communities and
neighborhoods that, because of their unique JMA-6
characteristics, are popular visitor destination
points for recreational uses.
- Complex appearance, will distract from economic JMA-7
vitality of established apartments consistent with
small town, rural characteristics of Fort Bragg.
- Zoned Highway / Visitor Commercial - would be required JMA-8

4 Attach additional sheets as necessary to fully describe the grounds for appeal.

Page 4 Continued

to have at least one commercial business per planned building.

- Greenhouse Gas Emissions created with 400 plus vehicles on daily business. These from daily trips by residents with approximately 170 to 200 vehicles JMA-9
- Possible contamination of our ground wells at Todd's Point from oil and other contaminants from apartments leaking into our soil and effecting our aquifers, thus contaminating our existing wells in all of Todd's Point JMA-10
- No ADA access from apartment complex to Pomo Bluffs Trail and Park other than down one small main road or the dirt road to the trails. Please note the one main road is already heavily traveled daily. JMA-11
- CalTrans pointed out very limited access under American Disabilities Act to Coastal Trail. JMA-11

Appeal of local CDP decision

Page 5

5. Identification of interested persons

On a separate page, please provide the names and contact information (i.e., mailing and email addresses) of all persons whom you know to be interested in the local CDP decision and/or the approved or denied development (e.g., other persons who participated in the local CDP application and decision making process, etc.), and check this box to acknowledge that you have done so.

☐ Interested persons identified and provided on a separate attached sheet

6. Appellant certifications

I attest that to the best of my knowledge, all information and facts in this appeal are correct and complete.

Print name Judy Mashhour-Azad

Signature Judy Mashhour-Azad

Date of Signature April 5, 2025

7. Representative authorizations

While not required, you may identify others to represent you in the appeal process. If you do, they must have the power to bind you in all matters concerning the appeal. To do so, please complete the representative authorization form below and check this box to acknowledge that you have done so.

☐ I have authorized a representative, and I have provided authorization for them on the representative authorization form attached.

§ If there are multiple appellants, each appellant must provide their own certification. Please attach additional sheets as necessary.

§ If there are multiple appellants, each appellant must provide their own representative authorization form to identify others who represent them. Please attach additional sheets as necessary.

CALIFORNIA COASTAL COMMISSION

455 MARKET STREET, SUITE 300
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
FAX (415) 904-5400

**DISCLOSURE OF REPRESENTATIVES**

If you intend to have anyone communicate on your behalf to the California Coastal Commission, individual Commissioners, and/or Commission staff regarding your coastal development permit (CDP) application (including if your project has been appealed to the Commission from a local government decision) or your appeal, then you are required to identify the name and contact information for all such persons prior to any such communication occurring (see Public Resources Code, Section 30319). The law provides that failure to comply with this disclosure requirement prior to the time that a communication occurs is a misdemeanor that is punishable by a fine or imprisonment and may lead to denial of an application or rejection of an appeal.

To meet this important disclosure requirement, please list below all representatives who will communicate on your behalf or on the behalf of your business and submit the list to the appropriate Commission office. This list could include a wide variety of people such as attorneys, architects, biologists, engineers, etc. If you identify more than one such representative, please identify a lead representative for ease of coordination and communication. You must submit an updated list anytime your list of representatives changes. You must submit the disclosure list before any communication by your representative to the Commission or staff occurs.

Your Name _____

CDP Application or Appeal Number _____

Lead Representative

Name _____

Title _____

Street Address. _____

City _____

State, Zip _____

Email Address _____

Daytime Phone _____

Your Signature _____

Date of Signature _____

Additional Representatives (as necessary)

Name _____
Title _____
Street Address. _____
City _____
State, Zip _____
Email Address _____
Daytime Phone _____

Name _____
Title _____
Street Address. _____
City _____
State, Zip _____
Email Address _____
Daytime Phone _____

Name _____
Title _____
Street Address. _____
City _____
State, Zip _____
Email Address _____
Daytime Phone _____

Name _____
Title _____
Street Address. _____
City _____
State, Zip _____
Email Address _____
Daytime Phone _____

Your Signature _____

Date of Signature _____

Response to Comments from Appeals to the Coastal Commission

Response to comments from Paul Clark (PC) Appeal. The numbers in the left-hand column refer to subsequent paragraphs in the appeal (Attachment 3), and the responses on the right either direct the reader to specific [pages of the 3-24-2025 staff report, the 9-11-2025 Staff Report or provides direct response. The term of art “Comment Noted” indicates that the paragraph or section of the appeal does not include and specific information that requires a response,

Comment #	Response
PC-1	The proposed residential units are not located “upon the water”. “Barrier of bedrooms” is not a use type in our zoning code and does not effectively describe a project which is composed of seven different buildings with views between them to the ocean.
PC-2	See the analysis of the project compliance with Land Use Regulations Page 5 through 6. See also the Density Bonus Law analysis starting on page 17 through Page 20. This issue has been addressed in the revised project description.
PC-3	See comment for PC-2 above.
PC-4	Comment noted.
PC-5	Comment noted.
PC-6	Comment noted.
PC-7	Please see the visual analysis section of the City Council staff report dated 3-24-2025. As clearly described in the staff report this distant highly filtered coastal view is not protected by the City’s certified LCP. Please see the Visual Resources analysis of the Staff Report Dated 3-24-2025 pages 25-29.
PC-8	The appellants visual of the impact of the project on coastal views is not an illustration of the project on site and is irrelevant to this project as these elevations are in a generic location. They do not illustrate potential impacts to costal views. Please see the elevation illustration Figure 8 in the Staff Report Dated 3-24-2025 which illustrates the retention of the best views to the ocean through the project.
PC-9	Code Section 65589.5 does apply to this project. Gov Code 65589.5(j) applies to all housing projects with less than 20% of units affordable to low and moderate income households (e.g. the proposed project). (j) (1) When a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the application was deemed complete, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing

	<p>development project upon written findings supported by a preponderance of the evidence on the record that both of the following conditions exist:</p> <p>(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a “specific, adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.</p> <p>(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.</p> <p>This is the standard referenced at the Public Hearing. The Planner was not referencing that portion of the code that applies only to affordable housing projects but rather she referenced that portion of the government code that applies to ALL housing projects 65589.5(j).</p>
PC-10	The findings sections of City Council’s resolution refers to the entire staff report and all attachments for each development permit. The Staff Report provides more than adequate evidence in the record to support City’s Council’s findings for the Coastal Development Permit, Use Permit, Design Review Permit, Sign Permit and CEQA exemptions.
PC-11	Section 15192 does apply to projects that rent at least 5% of units to very low-income households. This proposed project complies with that standard. Eight of the 83 units will be rented to very low-income housing. See the Housing Infill Exemption analysis on Page 35 of the staff report dated 6-11-2025.
PC-12	Comments noted and already responded to see responses for PC-8, PC-2. Mission statements are not regulatory. Only General Plan policies are regulatory. From Section F of Chapter 1 of the Coastal General Plan which defines the purpose of a Policy: ” Policy: A specific mandatory statement binding the City’s action and establishing the standard of review to determine whether land use and development decisions, zoning changes or other City actions are consistent with the Coastal General Plan.”
PC-13	This issue has already been addressed in the staff report and in this response to comments. See the analysis of the project compliance with Land Use Regulations Page 5 through 6. See also the Density Bonus

	Law analysis starting on page 17 through Page 20. This issue has been addressed in the revised project description.
PC-14	This policy was extensively addressed in the Staff Report Dated 3-24-2025 see pages 33-37 regarding service capacity and pages 22-24 of the Staff report dated 6-11-2025. The proposed project would not reduce service capacity in any meaningful way. The City has more than enough service capacity to serve existing, authorized and probable priority uses. All existing uses are adequately served with existing services. The only authorized and proposed priority uses in the Coastal Zone include the Noyo Center for Marine Sciences (a small marine research facility with limited water needs), a fire station replacement project which will not add to water demand, and the establishment of a dance hall. Even if these uses are combined with this proposed mixed use project, they will not even begin to exceed the City's current capacity to provide services.
PC-15	The proposed project complies with this policy as it includes commercial activities (hotel suites and a retail store) in conjunction with residential uses.
PC-16	Please see the public access discussion in the Staff Report dated 6-11-2025 pages 21-22 and the response to Policy LU-5.3 on the bottom of page 6 of the staff report dated 6-11-2025.
PC-17	Comment noted.
PC-18	Comment noted and already answered.
PC-19	Comment noted and already answered
PC-20	See the circulation discussion in the staff report for the CDP amendment, pages 24-27.
PC-21	Comment noted.



Memo

TO: City Council **DATE:** June 9, 2025

DEPARTMENT: Community Development

PREPARED BY: Marie Jones, MJC

PRESENTER: Marie Jones, MJC

REGARDING: Market and Feasibility Analysis for Project Alternatives & Inclusionary Housing Incentives

Purpose.

This memo determines financial feasibility of requiring 100% retail on the first floor of all the buildings in the proposed project. Specifically, this analysis includes the following information:

- The current real estate market for small format (less than 4,000 SF) retail storefronts in Fort Bragg, CA.
- The current apartment vacancy and rental rates in Fort Bragg.
- Comparison of the potential income from a 100% retail floor space on the first floor of all the buildings with a 100% multifamily occupancy of the first floor of the proposed project.
- Feasibility analysis for the construction and operation of the two above project alternatives.

This memo provides the basis for the City Council's approval or denial of the Inclusionary Housing Incentives for the mixed-use project proposed for 1151 South Main Street.

The memo also provides additional information about the project to the Coastal Commission to support their review of this project as they do not have local knowledge of the retail real estate market.

Small Format Retail Market Analysis

The small format retail real estate market has suffered from significant vacancy in Fort Bragg due to the increase in ecommerce and the trend towards purchasing items online. Between 2010 and 2020, US online retail purchases grew from \$165 billion to \$861 billion. During this time period, ecommerce sales rose from 4.6% of all us retail sales to 20%.

However, California has been a particularly strong and early adopter of ecommerce. For example, in 2024, approximately 30% of California's shopping dollars were spent via online shopping, while 70% are still spent in brick-and-mortar retailers.¹ In 2024 California's spent 93.3 billion with online retailers or \$3,007/adult. These trends have resulted in less demand for retail storefronts throughout California, and Fort Bragg is no exception to this trend.

MJC completed a driving survey to identify retail vacancies throughout the City and Google Earth to measure the size (SF) of each vacant storefront. The Table below summarizes the available vacant retail space in Fort Bragg. Currently Fort Bragg has an estimated 44,000 SF of vacant retail space which has been vacant for an average of four years. According to local real estate professionals small format retail rents for between \$0.75 and \$1.50 per square foot depending on the size of the space, condition and location.

Vacant Properties, Fort Bragg, 2025		
Address	SF	Estimated Years Vacant
223 North Main Street	1,900	5
223 North Main Street	9000	10
28 West Redwood Ave.	2,300	2
118 N Main Street	1,700	1
300 S Main Street	2,000	5
400 S Main Street	3,500	0.5
1102 S Main Street	1,800	0.5
Various Boatyard Drive	4,500	1
126 N Franklin Street	2,500	3
120 N Franklin Street	3,100	0.6
200 East Oak St	2,800	10
116 E Laurel Street	765	10
210 East redwood	500	4
134 E Redwood Ave.	600	NA
311 North Franklin	4,000	0.5
335 N Franklin Street	2,000	8
310 N Franklin Street	1,400	3
Total	44,365	4

As illustrated by the above information, the market is currently oversupplied with small format retail space and hence the market has low rental rates and high vacancy rates for small format retail.

¹ <https://capitaloneshopping.com/research/online-shopping-statistics-by-state/#ca>

Multifamily Real Estate Analysis

To determine the impact of the project on the financial feasibility of the project, this analysis also explores current apartment rental rates.

According to real estate professionals, Fort Bragg has an extremely low vacancy rate of less than 1% for residential units. By comparison a health vacancy rate is typically 4 to 5%. As illustrated in the table below, craigslist currently lists just 10 units available for rent in Fort Bragg in the month of May. For Bragg has over 2,500 residential units, so this is much lower than a 1% vacancy rate. The average rent/unit is \$1,554 and the average rent/SF is \$2.28.

Real Estate Market, Multifamily, 2025			
Unit Type	Cost	Size (SF)	Cost/SF
Studio	\$ 1,200	750	\$ 1.60
2 BR	\$ 2,050	900	\$ 2.28
1BR	\$ 1,250	650	\$ 1.92
Studio	\$ 1,050	500	\$ 2.10
Studio	\$ 1,295	600	\$ 2.16
Studio	\$ 1,295	650	\$ 1.99
Studio	\$ 1,000	360	\$ 2.78
2 BR	\$ 2,300	1350	\$ 1.70
studio	\$ 1,500	500	\$ 3.00
2BR	\$ 2,600	800	\$ 3.25
Average	\$ 1,554	7,060	\$ 2.28

Feasibility Analysis

The table below includes the current development program for the first floor of the proposed development at 1151 S Main Street. As illustrated by the table below, the modified project would include 24,650 SF of a mix of multifamily residential, retail and hotel units on the first floor of the development.

Development Program for 1st Floor of 1151 S Main Street.			
	Number	SF	Total
Retail Space	1	1000	1,000
Hotel Units	3	817	2,450
Studios	2	500	1,000
1BRapartments	10	760	7,600
2 BRapartments	12	1050	12,600
Total	24		24,650

The table below compares estimated annual gross income to the developer from various configurations of uses on the first floor for the entire development. As illustrated by the table, gross project income would be 700,000 less per year if 100% of the first floor of all the buildings was dedicated to retail development. The gross income level is less because retail rents/SF are low in Fort Bragg, and because the project would have a significant and on-going vacancy rate, as many of the project buildings do not have highway visibility or even visibility from the parking lot. Indeed, a 1/3 retail project configuration would generate 75% of the gross income of a 100% multifamily project. By contrast the mixed-use project (consisting of multifamily units, retail and hotel suites) would generate slightly less gross income than the multifamily project.

Estimated Gross Income from Three Project Configurations				
	Rent/SF	Total SF	Vacancy Rate	Income
Multifamily Project				
100% Multifamily Floor 1	\$ 3.50	24,650	1%	\$ 1,024,947
Multifamily Floor 2 & 3	\$ 3.50	49,300	1%	\$ 2,049,894
Total		73,950		\$ 3,074,841
Mixed Use 1/3 retail and 2/3 multifamily				
100% Retail Floor 1	\$ 1.00	24,650	40%	\$ 177,480
Multifamily Floor 2 & 3	\$ 3.50	49,300	1%	\$ 2,049,894
Total				\$ 2,227,374
Proposed Mixed Use Project				
Multifamily Floor 1	\$ 3.50	20,650	1%	\$ 858,627
Retail Floor 1	\$ 1.00	1,000	40%	\$ 4,800
Hotel Suites Floor 1	ADR		Occupancy	
Hotel - 1 Affordable Suite	\$ 120		62%	\$ 27,156
Hotel - 2 Market Rate Suites	\$ 250		52%	\$ 47,450
Multifamily Floor 2 & 3	\$ 3.50	49,300	1%	\$ 2,049,894
Total				\$ 2,987,927
Source: MJC, 2025				

Feasibility Analysis

The table below compares the financial feasibility of the two project configurations.

1151 S Main Street - project Alternatives Feasibility Analysis

	Proposed Project (Alt 1)	Mixed Use Retail & Multifamily (Alt 2)
Hard Costs (\$325/SF)	\$ 24,033,750	\$20,428,688
Soft Costs (15% of Hard Costs)	\$ 3,605,063	\$ 3,064,303
Total Costs	\$ 27,638,813	\$23,492,991
Developer's Investment (20%)	\$ 5,527,763	\$ 4,698,598
Loan Amount	\$ 22,111,050	\$18,794,393
Monthly Mortgage Payment (Interest Only) 7.1%, 20 year term, ballon payment	\$ 130,823	\$ 111,200
Annual Gross Income	\$ 3,010,015	\$ 2,227,374
Operating Costs (30% of income)	\$ 903,004	\$ 668,212
Annual Mortgage Costs	\$ 1,569,876	\$ 1,334,400
Net Income	\$ 537,134	\$ 224,762
Return on Investment	10%	4.8%

This analysis is conservative in that it assumes:

- \$325/sf in Hard Costs (land purchase, building construction and site work). This is relatively low for Fort Bragg. Typically, new construction costs between \$350 and \$400/SF.
- Soft Costs at 15% of hard costs. Soft costs include all design, permitting, fees and all construction loan costs. Soft costs typically range between 12% and 25% of a project's total costs.
- The mortgage assumes that the mortgage is an interest only loan and at a competitive rate of 7.1%. However, the actual cost of capital is currently in flux due to the trade war and budget conversations at the federal level. Currently the prime interest rate is 6.75% and commercial mortgages are 0.75% higher than prime, which would bring the mortgage rate to 7.5%. Commercial loan, require a ballon payment at 10 years and a loan to value ratio of 80%.
- For large multifamily projects operating costs are generally between 30% to 50% of gross income depending on construction type, size and age of structure. This analysis assumes that operating costs consume 30% of income. Operating costs include property taxes, insurance, management fees, utilities, etc.

Conclusion

Generally multifamily projects must generate between 14% and 18% return on investment (ROI) to be considered a good investment risk for a developer or a bank. The ROI is the amount of income generated after all expenses except divided by the cost of development. However, this project generates only 10% ROI even with very conservative inputs (see previous discussion). The applicant has indicated that they are aware of the relatively low profitability for this project and are looking to earn money on the project's appreciation over time.

If 100% of the first floor of all buildings were required to be retail, it would result in a 25% drop in gross income and would make the project infeasible with an ROI of less than 5%.

Appendix A: Vacant Retail Real Estate (Fort Bragg, CA).

The following photos illustrate some of the vacant storefronts in Fort Bragg. Many of these storefronts have been vacant for years.



Former gas station, Vacant for 10+ years
223 North Main Street, 1,900 SF



Former bank & Chocolate shop, vacant for 5+ years
223 North Main Street, 9,000 SF



Multiple uses, vacant for 2+ years
2,300 SF, 28 West Redwood Ave.



Former liquor store, vacant for one year.
118 N Main Street, 1,700 SF



Former Amerigas Office, Vacant for 5+ years
300 S Main Street, 2,000 SF



Angie's Restaurant, vacant for 6 months.
400 S Main Street, 3,500 SF



Former Grocery Store, vacant 3+ years.
126 N Franklin Street, 2,500 SF



Former Bank, Vacant
120 N Franklin Street, 3,100 SF



Vacant for 10+ years
200 East Oak St, 2,800 SF



Former retail store, vacant for over ten years.
116 E Laurel Street, 765 SF



Former Smoke Shop, vacant for more than four years.
210 East Redwood, 500 SF



Former consignment store, vacant
134 E Redwood Ave., 600 SF



Former clothing store, vacant for 1+ years.
311 North Franklin , 4,000 SF



Vacant for 8+ years.
335 N Franklin Street, 2,000 SF



Vacant for 3+ years.
310 N Franklin Street, 1,400 SF

RESOLUTION NO. PC -2025

RESOLUTION OF THE FORT BRAGG PLANNING COMMISSION RECOMMENDING THAT FORT BRAGG CITY COUNCIL APPROVE COASTAL DEVELOPMENT PERMIT AMENDMENT (8-24/A), USE PERMIT AMENDMENT (UP 9-24/A), DESIGN REVIEW AMENDMENT (DR 11-24/A), **FOR AN 83-UNIT MULTIFAMILY PROJECT WITH 1,000 SF OF RETAIL SPACE AND 2,450 SF OF VISITOR SERVING ACCOMMODATIONS AT 1151 SOUTH MAIN STREET (APN 018-440-58), SUBJECT TO THE FINDINGS AND ALL STANDARD AND SPECIAL CONDITIONS.**

WHEREAS, Akashdeep Grewal (“Applicant”) submitted an applicant for: Coastal Development Permit 8-24/A (CDP 8-24), Design Review 11-24 (DR 11-24), Use Permit 9-24 (UP 9-24), and Sign Permit 20-24 (SP 20-24) to construct a multifamily apartment project at 1151 South Main Street.

WHEREAS, 1151 South Main Street, Fort Bragg, California (Assessor Parcel Number: 018-440-58) is in the Highway Commercial (CH) Zone, Coastal Zone and no changes to the site’s current zoning designation are proposed under the Project; and

WHEREAS, the Project is subject to the Fort Bragg Coastal General Plan and Coastal Land Use and Development Code (CLUDC); and

WHEREAS, Section 17.32.020 of the CLUDC requires the City Council to provide preliminary approval or disapproval of applicant-requested incentives, modifications, or waivers of development or zoning standards for the development of new multifamily housing units that include inclusionary housing units; and

WHEREAS, the City Council held a public hearing on November 12, 2024, to accept public testimony and provided preliminary conceptual approval of two inclusionary housing incentives for the proposed Project; and

WHEREAS, the Planning Commission held a public meeting on March 12, 2025 to consider the Project, accept public testimony and consider making a recommendation to City Council; and

WHEREAS, the City Council held a public hearing on March 24, 2025 and accepted public testimony and approved all the project permits and the CEQA exemption for the project; and

WHEREAS, On April 5, 2025 the City Council’s approval was appealed by project neighbors Judy Mashhour-Azad; and

WHEREAS, On April 10, 2025 the City Council’s approval was appealed by Paul Clark represented by Vannucci Momsen Morrow Attorneys.

WHEREAS, On April 11th, the Coastal Commission staff notified the City of the appeal.

WHEREAS, On May 8th Coastal Commission, City Staff and the applicant discussed the project and agreed to revise the project to address concerns of Coastal Commission staff; and

WHEREAS, the applicant submitted a revised project application on May 27, 2025;
and

WHEREAS, the Planning Commission held a public meeting on June 11, 2025 to consider the Project, accept public testimony and consider making a recommendation to City Council; and

WHEREAS, the City Council will have the final approval authority over the inclusionary housing incentives awarded for this project and therefore will have authority overall all project entitlements; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) Section 15332 (class 32) of the CEQA Guidelines the project is exempt from CEQA as an "In-Fill Development Project" and per Section 15192 as an "Infill Housing Development," and

NOW, THEREFORE, BE IT RESOLVED that the City of Fort Bragg City Council, based on the entirety of the record before it, which includes without limitation, CEQA, Public Resources Code §21000, et seq. and the CEQA Guidelines, 14 California Code of Regulations §15000, et seq.; the Fort Bragg Coastal General Plan; the Fort Bragg Coastal Land Use and Development Code; the Project applications; all site plans, and all reports and public testimony submitted as part of the City Council meeting of June 11, 2025 and City Council deliberations; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the City Council of the City of Fort Bragg, *per the analysis incorporated herein by to the project staff reports, dated June 11, 2025 and March 24, 2025.*, hereby approves Coastal Development Permit 8-24/A(CDP 8-24), Design Review 11-24 (DR 11-24), Use Permit 9-24 (UP 9-24), and Sign Permit 20-24 (SP 20-24), subject to the findings, standard conditions and special conditions below:

A. General Findings

1. The foregoing recitals are true and correct and made a part of this Resolution;
2. The documents and other material constituting the record for these proceedings are located at the Community Development Department;
3. The proposed project is consistent with the purpose and intent of the zoning district, as well as all other provisions of the Coastal General Plan, Coastal Land Use and Development Code (ILUDC), and the Fort Bragg Municipal Code in general.

NOW, THEREFORE, BE IT RESOLVED that The Fort Bragg Planning Commission Recommends that the Fort Bragg City Council makes the following findings and determinations for Coastal Development Permit 8-24/A to allow for the construction of an 83-unit mixed-use project proposed for at 1151 South Main Street *per analysis incorporated herein by reference to the project staff reports, dated June 11, 2025 and March 24, 2025.*

1. Feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment.
2. The proposed use is consistent with the purposes of the zone in which the site is located.

3. The proposed development is in conformance with the City of Fort Bragg's Coastal General Plan.
4. The proposed location of the use and conditions under which it may be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.
5. Services, including but not limited to, water supply, sewage disposal, solid waste, and public roadway capacity have been considered and are adequate to serve the proposed development.
6. The Project is located between the first public road and the sea.
7. Project does not involve any geologic, floor or fire hazards, and the Project is not located within an Environmentally Sensitive Habitat Area.

NOW, THEREFORE, BE IT RESOLVED that The Fort Bragg Planning Commission Recommends that the Fort Bragg City Council makes the following findings and determinations for Use Permit 9-25/A to allow for the construction of an 83-unit mixed-use project proposed for 1151 South Main Street *per analysis incorporated herein by reference to the project staff reports, dated June 11, 2025 and March 24, 2025.*

1. The proposed use is consistent with the General Plan, any applicable specific plan, and the Local Coastal Program;
2. The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this Development Code and the Municipal Code;
3. The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity;
4. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the type, density, and intensity of use being proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located.
5. The proposed use complies with any findings required by Section 17.22.030 (Commercial District Land Uses and Permit Requirements).
 - a. Secondary uses oriented to local clientele may be permitted where the primary use of a site is oriented to or serves visitor, regional, or transient traffic;
 - b. Secondary uses may be allowed where primary uses are precluded because of environmental concerns or other site-specific problems; and
 - c. The use is generally vehicular-oriented unless part of a larger visitor-oriented complex.

NOW, THEREFORE, BE IT RESOLVED that The Fort Bragg Planning Commission Recommends that the Fort Bragg City Council makes the following findings and determinations for Design Review Permit 11-25/A to allow for the construction of an

83-unit mixed-use project proposed for 1151 South Main Street *per analysis incorporated herein by reference to the project staff reports, dated June 11, 2025 and March 24, 2025.*

1. Complies with the purpose and requirements of this Section (Design Review in the CLUDC)
2. Provides architectural design, building massing, and scale appropriate to and compatible with the site surroundings and the community.
3. Provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, etc.
4. Provides efficient and safe public access, circulation and parking.
5. Provides appropriate open space and landscaping, including the use of water efficient landscaping.
6. Is consistent with the Coastal General Plan, and applicable specific plan, and the certified Local Coastal Program.
7. Complies and is consistent with the City's Design Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the Fort Bragg City Council does hereby approve the following project incentives to allow for the construction of an 83-unit mixed-use project proposed for 1151 South Main Street *per analysis incorporated herein by reference to the project staff reports, dated June 11, 2025 and March 24, 2025:*

1. Increase the height limit for the proposed project from 28 feet to 38 feet; and
2. Allow a minimum balcony size of 42 SF, but the project shall provide the range of balcony sizes illustrated in the project plans.
3. The applicant may construct a multifamily residential project with a Use Permit as permitted in the Zoning Ordinance with one visitor serving use as described in the staff report.

NOW, THEREFORE, BE IT RESOLVED that The Fort Bragg Planning Commission Recommends that the Fort Bragg City Council makes the following findings and determinations for the Density Bonus Law incentives to allow for the construction of an 83-unit mixed-use project proposed for 1151 South Main Street *per analysis incorporated herein by reference to the project staff reports, dated June 11, 2025 and March 24, 2025.*

1. The requested incentives are required in order to provide for affordable housing costs as defined in Health and Safety Code Section 50052.5, or for rents for the targeted units to be set in compliance with Government Code Section 65915(c).
2. The concession or incentive will not have a specific adverse impact, as defined by Government Code Section 65589.5(d)(2), upon public health and safety, or the physical environment, or on any real property listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low and moderate income households.
3. The City has determined that the development incentives requested will not have any adverse effects on coastal resources.
4. The project is not feasible if the applicant must replace 9,560 SF of housing

- units with visitor-serving commercial space, which is very likely not a viable use.
5. This site has remained undeveloped for over 40 years, since it was first subdivided as part of the former cattle ranch. This indicates that there is insufficient demand to support visitor serving uses on this site. Indeed, the only other development proposal for this site in 40 years was an auto parts store, which is also not a visitor serving use.
 6. The Fort Bragg City Council has identified workforce housing development as a top priority in the City's Strategic Plan and set a goal to develop 200 units of housing in Fort Bragg by 2026.
 7. The Coastal Commission implements the California Coastal Act of 1976, and Section 30604(f) of the Coastal Act requires the Commission to encourage housing opportunities for persons of low or moderate income.
"Section 30604 (f) The commission shall encourage housing opportunities for persons of low and moderate income. In reviewing residential development applications for low- and moderate-income housing, as defined in paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code, the issuing agency or the commission, on appeal, may not require measures that reduce residential densities below the density sought by an applicant if the density sought is within the permitted density or range of density established by local zoning plus the additional density permitted under Section 65915 of the Government Code, unless the issuing agency or the commission on appeal makes a finding, based on substantial evidence in the record, that the density sought by the applicant cannot feasibly be accommodated on the site in a manner that is in conformity."
 8. The State of California has passed regulations to streamline and facilitate the construction of market rate and affordable multifamily developments including regulations that limit the ability of local jurisdictions to deny multifamily housing projects based on subjective criteria and the requirement to provide housing incentives and density bonuses for project that include affordable housing. Statewide housing laws, such as Density Bonus Law, the Housing Accountability Act, and the Housing Crisis Act, apply in the coastal zone in ways that are also consistent with the Coastal Act.
 9. There are relatively few large parcels in Fort Bragg that support multifamily housing, as identified in the City's vacant parcel inventory. Most vacant parcels that can accommodate multifamily housing have an environmental constraint. This parcel does not have any environmental constraints.
 10. There are ten vacant parcels zoned Highway Commercial in the Coastal zone of Fort Bragg. These parcels total 30+ acres so there is significant vacant land to meet future visitor serving needs.
 11. Workforce housing supports visitor serving uses by ensuring that there are sufficient units for workers in restaurants, hotels, parks, retail stores, etc. This has become a crisis on the Mendocino Coast because more residential units in the County have been converted into vacation rentals than have been built in

the past twenty years. The conversion of housing into vacation rentals in the County has made housing a critical support sector for the visitor serving economy on the coast while it has weakened the hotel market in Fort Bragg.

NOW, THEREFORE, BE IT FURTHER RESOLVED that The Fort Bragg Planning Commission Recommends that the Fort Bragg City Council make the following findings and determinations regarding the Sign Review Permit SP 20-24 for this project *per the analysis incorporated herein by reference to the project staff report, dated March 24, 2025*:

1. The proposed signs do not exceed the standards of Sections 17.38.070 (Zoning District Sign Standards) and 17.38.080 (Standards for Specific Sign Types), and are of the minimum size and height necessary to enable pedestrians and motorists to readily identify the facility or site from a sufficient distance to safely and conveniently access the facility or site;
2. That the placement of the sign on the site is appropriate for the height and area of a freestanding or projecting sign;
3. That a flush or projecting sign relates to the architectural design of the structure. Signs that cover windows, or that spill over natural boundaries, and/or cover architectural features shall be discouraged;
4. The proposed signs do not unreasonably block the sight lines of existing signs on adjacent properties;
5. The placement and size of the sign will not impair pedestrian or vehicular safety;
6. The design, height, location, and size of the signs are visually complementary and compatible with the scale, and architectural style of the primary structures on the site, any prominent natural features on the site, and structures and prominent natural features on adjacent properties on the same street; and
7. The proposed signs are in substantial conformance with the design criteria in Subsection 17.38.060.F (Design criteria for signs).

NOW, THEREFORE, BE IT FURTHER RESOLVED that this CDP, Use Permit and Design Review amendment supersedes the original permit approved March 24, 2025 and shall control the development of the project and will render the original approval null and void and with no legal effect as of the issuance date of this amended CDP.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Fort Bragg City Council does hereby approve Coastal Development Permit 8-24/A(CDP 8-24), Design Review 11-24 (DR 11-24), Use Permit 9-24 (UP 9-24), and Sign Permit 20-24 (SP 20-24) subject to the following standard and special conditions:

SPECIAL CONDITIONS

1. Prior to the issuance of the building permit, the applicant shall submit a revised parking plan with two motorcycle parking spaces and 40% of all spaces designated as EV ready, for approval by the Community Development Director. The motorcycle parking spaces can replace regular parking spaces.
2. The applicant shall install 50 SF of shrubs and grasses at the parking lot entrances from the existing planting list on the landscaping plan. The parking lot entrances shall include enhanced paving (stamped and colored) crosswalk.

These items will be installed prior to the issuance of occupancy permit.

3. The Building Permit Plan Set shall include a site plan that illustrates 150 SF of private open space for the downstairs units. This may be achieved either with symbolic fencing or by expanding the size of the patio.
4. The Building Permit Plan Set shall include a site plan for approval by the Director of Community Development, which illustrates a pedestrian entry on the eastern facade of the eastern units of buildings 3 and 7. The applicant can relocate the storage units on these buildings, which would result in an identifiable door from Highway 1.
5. The applicant shall construct a 5-foot-high soundwall between the parking lot and Harbor Ave prior to the final of the building permit. The soundwall shall be included on the building permit application plan set.
6. Prior to issuance of the Certificate of Occupancy the applicant shall complete and enter into an Inclusionary Housing Regulatory Agreement per all of the requirements of section 17.32.080B with the City of Fort Bragg. The regulatory agreement will regulate eight units as affordable to households of very low income.
7. The applicant shall resubmit the site plan and floor plan with the Building Permit application for Building 3 defining and redesigning the bottom floor northeast unit of the building for a visitor serving use, such as a retail store or gift shop. Additionally, shop hours shall be limited from 9:00am to 5:00pm so that parking may be shared with the apartment residents as permitted by CLUDC section 17.36.080B.
8. Tribal monitoring is required during earth moving activities, which shall be paid for by the applicant. Please contact Sherwood Valley Band of Pomo Tribal Historic Preservation Office representative Vallerie Stanley at (707) 459-9690 or svrthpo@sherwoodband.com at least 10 days prior to construction for scheduling.
9. If cultural resources are encountered during construction, work on-site shall be temporarily halted within 50 feet and marked off of the discovered materials, and workers shall avoid altering the materials and their context until a qualified professional archaeologist and tribal monitor has evaluated the situation and provided appropriate recommendations. Project personnel shall not collect or move cultural resources. No social media posting.
10. If human remains or burial materials are discovered during project construction, work within 50 feet of the discovery location, and within any nearby area reasonably suspected to overlie human remains, will cease (Public Resources Code, Section 7050.5). The Mendocino County coroner will be contacted. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American remains (Public Resources Code, Section 5097).
11. The applicant shall complete a pre-construction bird survey within and adjacent to any proposed disturbance area within the Project area for nesting raptors and other protected bird species within 14 days prior to disturbance. The nesting survey radius around the proposed disturbance would be identified prior to the implementation of the protected bird nesting surveys by a CDFW qualified

biologist and would be based on the habitat type, habitat quality, and type of disturbance proposed within or adjacent to nesting habitat, but would be a minimum of 250 feet from any area of disturbance. If any nesting raptors or protected birds are identified during such pre-construction surveys, trees, shrubs or grasslands with active nests should not be removed or disturbed. A no disturbance buffer should be established around the nesting site to avoid disturbance or destruction of the nest site until after the breeding season or after a qualified wildlife biologist determines that the young have fledged. The extent of these buffers would be determined by a CDFW qualified wildlife biologist and would depend on the special-status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed by a qualified wildlife biologist to make an appropriate decision on buffer distances based on the species and level of disturbance proposed in the vicinity of an active nest.

12. The applicant shall retain any of the indicated four trees if they are identified as Bishop Pine, as feasible.
13. The applicant shall resubmit the Landscaping Plan to include the following changes:
 - a. Yellow bush lupine (*Lupinus arboreus*) shall be replaced with Coyote bush
 - b. Dwarf rock rose (*Citis 'Mickie'*) shall be replaced with a mix of riverbank lupine (*Lupinus rivularis*) and red elderberry (*Sambucus racemosa*).
 - c. Replace all non-native trees, such as Strawberry tree (*Arbutus x 'Marina'*) and Trident maple (*Acer buergerianum*), with a mix of California wax myrtle (*Morella californica*), coffeeberry (*Frangula californica*), Howard McMinn manzanita (*Arctostaphylos 'Howard McMinn'*), and Pacific dogwood (*Cornus nuttallii*).
 - d. The Cape rush (*Chondropetalum tectorum*) in the bioretention planting area shall be replaced with locally native species such as Pacific reed grass (*Calamagrostis nutkaensis*), blue rush (*Juncus patens*) and/or common rush (*Juncus effusus*).
14. The applicant shall not plant or allow any volunteer growth of any species of broom, pampas grass, gorse, or other species of invasive non-native plants listed on the California Invasive Plant Council (CALIPC) website.
15. Prior to issuance of the building permit, the final utility hookup configuration shall be approved by the Public Works Director or designated staff.
16. Additionally, as all-new development is required to pay its fair share of the water system infrastructure and future capital improvements through the Water Capacity Charge, the applicant will be required to pay any residual water capacity charges after completing any storm drain improvements and prior to final of the Building Permit.
17. Prior to issuance of a grading permit or building permit, the developer shall meet the following requirements:
 - a. The new sewer main shall be adequately sized to achieve standards established by the FBMC and reasonably designed to convey wastewater for future development of the parcel. FBMC section 14.28.040 states that

the minimum size of a sewer lateral shall be 4 inches in diameter. The minimum slope of a sewer lateral shall be two feet per 100 feet (2% slope). Exceptions will be reviewed and approved at the discretion of the District Manager.

- b. New wastewater laterals shall connect the development to the constructed sewer main, per the satisfaction of the Director of Public Works.
 - c. The exact location of the utility hookup configuration in the City right-of-way shall be approved by the Public Works Director or designated staff at the time of review of the encroachment permit application.
 - d. All new wastewater force mains will remain in the ownership of property owner and all maintenance of associated lift stations and force main will remain the owner's responsibility.
 - e. Connection fees are due prior to issuance of building permit. Prior to issuance of the occupancy, the developer shall pay all Water and Sewer Capacity Fees and Storm Drain Fees due per the Inclusionary Housing Incentive #2.
18. At the time of development and prior to the issuance of the occupancy permit, the applicant shall obtain an encroachment permit from Caltrans and install appropriate Keep Clear signage and street markings at the intersection of Ocean View Drive and the frontage road (Intersections Highway 1/Ocean View Drive and Ocean View Drive/Frontage Rd).
19. At the time of development and prior to the issuance of the occupancy permit, the applicant shall obtain an encroachment permit from Caltrans and place a "No-Left Turn" sign for eastbound traffic exiting the frontage road onto Highway 1.
20. The applicant shall work with MTA and the School District to determine if the addition of a transit and/or school bus stop at the property is warranted/feasible. If a transit/school bus stop is feasible and desirable the applicant shall install a bus stop in the sidewalk at a location per the request of MTA/School District prior to final of the building permit.
21. The developer shall submit to the City Engineer, for review and approval, improvement drawings for required public improvements. The plans shall be drawn by, and bear the seal of, a licensed Civil Engineer. Street Section Standards for Minor and Collector streets is City Standard No. 204.
22. Prior to the issuance of a Certificate of Occupancy for the project, the following public improvement will be completed by the applicant per the direction of the Director of Public Works and according to City standards:
- a. Harbor Avenue shall be improved as follows, prior to the final of the building permit: Harbor Avenue shall be improved along the length of the parcel frontage including a 37' fully paved Right of Way and parking lane. Upon improvement to this section, prior to the final of the building permit, the paved portion of the street shall be dedicated to the City. Installation of sidewalk, curb, corner ramps, gutter and conform paving along the project frontage on the east side of Harbor Ave. However, the parking lane of the west side of Harbor Ave shall either be un-improved or developed with a stormwater swale, per the specifications of the Department of Public works

- to encourage infiltration of stormwater and discourage public parking on the west side of the road.
- b. Installation of sidewalk, curb, corner ramps, gutter and conform paving along the project frontage on the west side of Frontage road.
 - c. All frontage and utility improvements (ADA compliant driveway aprons, corner ramps, sidewalk, curb, gutter, conform paving, etc.) shall be implemented according to current City Standards.
23. The applicant shall install appropriately sized (per Water Calculations) water catchment tanks for buildings 3, 4, 5 and 7, as these buildings include space where a catchment tank can be easily placed without impacting pedestrian access or private open space. These catchment systems will be utilized to water landscaping during non-storm conditions and to slowly infiltrate the stormwater onsite through a designed stormwater infiltration basin.
24. The applicant shall not use inorganic landscaping chemicals. No outdoor storage is permissible onsite.
25. Prior to Certificate of Occupancy, the applicant shall install, operate, and maintain certified full capture trash devices in the development-related storm drains to prevent trash runoff via stormdrain systems. A Maintenance and Operations agreement for ongoing maintenance of the trash capture devices installed with this project shall be submitted to the City for review and approval and shall be recorded with the County Recorder's office to ensure that the devices are maintained and remain effective.
26. The applicant shall install markers or stenciling for all storm drain inlets as specified by the Department of Public Works.
27. The applicant shall undertake annual inspection and maintenance tasks for all on-site BMPs as specified by the civil engineer and/or the Department of Public Works.
28. Prior to the issuance of the Building Permit the applicant shall submit a draft Water Quality Management Plan, SWIPP, and a Runoff Mitigation Plan (RMP) that demonstrates the project meets the post-construction stormwater requirements established by local, state and federal regulations. The City's RMP requirement can be fulfilled by a SWPPP instead. If using a SWPPP to fulfill the RMP, a draft version should be submitted to the City to ensure the project is in compliance prior to filing for a Notice of Intent (NOI) with the state. Calculations must demonstrate compliance with the hydromodification requirements established by the Municipal Separate Storm Sewer System (MS4) Phase II permit E.12.f and the Mendocino County Low Impact Design Manual (LID Manual). The plan must show all calculations for lot coverage and areas of impervious surfaces including building footprints, pavement, sidewalk, etc. This can be shown on either the site plan for the building permit or incorporated into the coastal development site plan.
29. Prior to issuance of the Building Permit, the applicant shall provide a stormwater analysis and plan per code section 17.64.045 proving that:
- a. Storm water runoff has been minimized by incorporation of Low Impact Development (LID) strategies that minimize impermeable areas, maximize permeable areas, and that slow, spread, and sink runoff to recharge groundwater and minimize runoff. Runoff that is expected shall be

- collected at vegetative swales or bio retention facilities and overflow finally conveyed by a storm drain system approved by the City Engineer.
- b. Treatment Control Best Management Practices have been sized and designed to retain and infiltrate runoff produced by all storms up to and including the 85th percentile (.83" in 24-hours) based on the size of the development.
 - c. An Operations and Maintenance Plan has been developed for all regulated project components by the State NPDES Phase II MS4
 - d. All drainage channels, conduits, culverts, and appurtenant facilities shall have sufficient capacity to convey a 100-year flood. The existing drainage infrastructure is a 24" diameter which conveys storm water along Ocean Drive to an ocean outfall. Applicant shall provide analysis documenting sufficiency of existing infrastructure or provide engineer reviewed design of proposed upgrades to drainage conveyance system. If upgrades to the infrastructure are required, this shall be completed by the developer.
30. All public improvements to drainage conveyance systems shall be dedicated to the City.
31. Prior to the issuance of the Building Permit the applicant shall provide an analysis that documents the sufficiency of existing storm water infrastructure or provide an engineer reviewed design of a new proposed drainage conveyance system. If upgrades to infrastructure are required, this shall be completed by the developer and dedicated to the City.
32. In exchange for the applicant undertaking the design, engineering and construction of any needed stormwater improvements identified as project 5.5.8.1 in the City's 2004 Storm Drain Master Plan, the City shall provide a corresponding capacity fee concession (drainage, sewer and water) to offset the cost of the project as the second concession.
33. Prior to Submittal of the Grading Permit the applicant shall submit a Geotechnical Study for the proposed project for review and approval by the Director of Public Works. All recommendations included in the Geotechnical Study shall be incorporated into the final civil plans and engineering and construction drawings for the building permit application.
34. The applicant shall provide a step back, embellishment or change in height every 100 feet for all property line fences. This change in design shall be confirmed by the City prior to Occupancy Permit approval.
35. The applicant shall submit a plan for the play area to the Community Development Department prior to the issuance of the building permit which includes a seating area for adults and an array of play equipment for children. The Plan will either relocated the Play Area to one of the two common open space areas or include fencing and landscaping to shield the play area from traffic noise.
36. The project shall include individual unit numbers that are well lighted and in a consistent location for all units. Visitor Parking shall be clearly marked. A directory shall be installed that shows the locations of all buildings, pathways and unit numbers. These items shall be installed prior to the final of the Building Permit.
37. Prior to the issuance of a Building Permit, the applicant shall submit for the review and approval of the Community Development Director plans for the locations and

visual screening of all mechanical equipment proposed to be constructed as part of the project, including but not limited to standpipes, backflow preventers, generators and propane fuel tanks. All equipment shall be visually screened with vegetation, building elements, fencing or wood lattice.

38. The applicant shall undertake the design, engineering and construction of the stormwater improvements identified as project 5.5.8.1 in the City's 2004 Storm Drain Master Plan. The City shall provide a corresponding capacity fee reduction (drainage, sewer and water) to offset the cost of the project.
39. Twenty-five percent of visitor accommodations will be rented at rates that meet the Coastal Commission's definition of Low-Cost Visitor Serving Accommodations, which is defined as 70% of the ADR for the state.
40. The site plan for the Building Permit application, shall illustrate the conversion of one "tree stall" into a parking spot.
41. The Site Plan for the Building Permit shall include a public bench located in front of Building 3.
42. The applicant shall manage the three hotel suits out of their hotel business, the Dolphin Inn. If the applicant sells the Dolphin Inn in the future, the three units shall be modified into another visitor serving use through a CDP amendment.
43. As part of the Building Permit submittal, the applicant shall modify the site plan to include a continuous path of travel from the southeast corner of the parcel to the northwest corner of the parcel and shall sign it with the following signs "Public Access to Pomo Bluffs Park."

STANDARD CONDITIONS

1. This action shall become final on the 11th day following the City Council decision.
2. The use and occupancy of the premises shall be established and maintained in conformance with the requirements of this permit and all applicable provisions of the CLUDC.
3. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and compliance therewith is mandatory, unless an amendment has been approved by the City.
4. This permit shall be subject to the securing of all necessary permits for the proposed development from City, County, State, and Federal agencies having jurisdiction. All plans submitted with the required permit applications shall be consistent with this approval. All construction shall be consistent with all Building, Fire, and Health code considerations as well as other applicable agency codes.
5. The applicant shall secure all required building permits for the proposed project as required by the Mendocino County Building Department.
6. If any person excavating or otherwise disturbing the earth discovers any archaeological site during project construction, the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 25 feet of the discovery; 2) notify the Fort Bragg Community Development Department within 24 hours of the discovery; and 3) retain a professional archaeologist to determine appropriate action in consultation with stakeholders such as Native American groups that have ties to the area.
7. This permit shall be subject to revocation or modification upon a finding of any

one or more of the following:

- a. That such permit was obtained or extended by fraud.
 - b. That one or more of the conditions upon which such permit was granted have been violated.
 - c. That the use for which the permit was granted is so conducted as to be detrimental to the public health, welfare or safety, or as to be a nuisance.
 - d. A final judgment of a court of competent jurisdiction has declared one or more conditions to be void or ineffective, or has enjoined or otherwise prohibited the enforcement or operation of one or more conditions.
8. Unless a condition of approval or other provision of the Coastal Land Use and Development Code establishes a different time limit, any permit or approval not exercised within 24 months of approval shall expire and become void, except where an extension of time is approved in compliance with CLUDC Subsection 17.76.070(B).

NOW, THEREFORE, BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its passage and adoption.

The above and foregoing Resolution was introduced by _____, seconded by _____, and passed and adopted at a regular meeting of the City Council of the City of Fort Bragg held on the 11th day of June 2025 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

RECUSE:

David Jensen, Chair

ATTEST:

**Diana Paoli
City Clerk**



AGENCY:	City Council
MEETING DATE:	Nov 12, 2024
DEPARTMENT:	Community Development
PRESENTED BY:	Marie Jones Consulting
EMAIL ADDRESS:	marie@mariejonesconsulting.com

AGENDA ITEM SUMMARY

TITLE: Hold a Hearing Receive Report and Consider Adopting a Resolution of the Fort Bragg City Council Providing Preliminary Preapproval of Inclusionary Housing Incentives for Proposed Fort Bragg Apartments Project at 1151 South Main Street

ISSUE:

In September of 2024 the City received an application for a 53-unit market rate housing project proposed for 1151 South Main Street. The City has been working with the applicant to address and resolve a variety of items on the project and the Planning and Public Works review of the application is nearly complete. At this time, the remaining outstanding issue for the project is stormwater management.

Until recently, MJC understood that the City's Inclusionary Housing Ordinance did not apply to rental projects due to the 2009 Palmer appeals court decision. As noted in the Inclusionary Housing in Lieu Fee staff report, presented to the City Council on October 28, 2024, subsequent state law and court cases re-established inclusionary housing as a planning tool in 2017. The applicant was notified as soon as this error was discovered, and the applicant was asked to submit a request for incentives for City Council's consideration. The applicant subsequently submitted the attached request for incentives (Attachment 1).

ANALYSIS:

The inclusionary housing ordinance implements the Housing Element of the General Plan, by offering incentives for the development of housing that is affordable to low- and moderate-income households. Per the Coastal Land Use and Development Code (CLUDC), section 17.32.040 developments of greater than 7 units "must construct 15 percent of all new dwelling units in a residential development as affordable units."

Additionally, in recognition that the inclusionary housing requirement reduces the profitability and therefore the feasibility of a project the ordinance includes a mechanism by which the City Council can "pre-approve" planning incentives prior to submittal of the final permit application and consideration of the project by the Planning Commission and City Council, see CLUDC section 17.32.070 below:

17.32.070 - Inclusionary Housing Incentives

A. Process for describing incentives. A residential development that complies with the inclusionary housing requirements in Subsection 17.32.040.A. (Number of units required), through the actual construction of inclusionary units, shall be entitled to the following procedures and incentives.

1. Voluntary conceptual preliminary approval of incentives.

AGENDA ITEM NO. _____

- a. Before the submittal of any formal application for a General Plan amendment, rezoning, Coastal Development Permit, Use Permit, Tentative Map, or other permit or entitlement describing and specifying the location, number, size, and type of the housing development, the developer may submit **a letter of request for incentives identifying any requests for density bonus, incentives, modifications, or waivers of development or zoning standards necessary to make construction feasible for the proposed development, including the inclusionary units.** The Council shall review the preliminary development proposal and the letter of request for incentives within 90 days of submittal at a public hearing and indicate conceptual preliminary approval or disapproval of the proposed development and request for incentives, modifications, or waivers of development or zoning standards.
- b. Preliminary approval or disapproval shall not bind the Council, but rather shall be subject to the discretion of the Council to modify its preliminary recommendations based upon a full review of all pertinent project information, including any CEQA analysis, presented at the public hearing on the subject application.
- c. The provisions of this Section do not replace, supersede or modify the independent requirement for a CDP approved pursuant to the otherwise applicable policies and standards of the certified LCP.

The ordinance does not provide any details about the number or type of planning incentives which the City Council can pre-approve. This is entirely up to the City Council's discretion. The applicant has requested the following two incentives (Attachment 1):

"We would like to request the following two incentives from the City Council for implementing 10 affordable units into the project.

- 1. First request is to allow an increase on maximum building height from 28ft to 38ft. This would allow the owner to increase the density of the project from 53 units to 68 units (2 ADUS, 10 affordable, and 56 market rate) by designing the buildings as 3 stories instead of 2. Also, by designing the buildings as 3 stories there would be additional site area to add more parking spaces, outdoor open space, and the reduction of the building footprints helps to increase the pervious surface area to reduce stormwater.*
- 2. Second we would like to request the City to be responsible for the upsizing and cleaning of the storm drain system along Ocean View Drive. According to the 2004 Storm Drainage Master Plan, four existing culverts need to be upsized to accommodate sizes between 24" and 30". We are requesting that the City implement these culvert improvements, including the upsizing and cleaning of the drainage ditch areas."*

Both requests are discussed in more detail below.

1) Analysis of Height Limit Increase. The currently proposed 53-unit project (without inclusionary housing and no incentives) provides 19.4 units per acre, although 24 units per acre is permissible in the zoning district. The applicant would like to build more units, however, due to the zoning ordinance's height limits, parking requirements, open space requirements, and storm water management requirements, only 19 units per acre will fit, unless the applicant is allowed to build three-story structures. The requested increase in the height would allow the applicant to construct fewer buildings, which would increase stormwater infiltration and open space on the site. Additionally, the images below provide a mockup of how a two-story and a three-story project might look from highway 1. The site parcel is between 5 and 10 feet lower in elevation than the highway, which has the effect of

reducing the perceived height of the proposed buildings. Image 1 illustrates how the project might look from the highway as a two-story project. Image 2 illustrates a possible configuration of the project as a three-story project.

Image 1: Schematic Elevations of 53 unit 28-foot-high Market Rate Housing



Image 2: Schematic Elevations of 65 unit 38-foot-high Market Rate Housing



The applicant has requested 68 units (2 ADUs, 10 affordable, and 56 market rate units). The parcel is 2.6 acres which at 24 units per acre would allow 62 units. Accessory Dwelling Unit law requires cities to approve an extra two ADUs for any new multifamily project and stipulates that those additional two units not be counted as part of the density limits for the zoning district. The applicant can construct 64 units total without a density bonus. The applicant is eligible for a 5 percent density bonus per state law (Government Code 65915f4) for providing at least 10 percent of units affordable to moderate income households, which results in an extra 3 units for a total unit count of 67 units.

2) Analysis of Ocean Drive Stormwater Maintenance Project Request. The City's 2004 Stormdrain Master Plan includes a project to replace culverts on Ocean Drive (Attachment 3), as follows:

5.5.8.1 Culvert Replacement: Ocean View Drive Project

A project is proposed to replace existing culverts and regrade drainage ditches on Ocean View Drive. Three undersized culverts were identified for replacement. It is recommended that the 12" HDPE culvert crossing Monterey Avenue be replaced with a 24" HDPE culvert (see Node H-1.6 on Figure 5-17). It is also recommended that the 18" CMP culvert at Pacific Drive and the 12" CMP culvert at Neptune Avenue be replaced with 30" HDPE culverts (see Nodes H-1.4 and H-1.2 on Figure 5-17). However, it should be noted that these two culverts are outside

of the Fort Bragg City limits, and therefore fall within the jurisdiction of the County of Mendocino. It is also recommended that the drainage ditches on both sides of Ocean View Drive be cleaned and regraded to 2' x 2' x 3'. This project is designated as a medium priority because the existing culverts are undersized for the current levels of development and drainage ditches are in need of maintenance. Because of the growth potential in the Todd Point area this project is considered development driven. Our opinion of the probable cost for the project is \$118,300.

As a second concession, the applicant has requested that the City address the undersized culverts and engage in maintenance activities. In 2024 dollars the project would cost an estimated \$201,404. Alternatively, the City could require the applicant to pay its proportional share of this cost. As the proposed housing project must be designed to infiltrate the stormwater from the 85th percentile storm on site (per the zoning ordinance), the project would only discharge stormwater into this system in severe storm events. As there is a pre-existing deficiency, the City cannot require the applicant to cover the entire cost of repairs and maintenance. Instead, the City would have to determine the applicant's proportional share of the cost, given all the stormwater that flows into the system from all property owners. Additionally, this stormwater system is located both within the County and the City's jurisdiction, making coordination between the two jurisdictions an important part of the project, and the applicant would like the City to manage the permitting and environmental review for this project.

Stormwater Design & Engineering. The Public Works Department has requested that the applicant be responsible for designing and engineering the Ocean View Drive Stormwater project, as staff has many other projects right now and is concerned about completing the design and engineering quickly enough to meet the construction timeline for the apartment project, if it is approved. The applicant has agreed to pay for and complete the design & engineering of the project to ensure that it is completed in a timely manner.

Construction. Public Works staff would also like the applicant to construct the stormwater project to improve timeliness and reduce costs. The applicant has expressed a willingness to construct the off-site stormwater improvements if the cost of doing so is offset with a corresponding reduction in the project's overall capacity fees (drainage, sewer and water) as part of the requested inclusionary housing incentive. The cost of completing the stormwater improvements would be around \$150,000 if the applicant completes the work. So the applicant would be seeking about \$60,000 in drainage fee concessions and about \$90,000 in sewer/water fee concessions, in exchange for completing the storm drain project and as part of their inclusionary housing incentive.

Alternatively, City Council can direct the City to construct the stormwater project. However, funds will need to be committed to the project, as there is no enterprise fund for drainage projects. Perhaps ARPA housing funds could be used to fund this project.

In-Lieu Fee Alternative. The applicant has expressed a willingness to pay the inclusionary housing in-lieu fee if the City Council prefers not to approve the requested concessions.

RECOMMENDED ACTION(S):

The City Council must approve at least one concession, per the code, for the project's inclusionary housing. MJC recommends the City Council approve both requested concessions as detailed in the attached resolution.

ALTERNATIVE ACTION(S):

Provide other direction.

FISCAL IMPACT:

Approval of the height increase would have a minor negative fiscal impact because it would increase the residential population in the City, and at the local level residents use more services than they pay for through local taxes. This would be offset to the degree that the additional housing results in business expansion and an increase in business taxes.

The fiscal impact of completing the culvert replacement project is likely to be a small fraction of the cost of construction, because if the applicant was required to pay a proportional share for the stormwater improvements as a condition of approval for the project that share would be a fraction of the total cost.

GREENHOUSE GAS EMISSIONS IMPACT:

The addition of market rate apartments in Fort Bragg will reduce overall emissions as the City is small and compact and locating residence within the City will result in fewer vehicle miles traveled than new development within the county.

CONSISTENCY:

The granting of a planning incentive for inclusionary housing is consistent with state law, Program H-2.4.1 of the City's Housing Element and Chapter 17.32 of the Coastal Land Use and Development Code.

IMPLEMENTATION/TIMEFRAMES:

The applicant will redesign their project depending on the approved incentives, and CDD will review their application and bring it to the Planning Commission and City Council for consideration within in a timely manner.

ATTACHMENTS:

1. Letter Request for Incentives
2. Resolution of the Fort Bragg City Council Providing Preliminary Preapproval of Inclusionary Housing Incentives for Proposed Fort Bragg Apartments Project at 1151 South Main Street
3. Public Hearing Notice

NOTIFICATION:

'Notify Me' Housing List
Applicant – Akashdeep "Kosh" Grewal

SITE CONTEXT



1- NORTH VIEW FROM OCEAN VIEW DRIVE



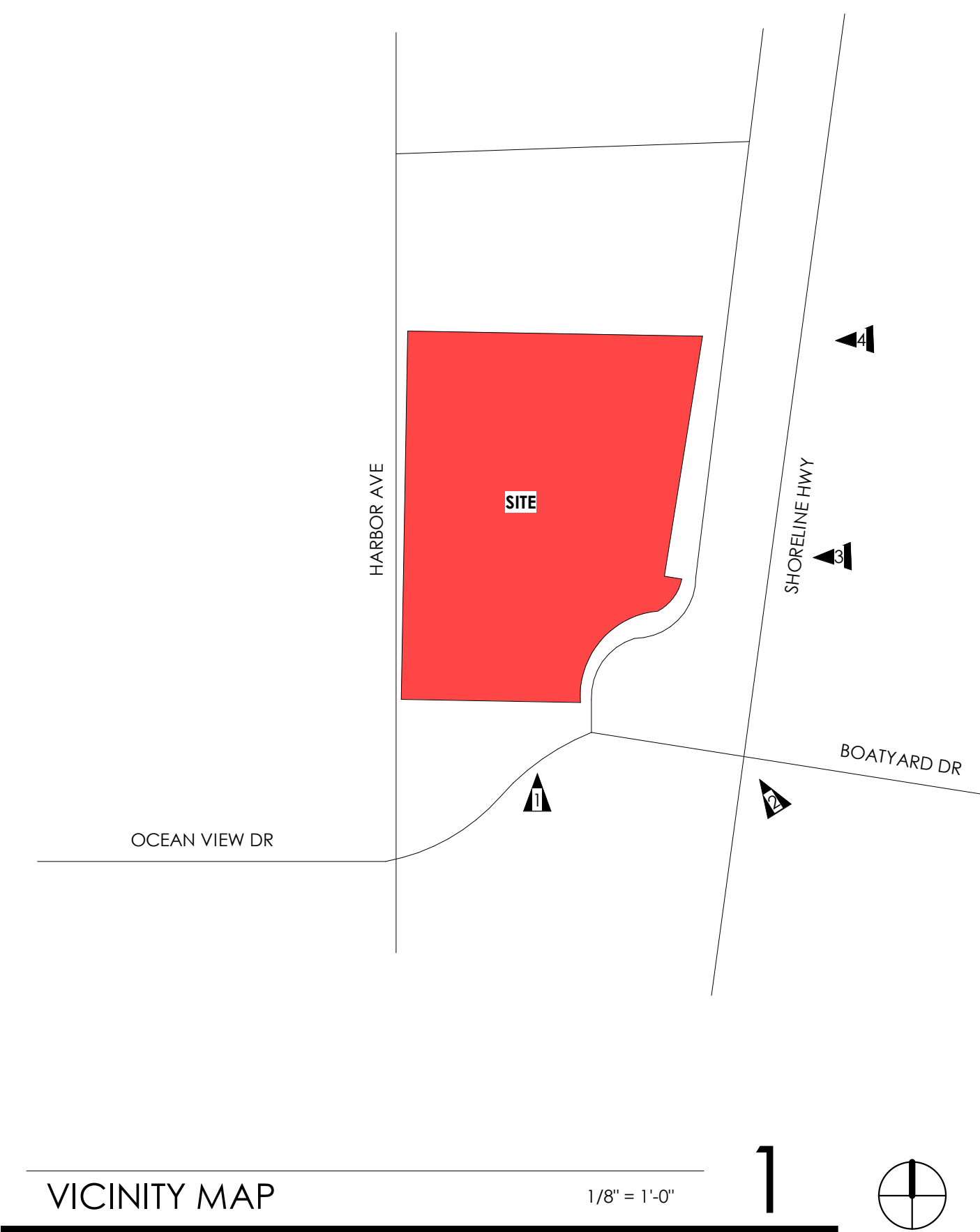
2- NORTH WEST VIEW FROM SHORELINE HIGHWAY



3- WEST VIEW FROM SHORELINE HIGHWAY



4- SOUTH WEST VIEW FROM SHORELINE HIGHWAY



PROJECT NAME:	FORT BRAGG APARTMENTS		
PROJECT LOCATION:	1151 SOUTH MAIN STREET, FORT BRAGG, CA, 95437		
ASSESSORS PARCEL #:	018-440-058-00		
LOT SIZE:	118,918 SF 2.73 ACRES		
ZONING:	CH - HIGHWAY & VISITOR COMMERCIAL		
GENERAL PLAN:	CH - HIGHWAY & VISITOR COMMERCIAL		
OCCUPANCY / USE:	R-2, MULTI-FAMILY RESIDENTIAL		
PARKING DIMENSIONS:	90 DEGREE STANDARD SPACE WIDTH: 9 FT SPACE DEPTH: 18 FT		*COMPACT CAR SPACES - PROHIBITED EXCEPT TO ALLOW THE PLANTING OF TREES (FORT BRAGG MUNICIPAL CODE, CHAPTER 17.36.090)
	TWO-WAY MANEUVERING WIDTH: 23 FT		
PARKING LOT SHADING:	1 SHADE TREE PER 5 PARKING STALLS		
SITE LIGHTING POLE HEIGHT:	16 FT MAX.		
SITE LIGHTING SHIELDING REQUIREMENTS:	SHIELDED TO AVOID SPILL-OVER ILLUMINATION		

	ZONING REQUIREMENT:	PROVIDED:	MEETING CODE
BUILDING HEIGHT:	28 FT (*38FT WAS APPROVED BY CITY COUNCIL)	38' - 0"	YES
FRONT SETBACK:	15 FT - UNNAMED ROAD	15 FT	YES
STREET SIDE:	NO REQUIREMENT	N/A	N/A
INTERIOR SIDE SETBACK:	NO REQUIREMENT (SOUTH)	11' - 0"	YES
REAR SETBACK:	15 FT (HARBOR AVE)	81'-6"	YES
LANDSCAPE SETBACK:	EQUAL TO THE REQUIRED BLDG SETBACKS	15 FT FRONT/REAR	YES
FAR:	0.4	0.70	NO
DENSITY:	24 U/A	32*	YES
OPEN SPACE:	100 SF/UNIT PUBLIC SPACE = 5,300 SF 150 SF PRIVATE SPACE PER UNIT W/ PATIO = 7,200 SF 100 SF PRIVATE SPACE PER UNIT W/ BALCONY = 600	18,850 SF	YES
RESIDENTIAL BIKE PARKING:	MINIMUM OF 10% OF REQUIRED VEHICLE PARKING	11	YES
RESIDENTIAL STORAGE:	A MINIMUM OF 100 CUBIC FEET OF LOCKABLE STORAGE AREA SHALL BE PROVIDED FOR EACH DWELLING OUTSIDE OF THE UNIT, WITH NO DIMENSION LESS THAN 30 INCHES.	8,700 CUBIC FT	YES

*AFFORDABLE HOUSING PROPOSED WHICH INCREASED THE PROJECT DENSITY

ZONING INFORMATION

BUILDING SUMMARY:

LEVEL	UNIT TYPES			TOTAL
	STUDIO	1 BED	2 BED	
LEVEL 1	2	12	15	29
LEVEL 2	2	12	15	29
LEVEL 3	2	12	15	29
TOTAL	6	36	45	87

UNIT SUMMARY:

UNIT TYPE	AREA	TOTAL UNITS	PERCENTAGE
STUDIO/1 BATH	500 SF	6	7%
1 BED/1 BATH	760 SF	36	41%
2 BED/2 BATH	1,000 SF	45	52%
TOTAL		87	

PARKING SUMMARY:

REQUIRED STALLS	TOTAL REQUIRED	PROVIDED STALLS	RATIO TO UNITS
STUDIO: 0.5 SPACES PER UNIT : 6 x 0.5 = 3	107	107	107/87 = 1.2
1 BD: 1 SPACES PER UNIT : 36 x 1 = 36			
2 BD: 1.5 SPACES PER UNIT : 45 x 1.5 = 68			

ACCESSIBLE: 3
COMPACT: 7
STANDARD: 97

EV PARKING REQUIREMENTS:

PROGRAM	TYPE	CODE REQUIREMENT	REQUIRED	PROVIDED
RESIDENTIAL	EV READY	CAL GREEN 4.106.4.2.2 - 40% OF TOTAL SPACES	43	43
	EV CHARGERS (EVCS)	CAL GREEN 4.106.4.2.2 - 10% OF TOTAL SPACES	11	11

NOTE:
- EV READY: TOTAL NUMBER OF PARKING SPACES SHALL BE EQUIPPED WITH LOW POWER LEVEL 2 EV CHARGING RECEPTACLES
- EV CHARGERS: TOTAL NUMBER OF PARKING SPACES SHALL BE EQUIPPED WITH LEVEL 2 EV CHARGERS. AT LEAST 50% OF THE
REQUIRED EV CHARGERS SHALL BE EQUIPPED WITH J1772 CONNECTORS

ACCESSIBLE EV PARKING REQUIREMENTS:

PROGRAM	CODE REQUIREMENT	REQUIRED	PROVIDED	
			VAN	STANDARD
RESIDENTIAL	CAL GREEN 4.106.4.2.2.1.2 - 1 IN EVERY 25 EVCS SPACES, BUT NOT LESS THAN 1	1	1	0

ACCESSIBLE PARKING REQUIREMENTS:

PROGRAM	CODE REQUIREMENT	REQUIRED	PROVIDED
RESIDENTIAL	CBC CODE 1109A - MIN 2 % OF TOTAL PARKING SPACES	2	2

RESIDENTIAL PROGRAM DATA

GROSS AREA SCHEDULE	
BUILDING	AREA
BLDG - 1	
LEVEL 1	3,946 SF
LEVEL 2	3,946 SF
LEVEL 3	3,946 SF
	11,838 SF
BLDG - 2	
LEVEL 1	3,234 SF
LEVEL 2	3,234 SF
LEVEL 3	3,234 SF
	9,703 SF
BLDG - 3	
LEVEL 1	3,841 SF
LEVEL 2	3,872 SF
LEVEL 3	3,841 SF
	11,555 SF
BLDG - 4	
LEVEL 1	4,996 SF
LEVEL 2	4,973 SF
LEVEL 3	4,996 SF
	14,965 SF

GROSS AREA SCHEDULE	
BUILDING	AREA
BLDG - 5	
LEVEL 1	4,792 SF
LEVEL 2	4,792 SF
LEVEL 3	4,792 SF
	14,376 SF
BLDG - 6	
LEVEL 1	3,391 SF
LEVEL 2	3,391 SF
LEVEL 3	3,391 SF
	10,172 SF
BLDG - 7	
LEVEL 1	3,926 SF
LEVEL 2	3,926 SF
LEVEL 3	3,926 SF
	11,778 SF
GRAND TOTAL	84,387 SF





PERSPECTIVE FROM HARBOR AVENUE

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FORT BRAGG APARTMENTS
1151 SOUTH MAIN STREET, FORT BRAGG, CA

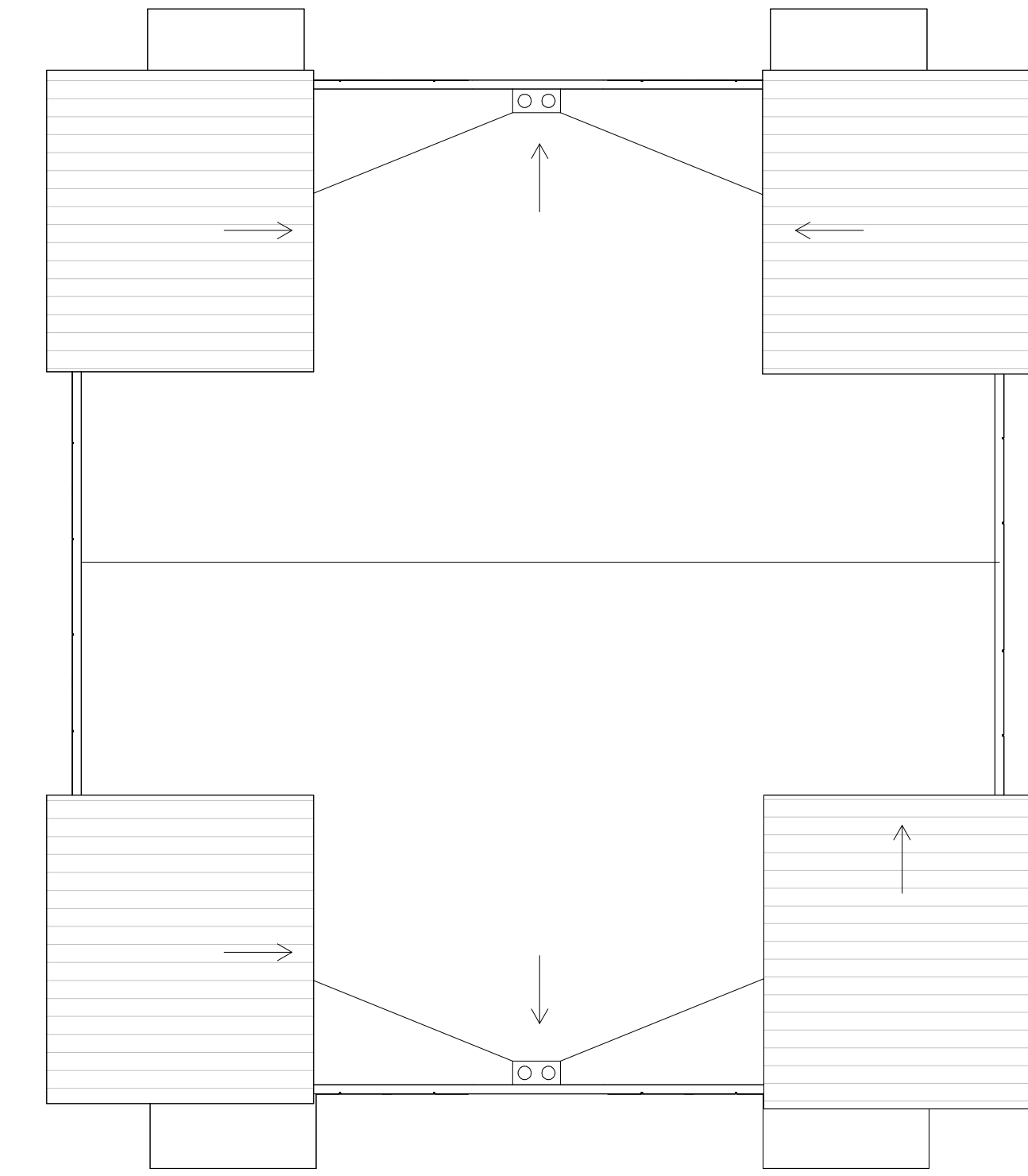
01/23/2025

24031

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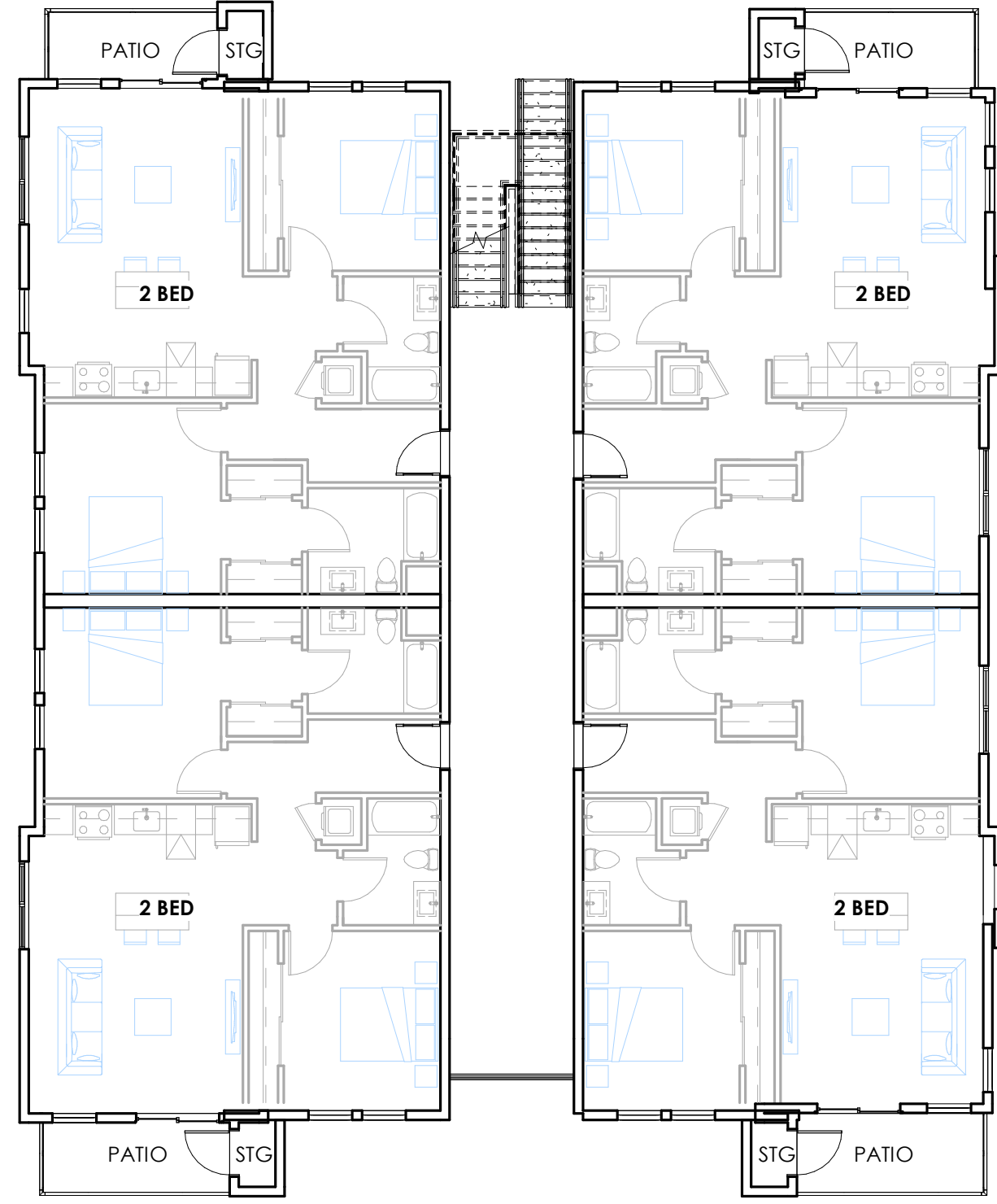




BLDG 5 - B.O. TRUSS

3/32" = 1'-0"

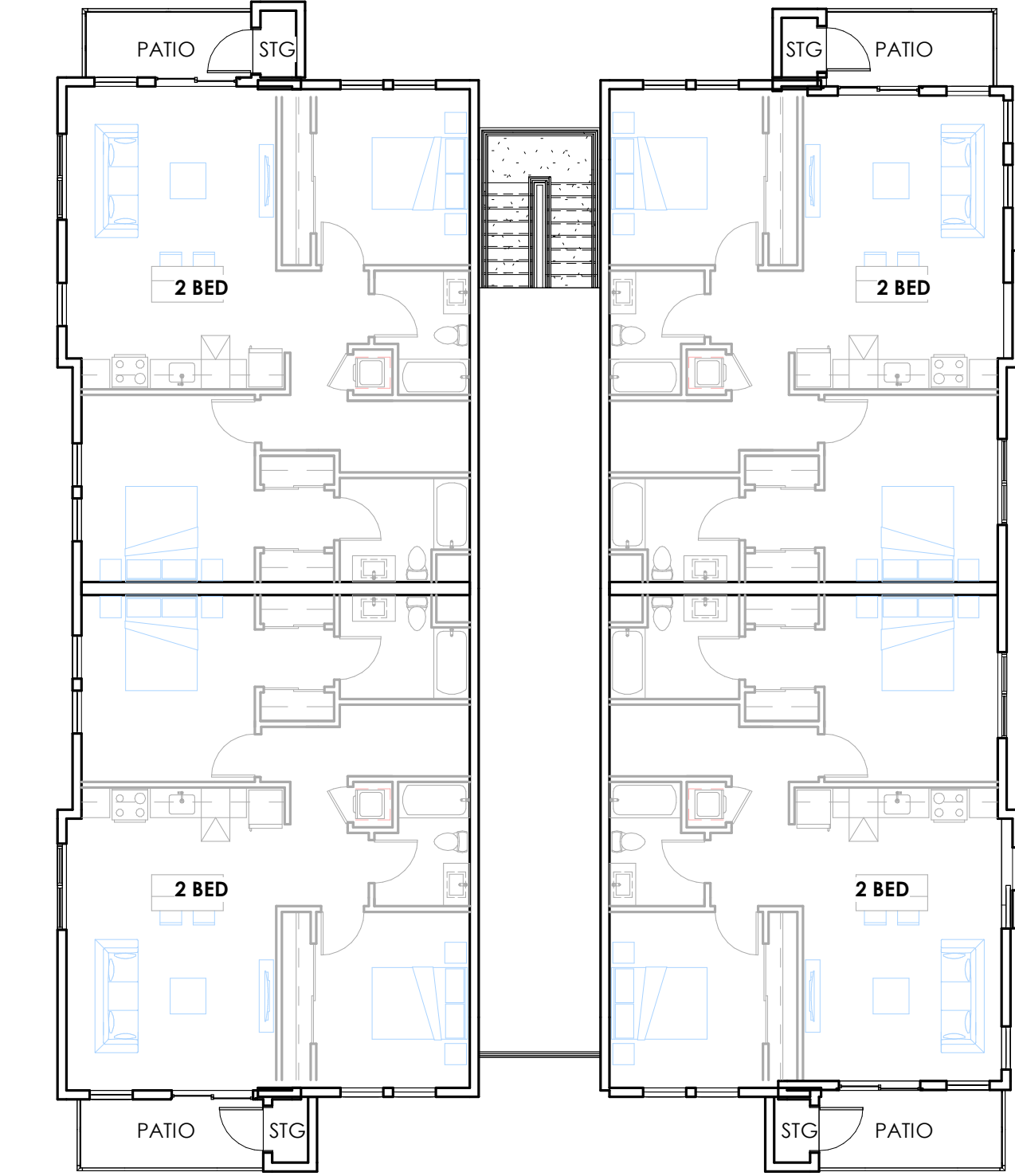
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BLDG 5 - LEVEL 2

3/32" = 1'-0"

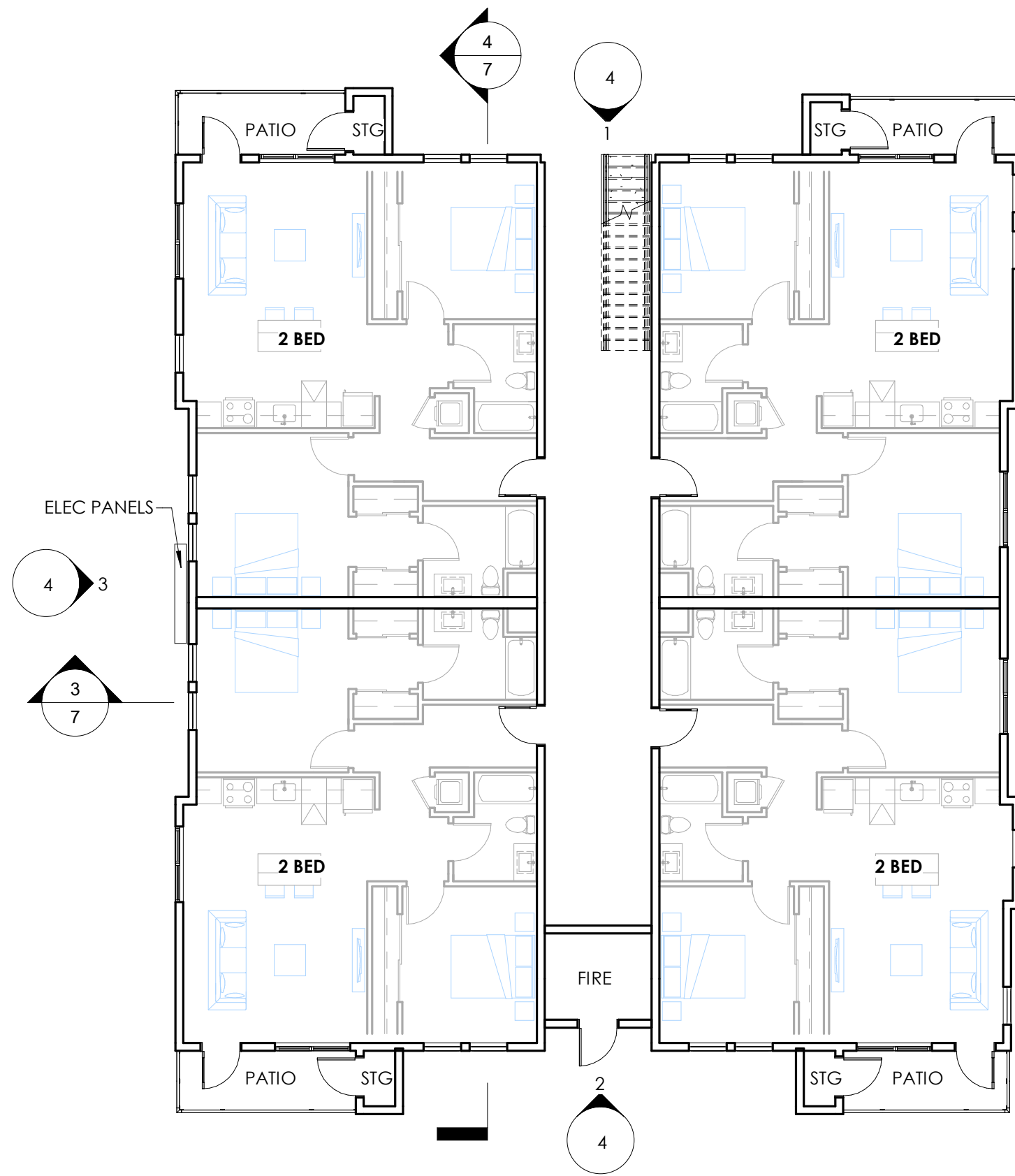
6



BLDG 5 - LEVEL 3

3/32" = 1'-0"

7



BLDG 5 - LEVEL 1

3/32" = 1'-0"

5



BLDG 5 - EAST ELEVATION

3/32" = 1'-0"

4



BLDG 5 - WEST ELEVATION

3/32" = 1'-0"

3



BLDG 5 - SOUTH ELEVATION

3/32" = 1'-0"

2



BLDG 5 - NORTH ELEVATION

3/32" = 1'-0"

1

BLDG - 5

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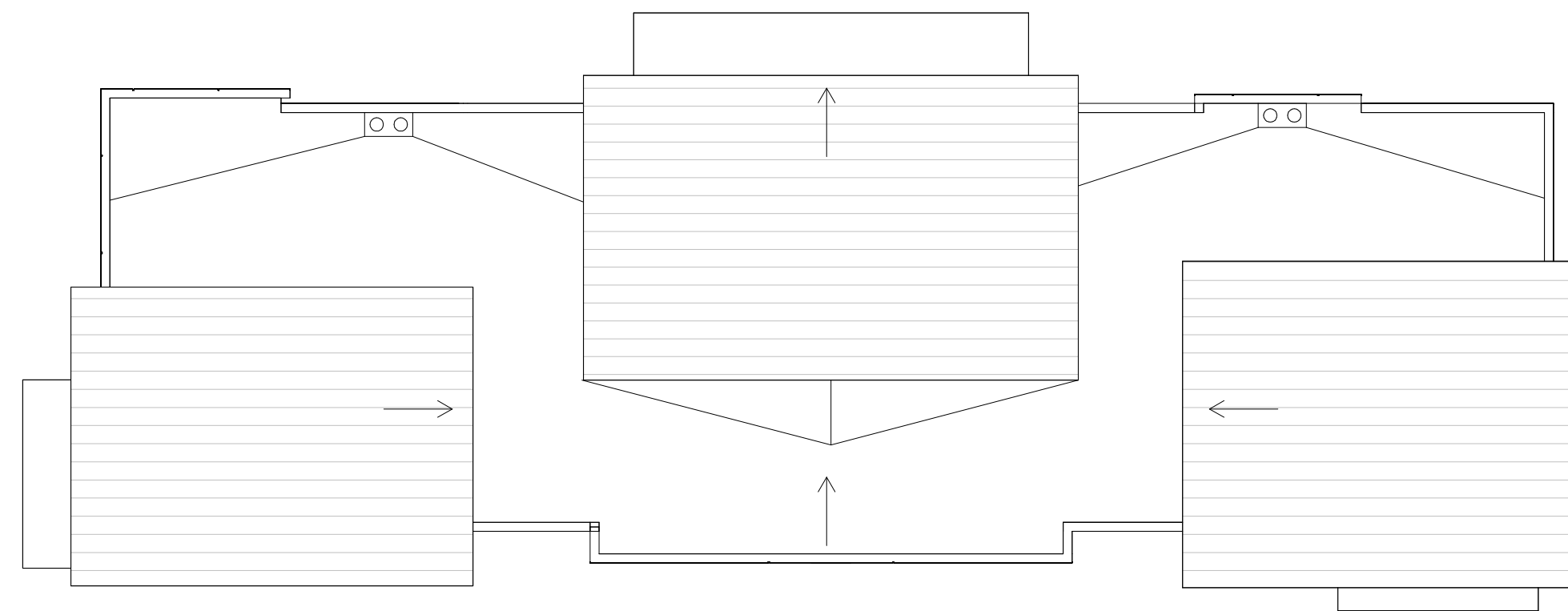
FORT BRAGG APARTMENTS

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01/23/2025

24031

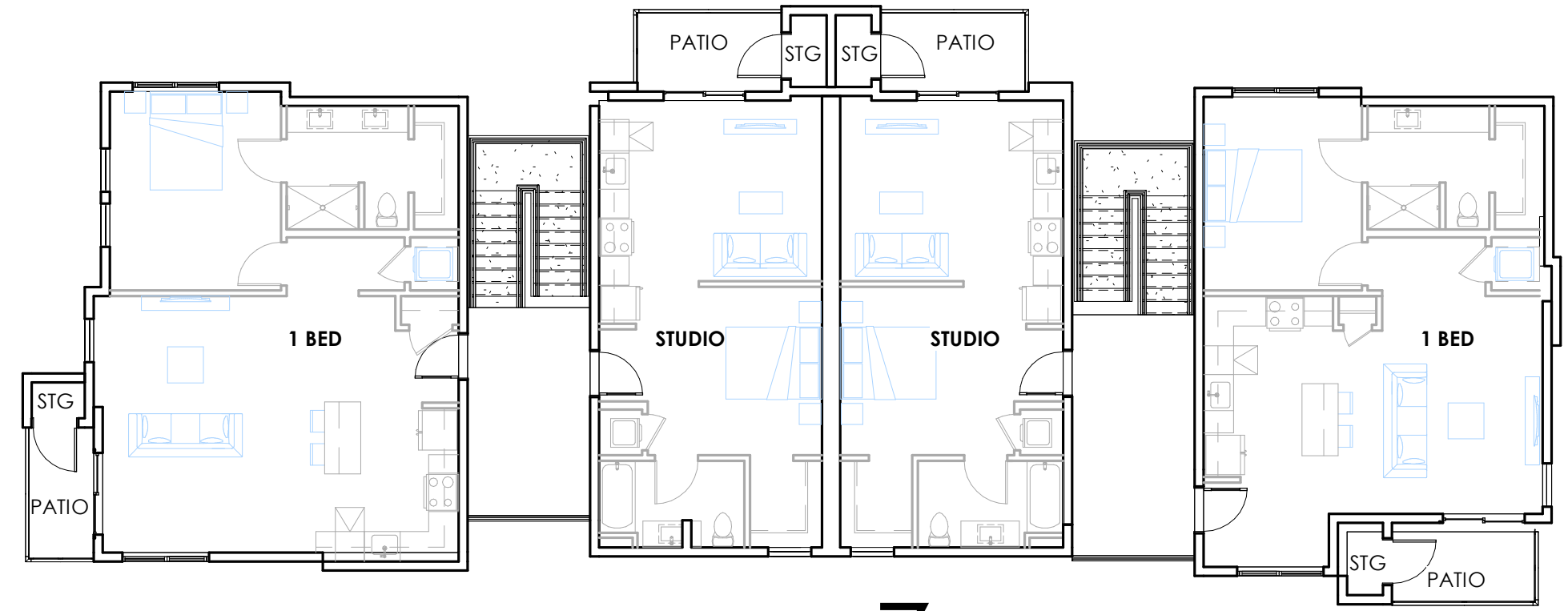
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BLDG 6 - ROOF PLAN

3/32" = 1'-0"

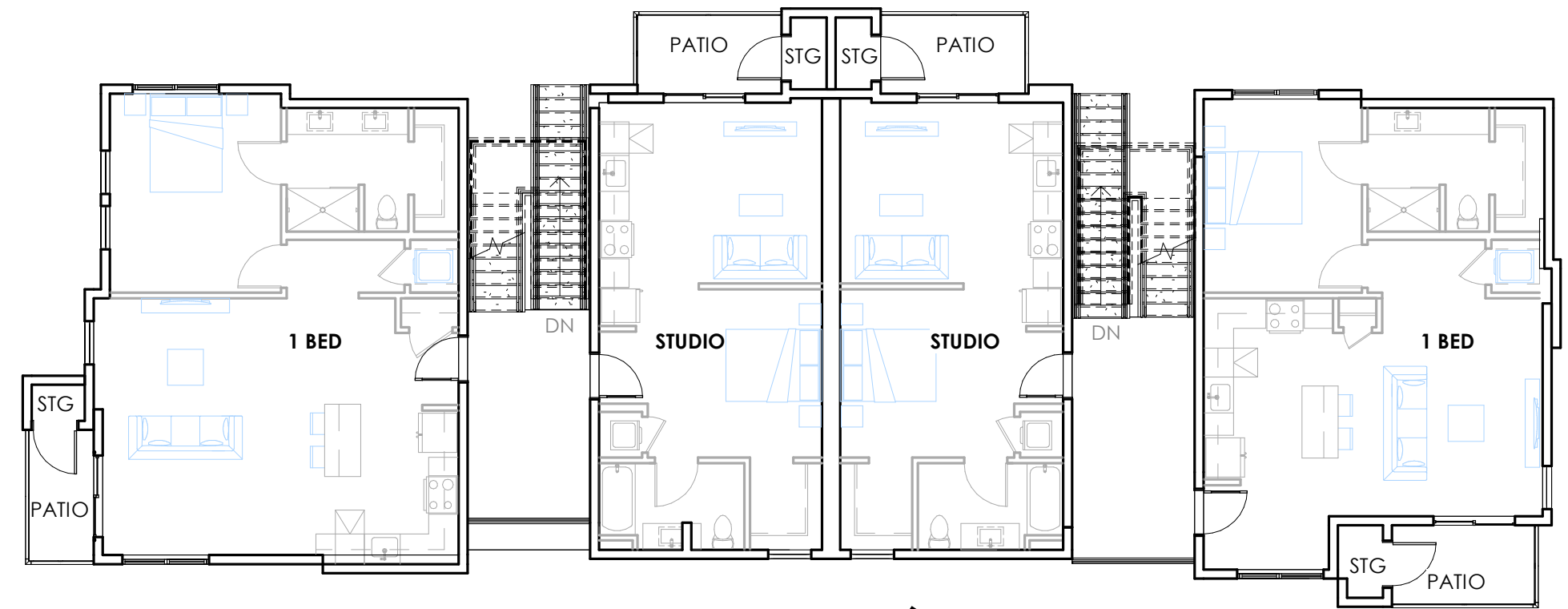
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BLDG 6 - LEVEL 3

3/32" = 1'-0"

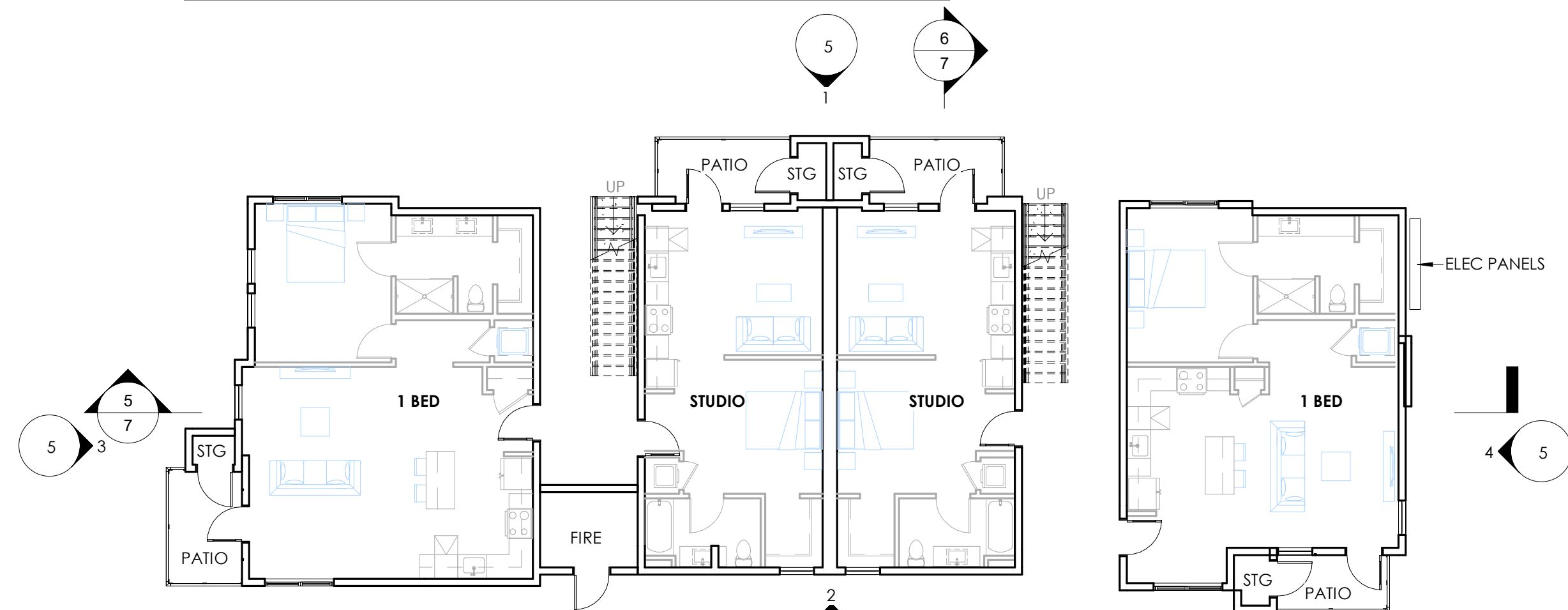
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BLDG 6 - LEVEL 2

3/32" = 1'-0"

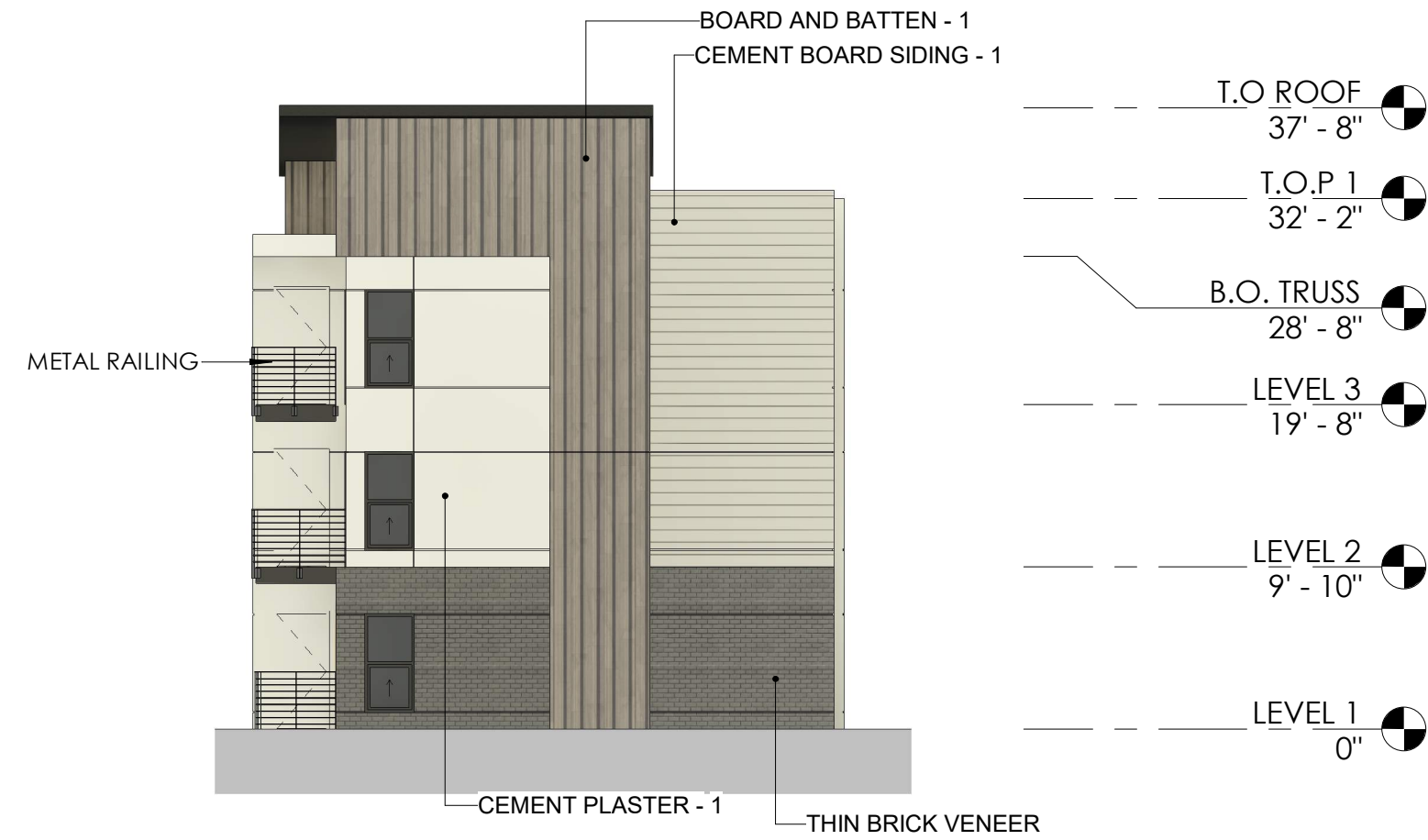
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BLDG 6 - LEVEL 1

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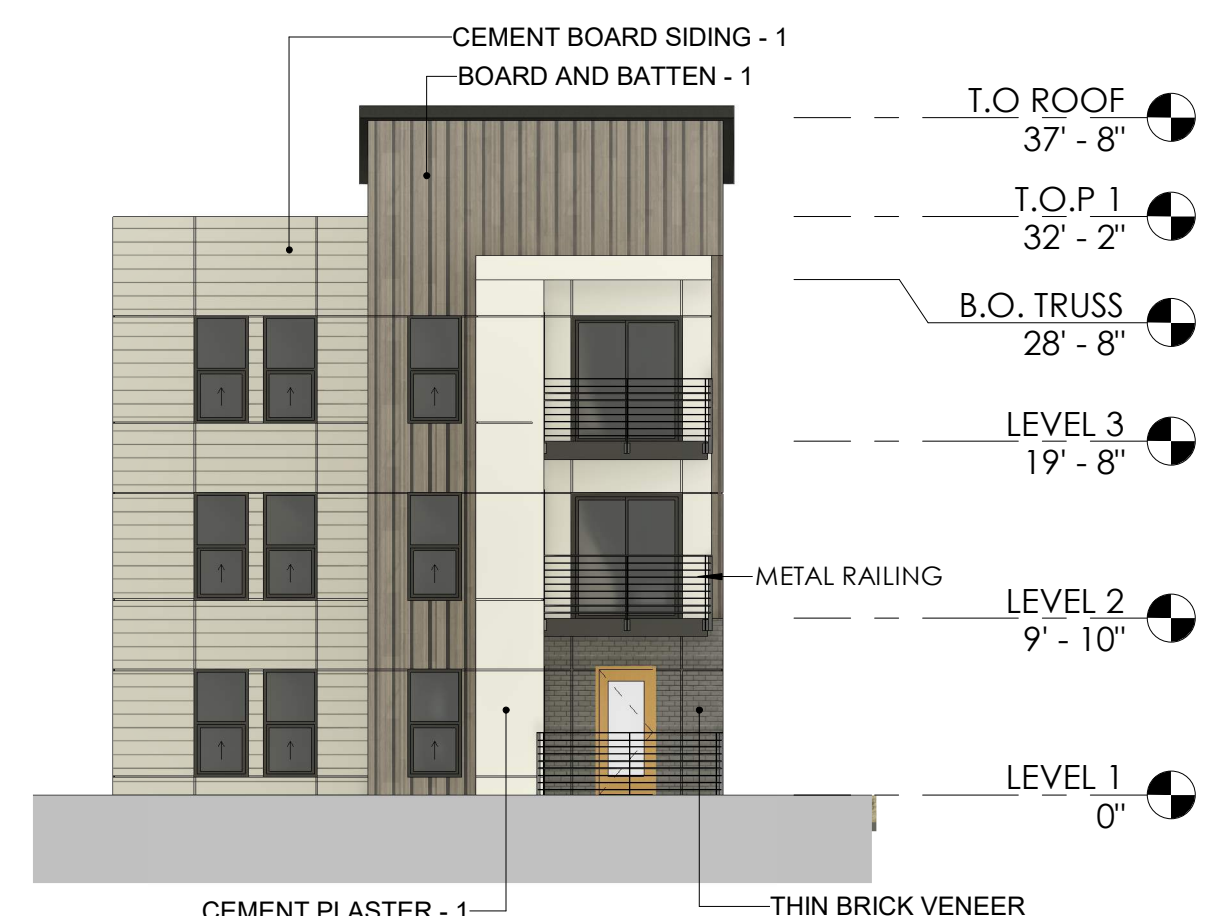
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BLDG 6 - EAST ELEVATION

3/32" = 1'-0"

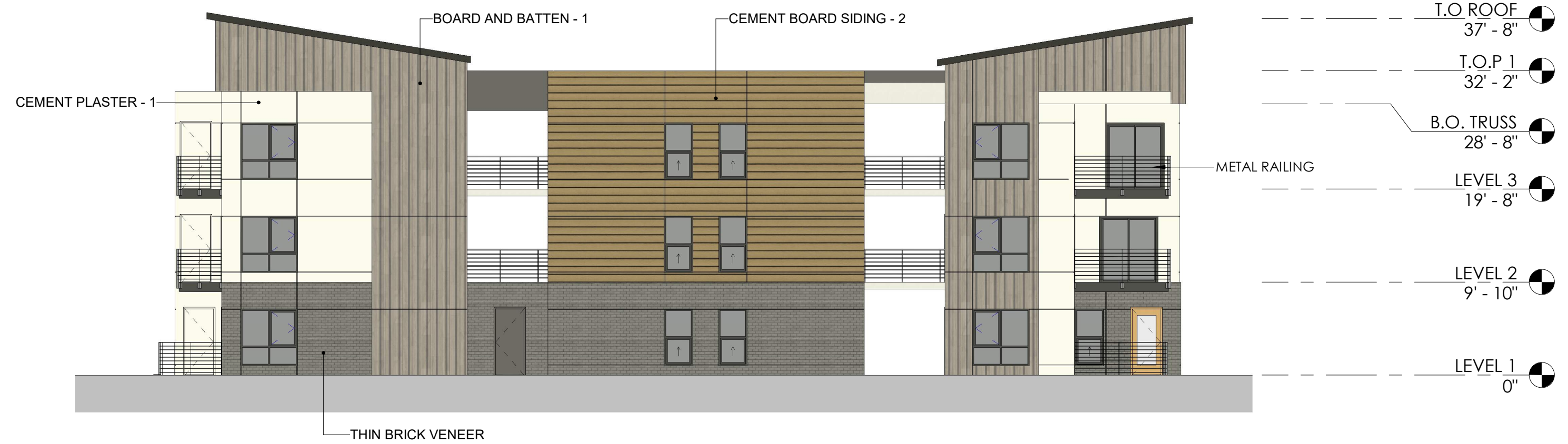
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BLDG 6 - WEST ELEVATION

3/32" = 1'-0"

3



BLDG 6 - SOUTH ELEVATION

3/32" = 1'-0"

2



BLDG 6 - NORTH ELEVATION

3/32" = 1'-0"

1

BLDG - 6

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5



EAST ELEVATION (SHORELINE HIGHWAY)

3/32" = 1'-0"

2



WEST ELEVATION (HARBOR AVENUE)

3/32" = 1'-0"

1

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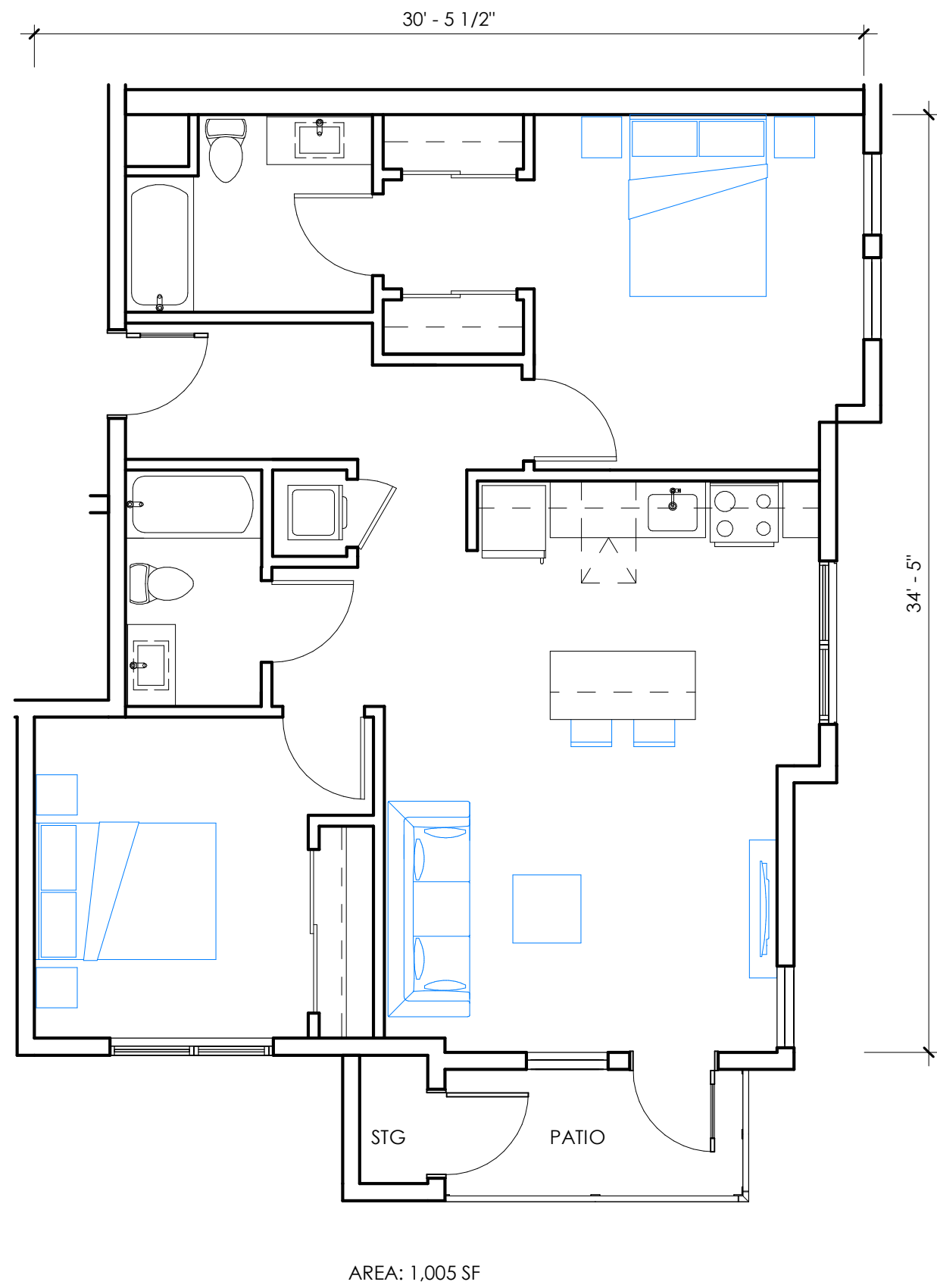
FORT BRAGG APARTMENTS

1151 SOUTH MAIN STREET, FORT BRAGG, CA

01/23/2025

24031

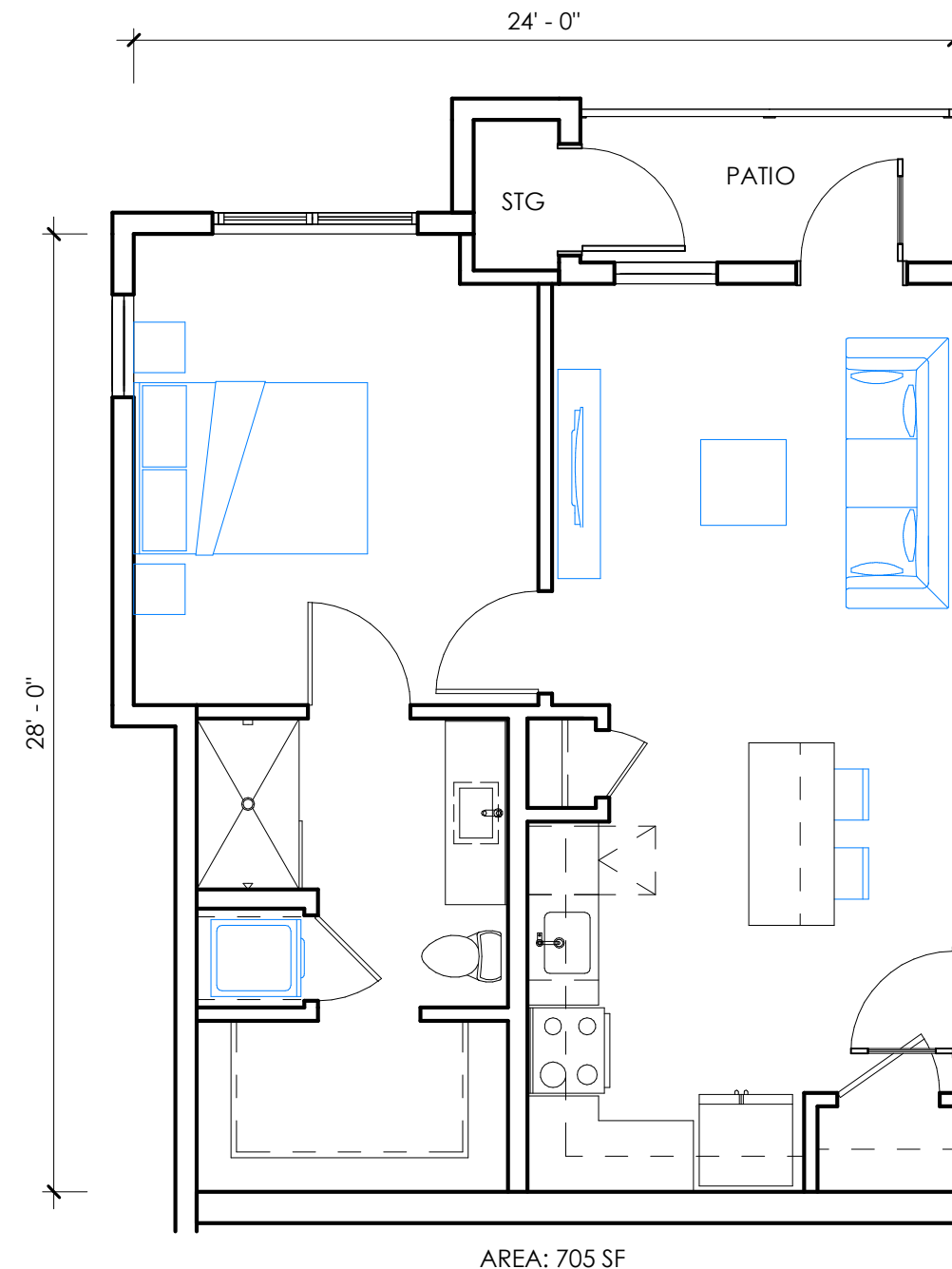
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2 BED - B

3/16" = 1'-0"

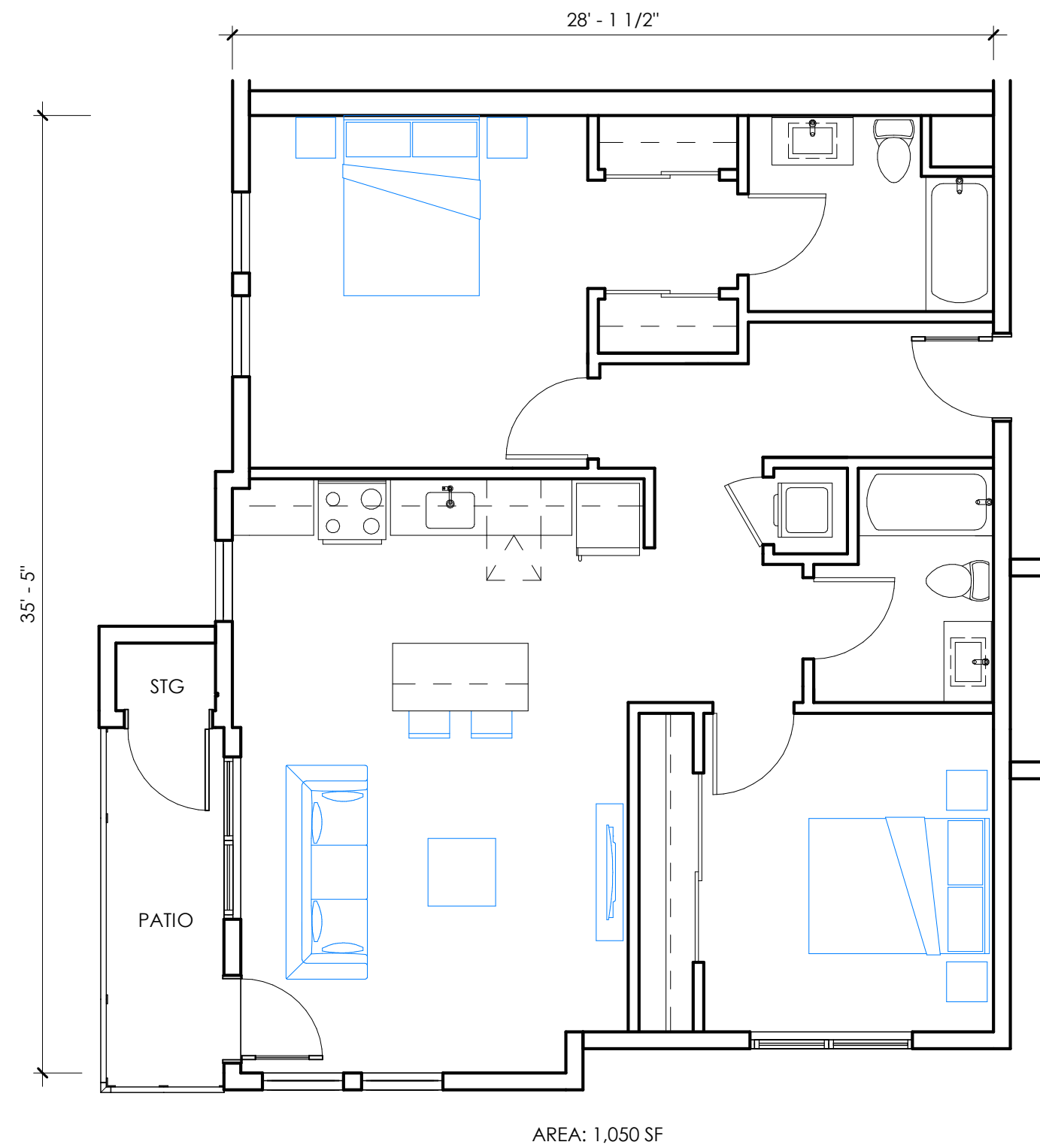
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1 BED - B

3/16" = 1'-0"

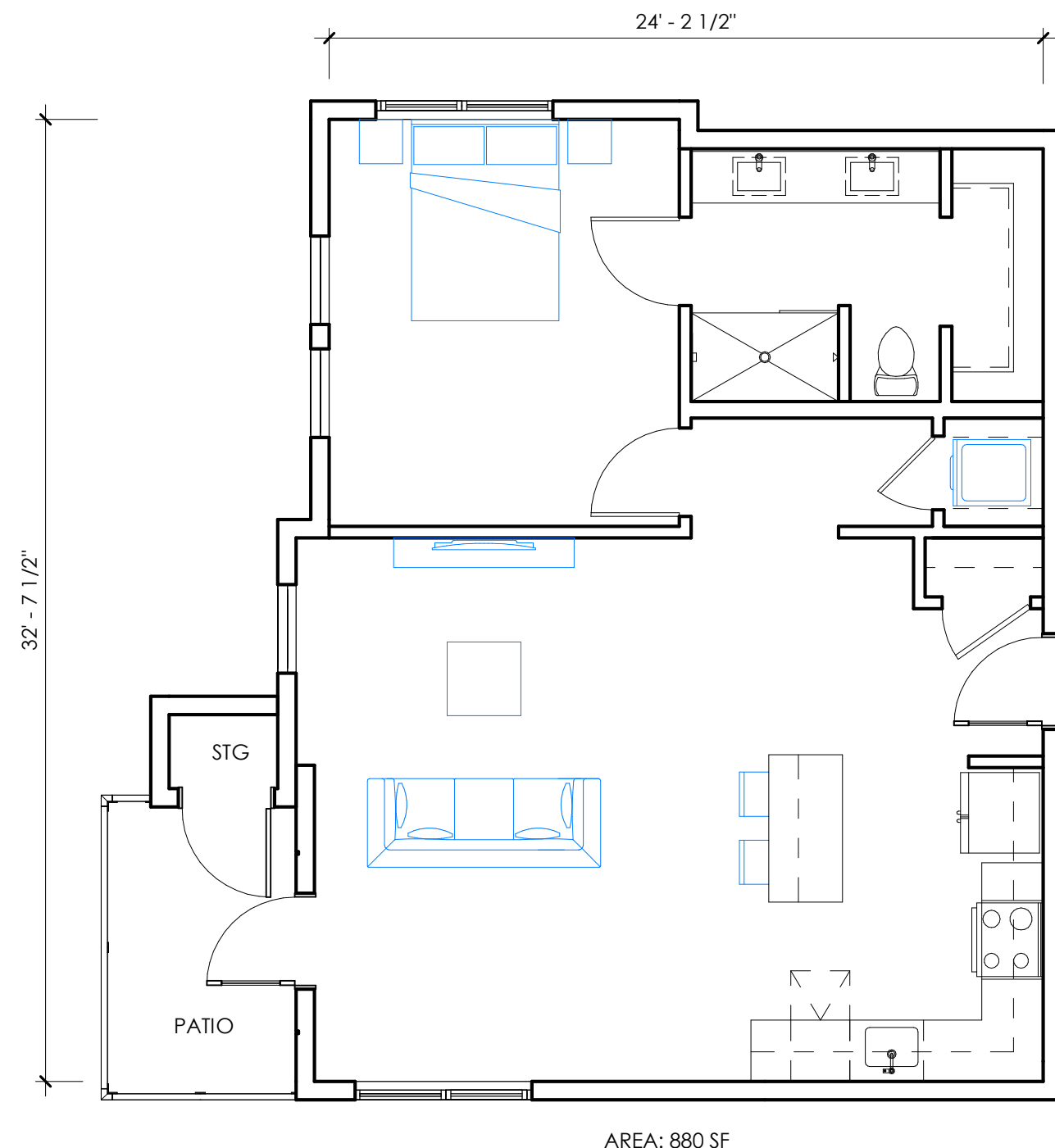
3



2 BED - A

3/16" = 1'-0"

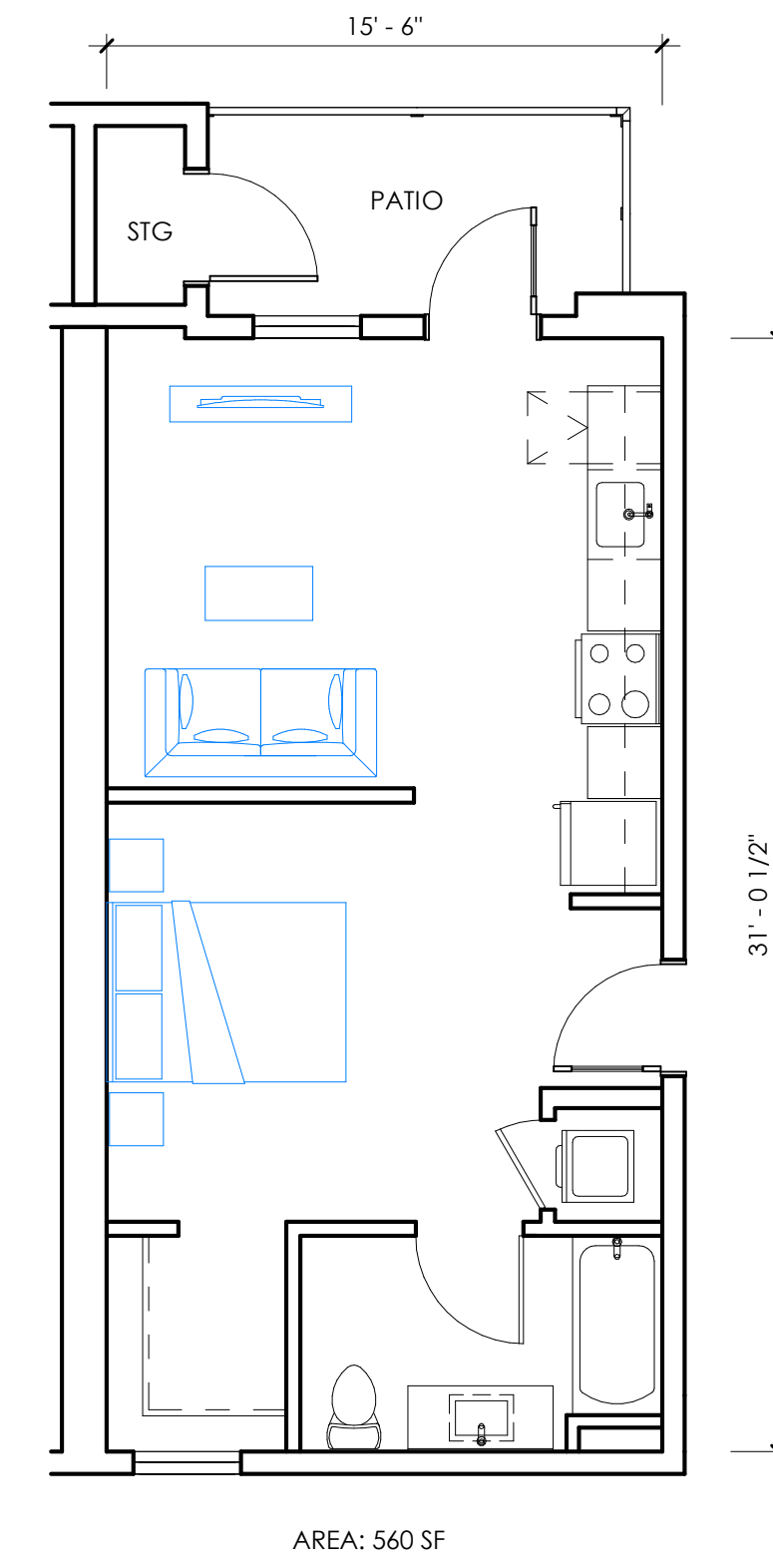
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1 BED - A

3/16" = 1'-0"

2



STUDIO - A

3/16" = 1'-0"

1

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8

MATERIAL BOARD



CEMENT PLASTER - 1



CEMENT PLASTER - 2



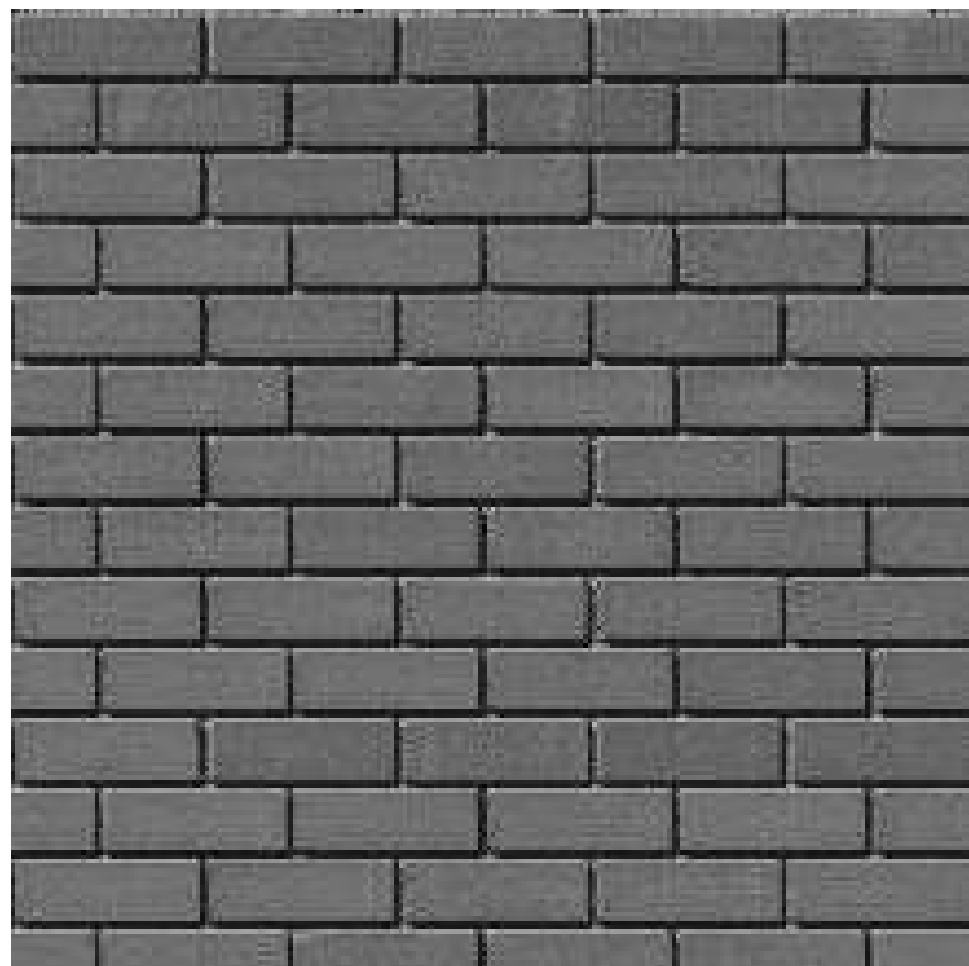
CEMENT BOARD SIDING - 1



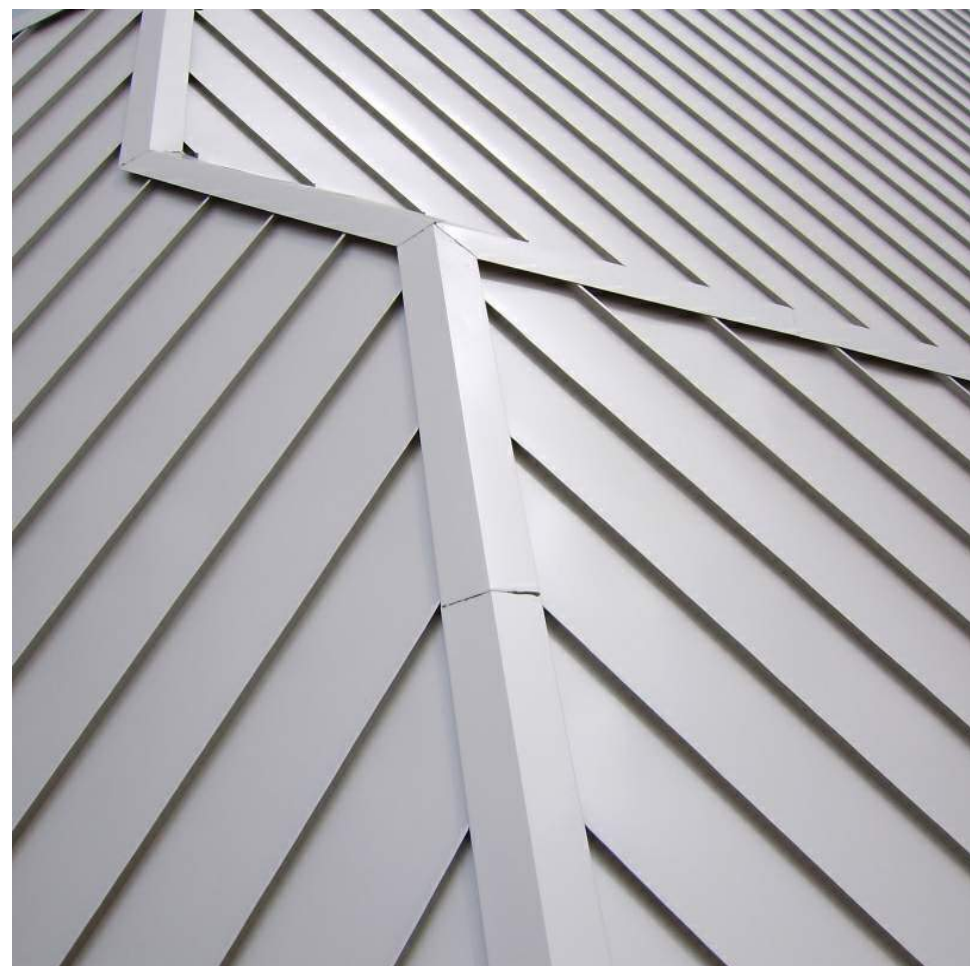
CEMENT BOARD SIDING - 2



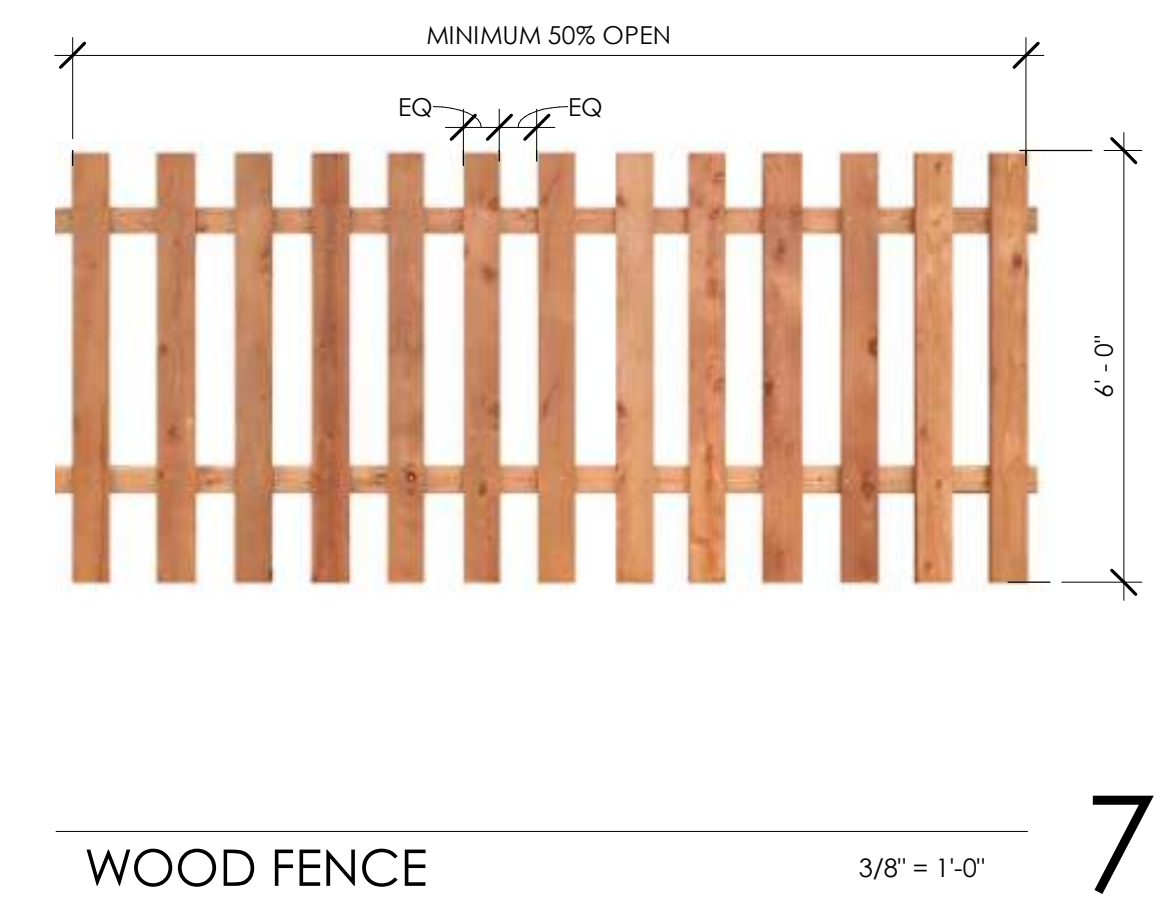
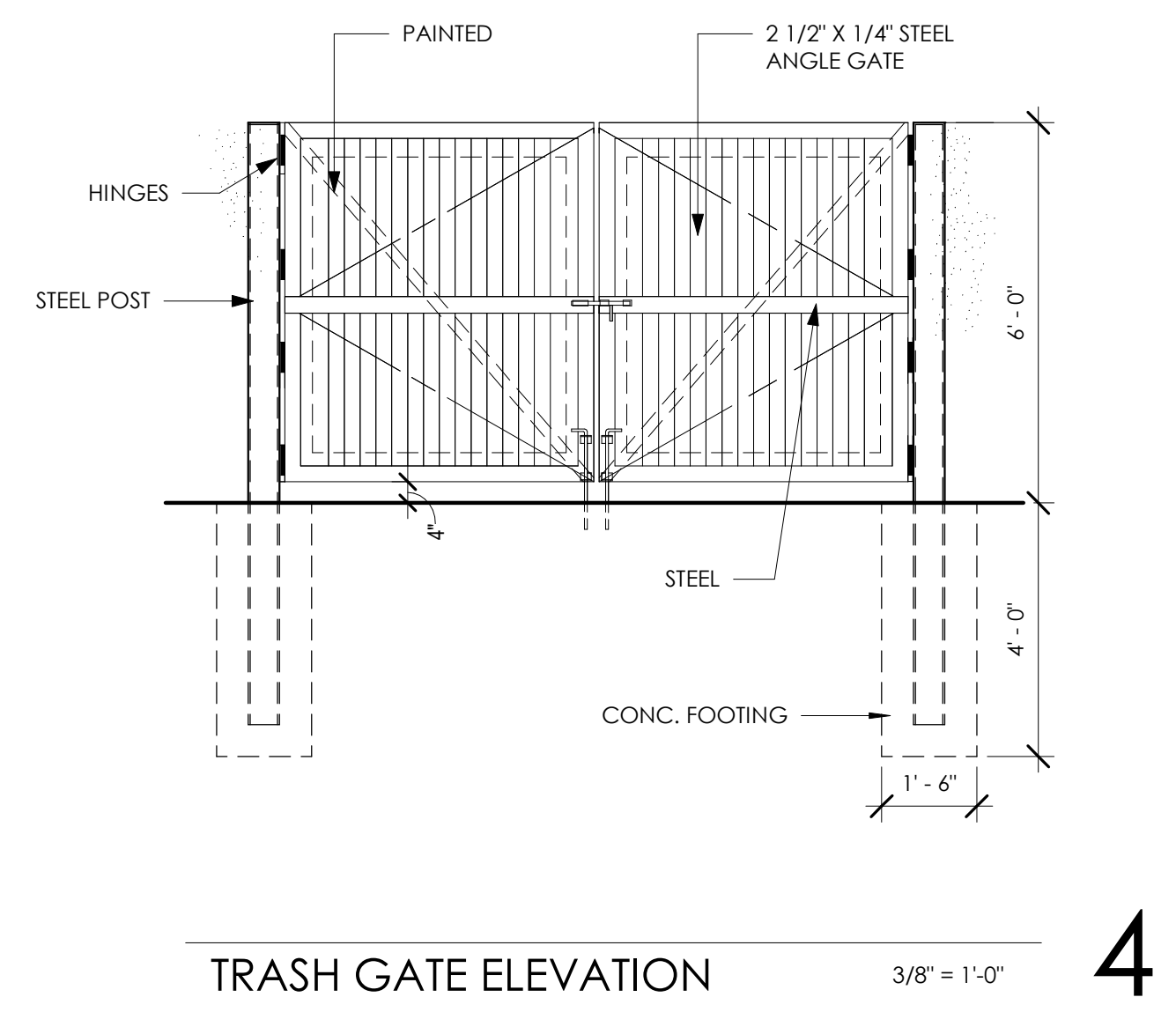
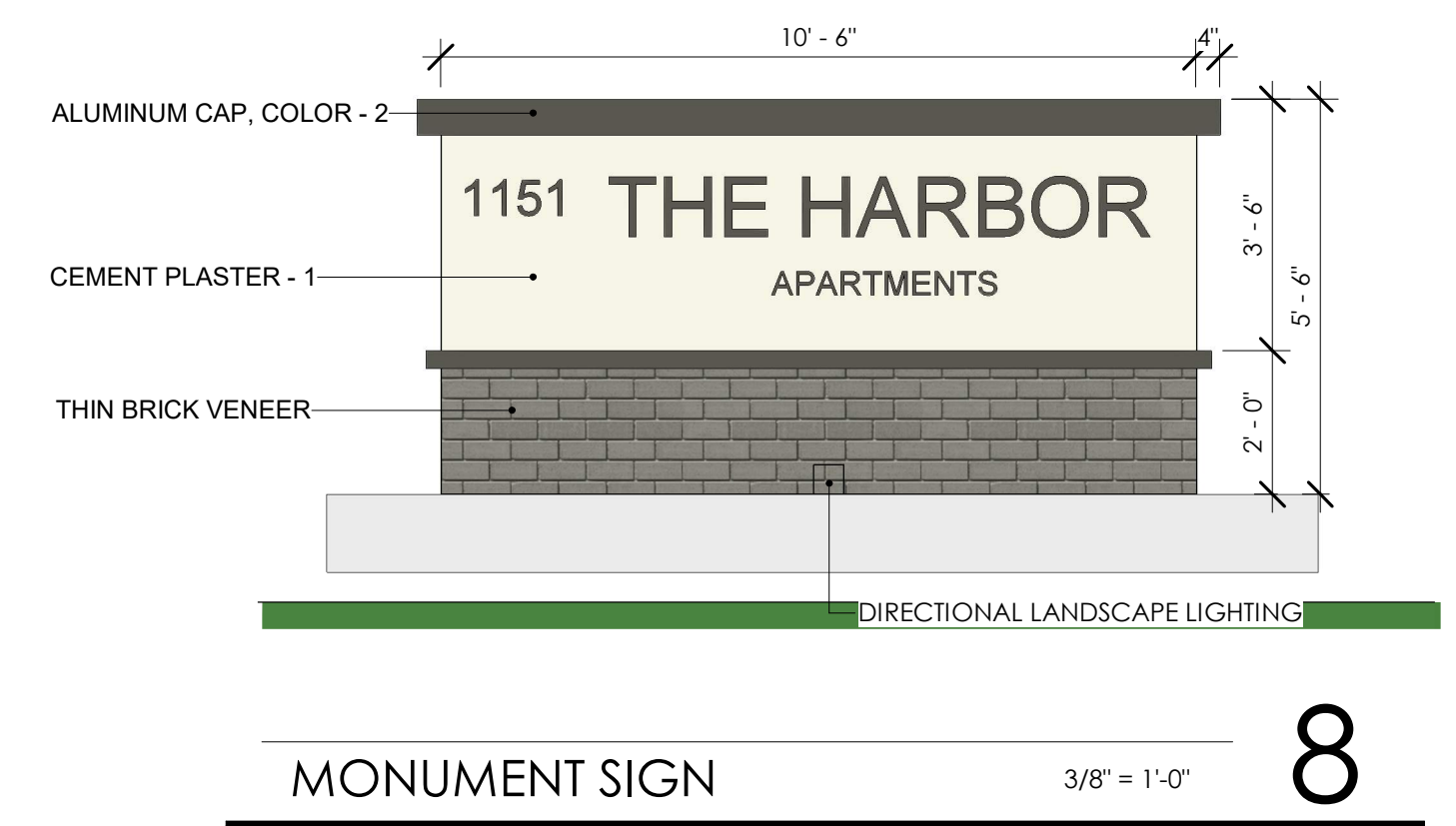
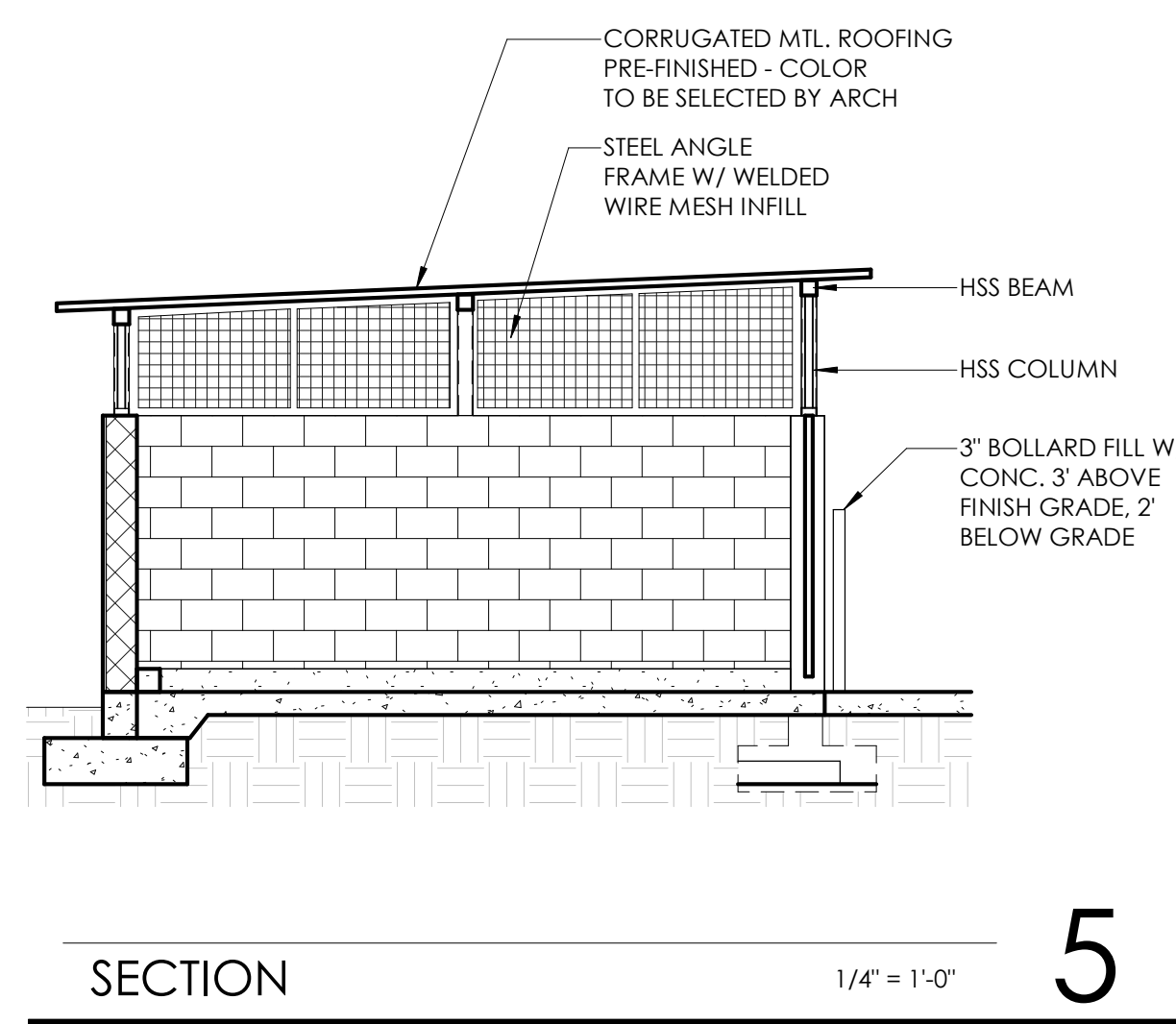
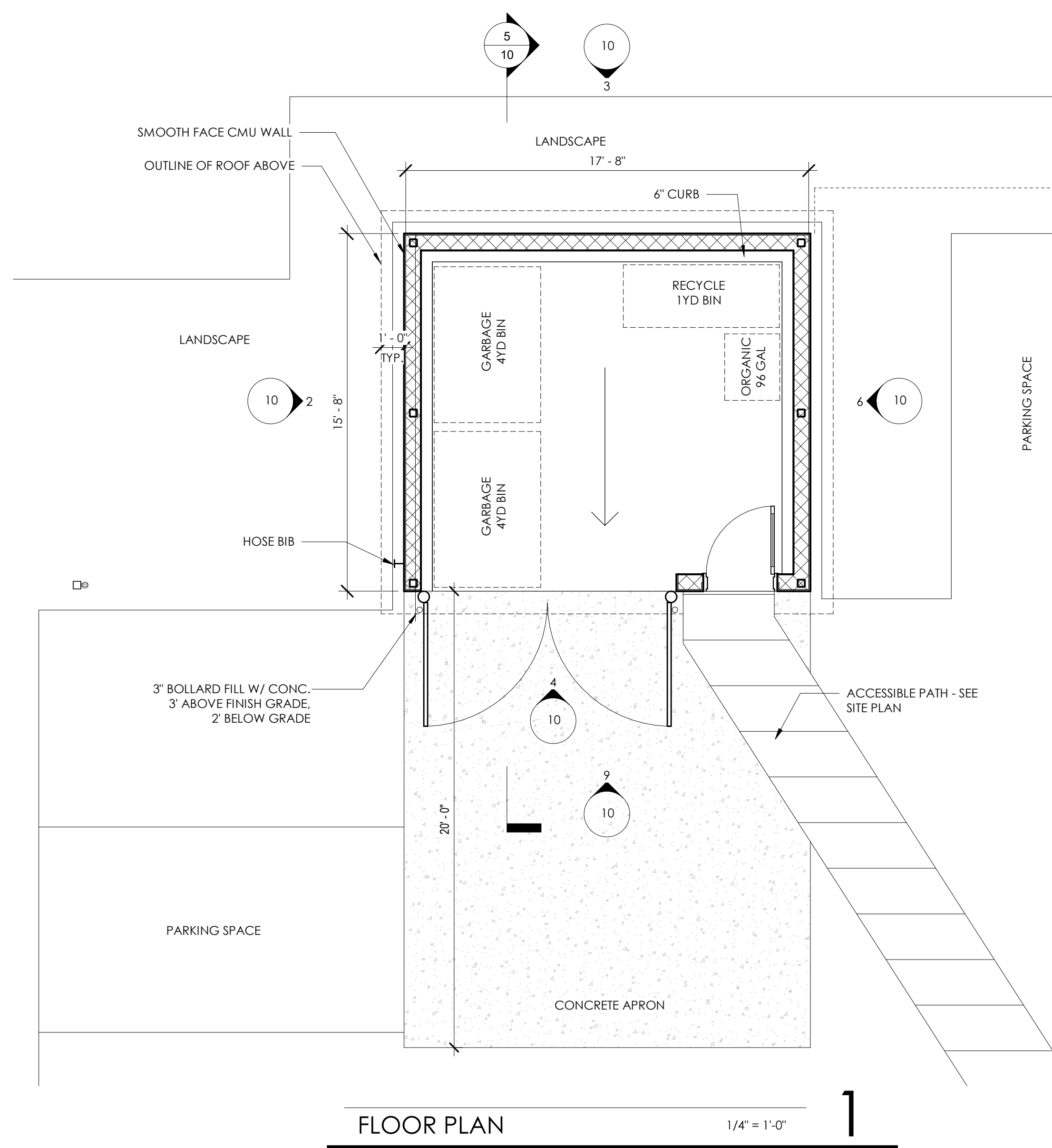
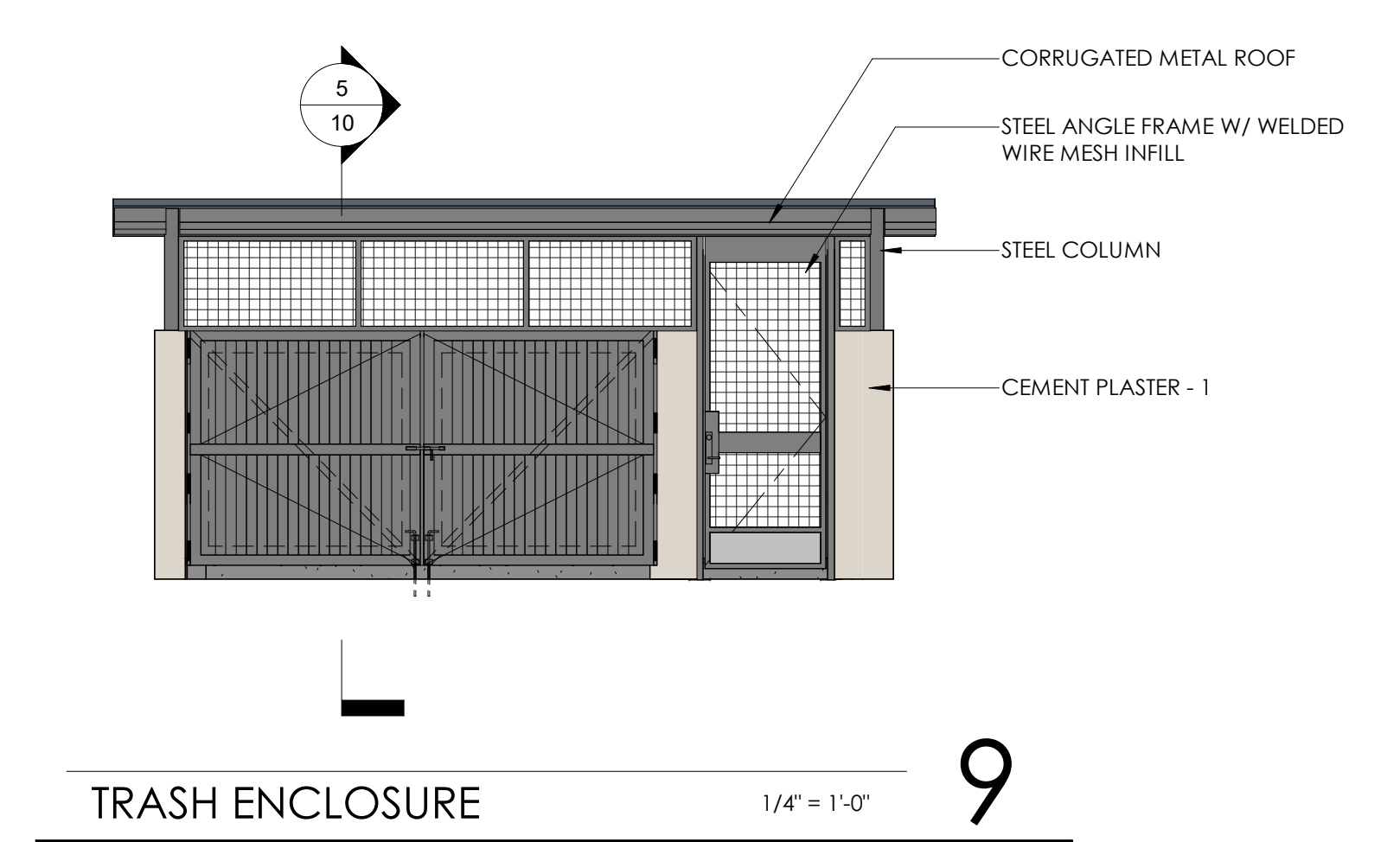
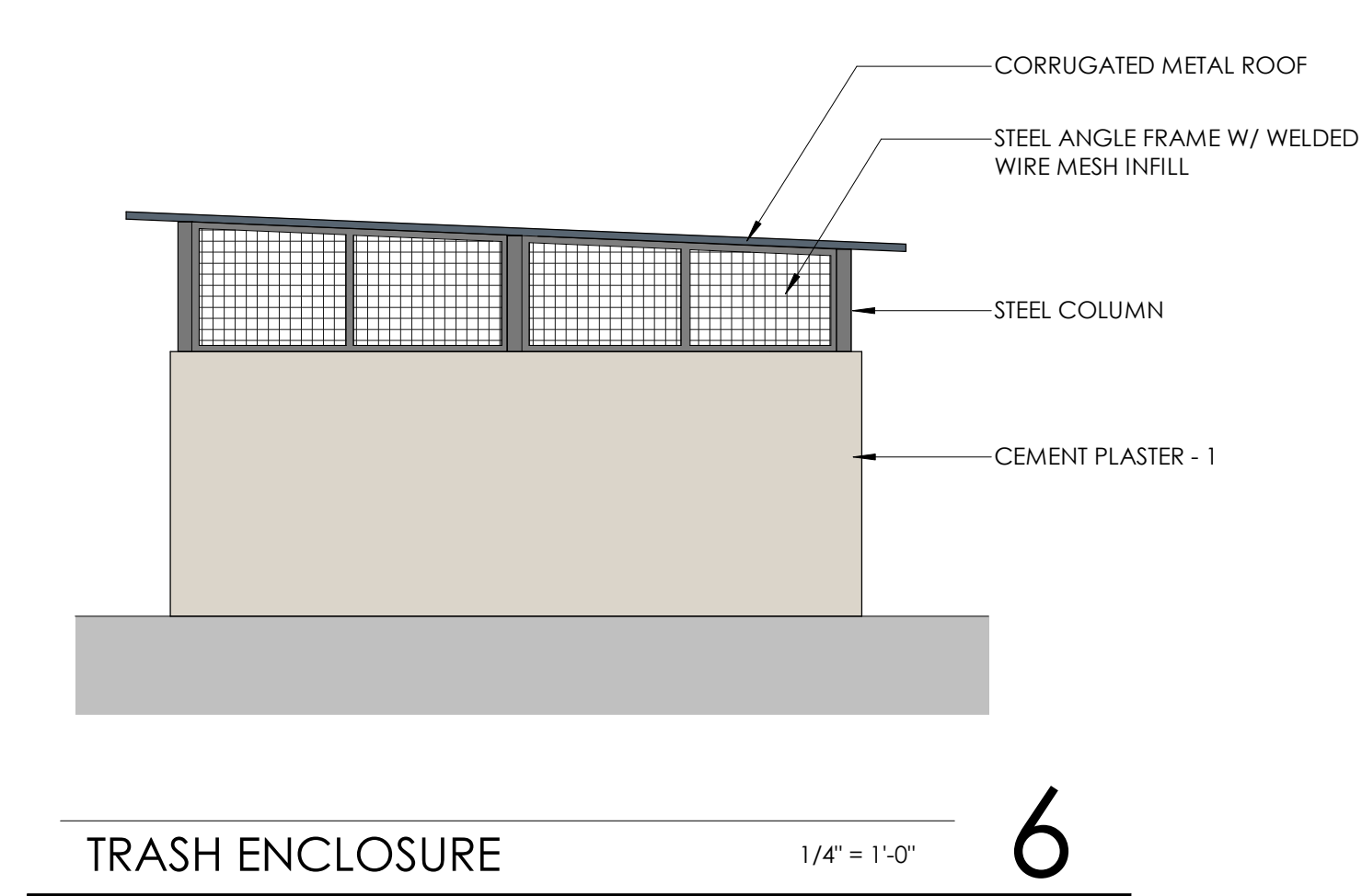
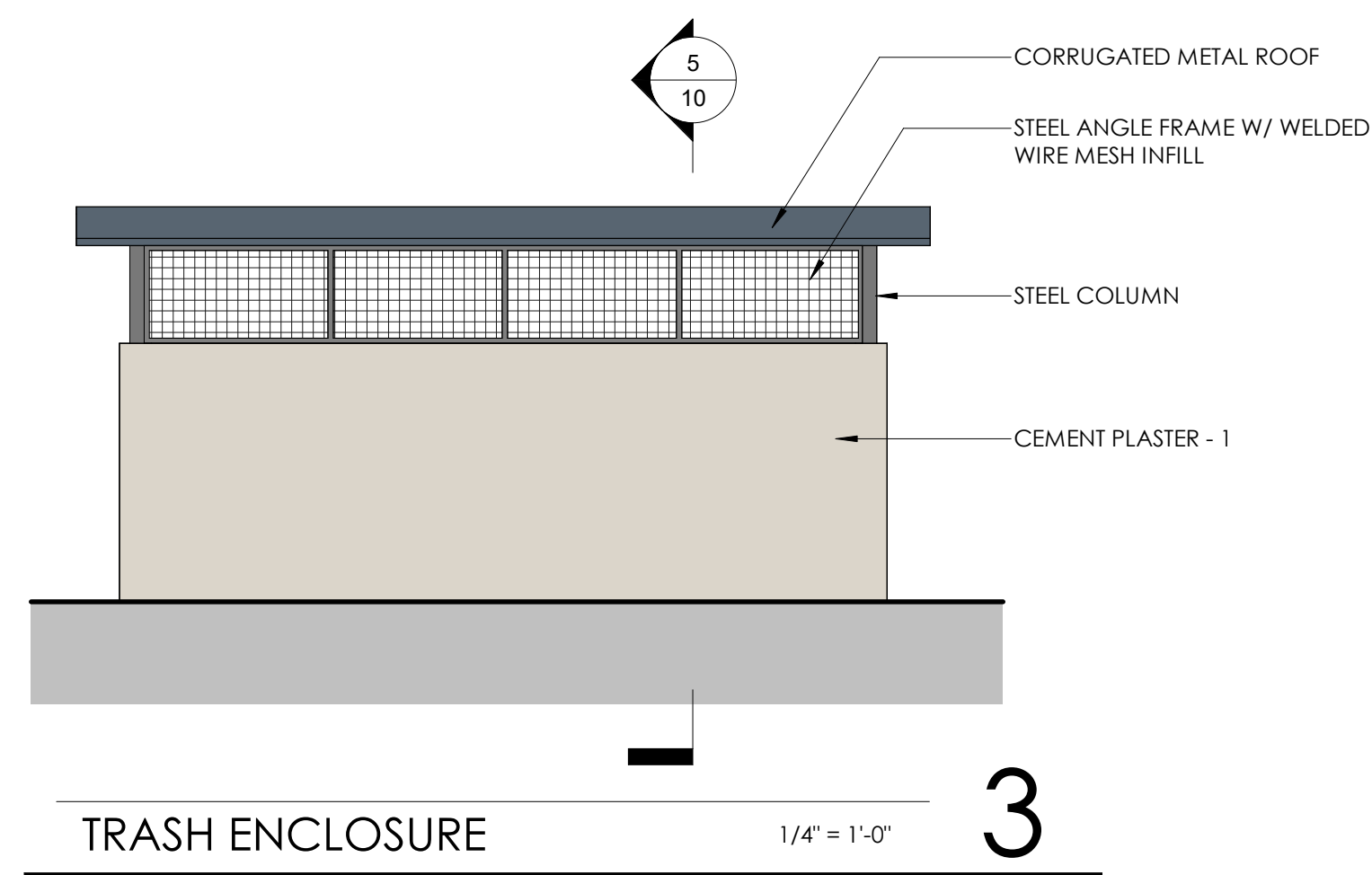
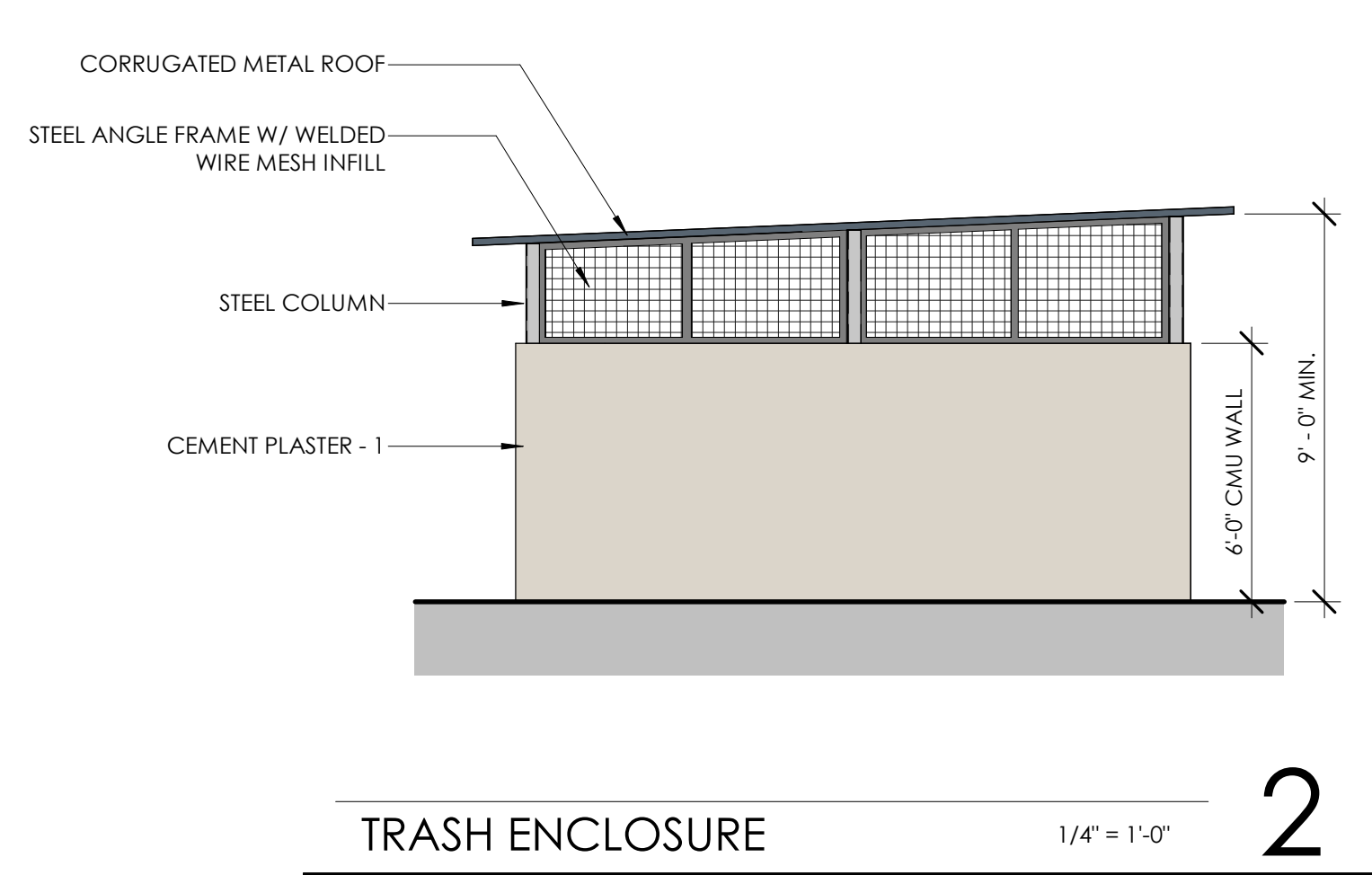
BOARD AND BATTEN - 1



THIN BRICK VENEER



STANDING SEAM METAL ROOF



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FORT BRAGG APARTMENTS

1151 SOUTH MAIN STREET, FORT BRAGG, CA

01/23/2025

24031

10



CANDIDATE PLANT LIST

Botanical Name	Common Name	Water Use
Accent Trees		
Arbutus x 'Marina'	Strawberry Tree	Med
Acer buergerianum	Trident Maple	Low
Cercis occidentalis	Western Redbud	Low

Parking Lot Shade Trees		
* Lithocarpus densiflorus	Tan Oak	Low
* Pinus contorta	Coast Shore Pine	Low

Perimeter Trees		
* Picea sitchensis	Sitka Spruce	Low
* Alnus rhombifolia	White Alder	Low
* Umbellularia californica	California Bay Tree	Low

Shrubs/ Perennials/Grasses		
* Armeria maritima	Sea Thrift	Low
* Arctostaphylos 'Ray Hartman'	Bush Manzanita	Low
Calandrinia spectabilis 'Shining Pink'	Rock Purslane	Low
* Ceanothus 'Dark Star'	Dark Star Ceanothus	Low
* Ceanothus 'Concha'	Concha Ceanothus	Low
Cistus 'Mickie'	Dwarf Rockrose	Low
* Deschampsia caespitosa	Tufted Hairgrass	Low
* Escholzia californica	California Poppy	Low
* Erigeron glaucus 'Bountiful'	Seaside Daisy	Low
* Eriogonum latifolium	Coast Buckwheat	Low
* Lupinus arboreus	Coastal Bush Lupine	Low
* Myrica californica	Pacific Wax Myrtle	Low
* Penstemon 'Margarita BOP'	Margarita Penstemon	Low
* Rhamnus californica 'Little Sur'	Little Sur Coffeeberry	Low
Salvia 'Celestial Blue'	Blue Sage	Low

Bioretention Plants		
Chondropetalum tectorum	Cape Rush	Med
Carex barbarae	Santa Barbara Sedge	Med
* Iris douglasiana	Douglas Iris	Med
* Sisyrinchium bellum	Western Blue-Eyed Grass	Med

Ground Covers		
* Arctostaphylos 'Emerald Carpet'	Carpet Manzanita	Low
* Baccharis p. 'Pigeon Point'	Coyote Bush	Low
* Ceanothus g. 'Yankee Point'	Yankee Point Ceanothus	Low

*Indicates California North Coast Native Plant

IRRIGATION INTENT

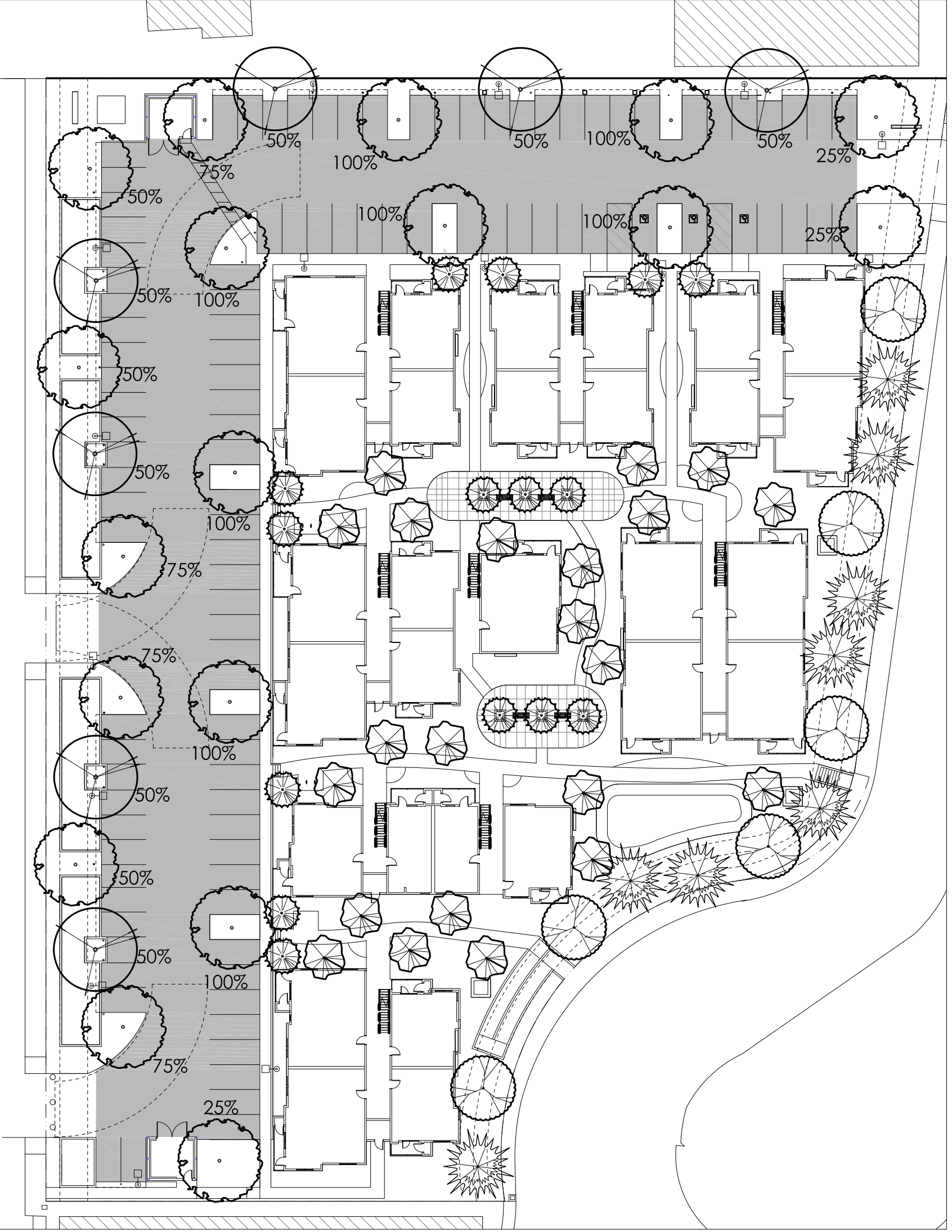
Landscape areas shall be irrigated using high efficiency drip irrigation techniques. Once established, irrigation shall be reduced as needed to supplement native and drought tolerant plantings.

WATER CONSERVATION STATEMENT

The proposed design shall be in compliance with the criteria of the Model Water Efficient Landscape Ordinance, and such criteria shall be applied for the efficient use of water in the irrigation design plan.

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

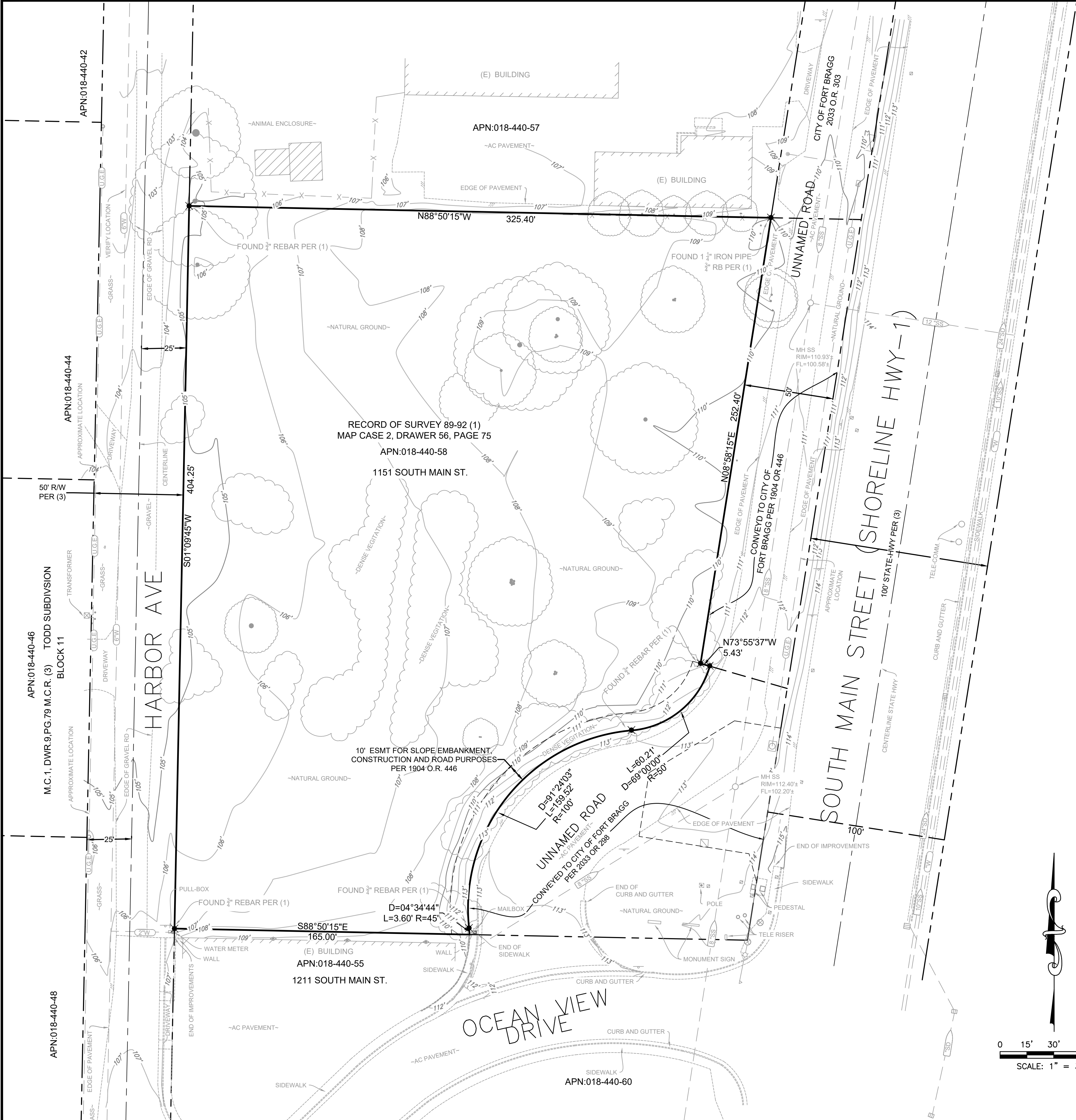
PARKING LOT SHADING



PARKING LOT SHADE CALCULATION

Size	Credit	Sq. Ft.	Shade Credit
35' Dia.	100%	962	(8) (962) = 7,696
	75%	722	(4) (722) = 2,888
	50%	481	(10) (481) = 4,810
	25%	240	(3) (240) = 720
			Total: = 16,114

Total sq. ft. of shaded area in calculation: 16,114
Total sq. ft. of paved parking in calculation: 31,387
Percentage of shade provided: 51%



SURVEY NOTES:

- 1) A PRELIMINARY TITLE REPORT WAS PROVIDED FOR THE PREPARATION OF THIS SURVEY BY REDWOOD EMPIRE TITLE COMPANY OF MENDOCINO COUNTY ORDER NO. 2021190MN DATED JUNE 9, 2022.
- 2) THE POSITION OF IDENTIFIED RECORD EASEMENTS HAVE BEEN PLOTTED USING RECORD DESCRIPTIONS. SURFACE FACILITIES HAVE BEEN PLOTTED USING FIELD INFORMATION. THE ACTUAL LOCATIONS OF UNDERGROUND FACILITIES SHOULD BE VERIFIED PRIOR TO ANY NEW CONSTRUCTIONS.
- 3) THIS IS NOT A BOUNDARY SURVEY. ADDITIONAL FIELD SURVEY AND RESEARCH WILL BE REQUIRED TO ESTABLISHED THE ACTUAL BOUNDARY. BOUNDARY SHOWN HERE ON IS PER RECORD AND IDENTICAL TO RECORD OF SURVEY 89-92 FILED IN MENDOCINO COUNTY IN CASE 2, DRAWER 56, AT PAGE 75. FOUND MONUMENTS PER SAID MAP HAVE BEEN SHOWN HEREON. SAID MAP IS REFERED TO (1)
- 4) THE TYPES, LOCATION, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. INTERESTED PARTIES ARE CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. JTS ENGINEERING CONSULTANTS, INC. ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS. PRESCRIPTIVE EASEMENTS MAY EXIST OVER THOSE FACILITIES WHICH ARE NOT WITHIN THE RECORD EASEMENT.
- 5) NO MONUMENTS WERE SET AS A PART OF THIS SURVEY.
- 6) NO ARBORIST REPORT WAS PROVIDED FOR THE PREPARATION OF THIS SURVEY. SOME TREES WERE NOT ACCESSIBLE DUE TO DENSE ONSITE VEGETATION, THESE HAVE BEEN LOCATED APPROXIMATELY BY DRIPLINES. PLEASE CONSULT WITH A LICENSED ARBORIST FOR COMPLETE TREE INFORMATION.

LEGEND

MANHOLE	
DRAIN INLET	
WATER LINE	
DRAIN LINE	
SEWER LINE	
GAS LINE	
FIRE HYDRANT	
WATER VALVE	
SEWER CLEAN OUT	
WATER METER	
FIRE DEPT. CONNECTION	
EDGE OF PAVEMENT	
BACK FLOW PREVENTER	
CONCRETE CURB	
SPOT ELEVATION	
TRAFFIC SIGNAL	
TRAFFIC SIGNAL WITH LIGHT	
PARKING LIGHT	
PULL BOX	
GAS VALVE	
UTILITY POLE	
GAS METER	
OVER HEAD WIRE	
UTILITY POLE W/GUY	
PUBLIC STREET LIGHT	
SIGN	
FENCE	
WALL	
GUARD POST	
TREE	
VAULT	
TRANSFORMER	
RAIN WATER LEADER	
TELEPHONE LINE	
ELECTRICAL LINE	
U.G. CABLE LINE	
PROPERTY LINE	
RIGHT-OF-WAY LINE	
ADJACENT PROPERTY LINE	
ROAD CENTERLINE	
EASEMENT FOUND	
MONUMENT AS SHOWN	

BENCHMARK ELEVATION: 71.04' (NAVD88)
NGS BENCHMARK
DESIGNATION: L1438
MENDOCINO, CA FORT BRAGG (2018)
SW ABUTMENT OF BRIDGE OVER HARE
CREEK JUST NORTH OF HARE CREEK RD
ON HWY 1. NAVD88=71.04'

**JTS ENGINEERING
CONSULTANTS, INC.**
1808 J STREET
SACRAMENTO, CALIFORNIA 95811 (916) 441-6708








DESIGNED:	TEG	SCALE:	
DRAWN:	TEG	H: 1"=30'	
CHECKED:	PHYA	V: N/A	
SUBMITTED:	PASTOR H. Y. ABEJUELA III	RCE: 94339	



NO.	DESCRIPTION	ENGR INIT	APPROVAL BY	DATE

CITY OF FORT BRAGG	EXISTING CONDITIONS
	FORT BRAGG APARTMENTS
	PRELIMINARY
	1151 SOUTH MAIN ST.
	APN: 018-440-058
	CALIFORNIA

DATE: 01/23/25
SHEET
C2
OF 7

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	[MANUFAC]	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	2	P1A	Single	COOPER - LUMARK	PRV-P-PA1A-730-U-T2U-HSS		0.850	2963	30.7	61.4
	10	P1B	Single	COOPER - LUMARK	PRV-P-PA1A-730-U-T4W-HSS		0.850	3022	30.7	307
	7	P1C	Single	COOPER - LUMARK	PRV-P-PA1B-730-U-T4W-HSS		0.850	4938	52.8	369.6
	4	P2A	Single	COOPER - INVUE	CCP-VA-1-830-U-T4FT		0.850	3032	30.3	121.2
	10	P2B	Single	COOPER - INVUE	CCP-VA-1-830-U-T2	PRE-PROGRAMMED 50% DIMMED.	0.425	2542	29.8	298
	6	P3A	Single	COOPER - INVUE	CCP-VA-1-830-U-T4W		0.850	2930	29	174
	6	W1A	Single	COOPER - INVUE	CCW-VA-1-830-U-T2	PRE-PROGRAMMED 50% DIMMED.	0.425	2542	29.8	178.8

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
LARGE COURTYARD	Illuminance	Fc	3.65	4.6	2.3	1.59	2.00
PARKING AND DRIVES	Illuminance	Fc	1.32	2.5	0.7	1.89	3.57
PLAYGROUND	Illuminance	Fc	3.89	5.1	1.6	2.43	3.19
PROPERTY BOUNDARY	Illuminance	Fc	0.13	1.6	0.0	N.A.	N.A.
SIDEWALK BETWEEN BLDGS 1 AND 2	Illuminance	Fc	1.36	3.0	0.7	1.94	4.29
SIDEWALK BETWEEN BLDGS 1 AND 4	Illuminance	Fc	1.02	1.4	0.7	1.46	2.00
SIDEWALK BETWEEN BLDGS 2 AND 3	Illuminance	Fc	1.03	1.7	0.7	1.47	2.43
SIDEWALK BETWEEN BLDGS 3 AND 5	Illuminance	Fc	1.10	1.8	0.3	3.67	6.00
SIDEWALK BETWEEN BLDGS 4 AND 5	Illuminance	Fc	1.60	3.4	1.0	1.60	3.40
SIDEWALK BETWEEN BLDGS 4 AND 6	Illuminance	Fc	1.09	1.5	0.9	1.21	1.67
SIDEWALK BETWEEN BLDG 5 AND PLAY	Illuminance	Fc	1.94	3.0	1.1	1.76	2.73
SIDEWALK BETWEEN BLDGS 6 AND 7	Illuminance	Fc	1.06	1.7	0.3	3.53	5.67
SIDEWALK MAIN	Illuminance	Fc	1.18	1.9	0.8	1.48	2.38
SIDEWALK SOUTH TO BLDG 7	Illuminance	Fc	0.51	1.0	0.2	2.55	5.00
SIDEWALK WEST	Illuminance	Fc	1.24	1.8	0.7	1.77	2.57
SMALL COURTYARD	Illuminance	Fc	2.53	4.0	1.0	2.53	4.00



All values shown are maintained horizontal footcandle at grade level.
The lighting calculations provided in this report approximate the light levels expected within the space as defined and are based on the information provided to Cal Lighting.
Please verify the data to assure the accuracy of the report. Cal Lighting is not responsible for light output of lamps and ballasts, or design variables.

#	Date	Comments
1	1/15	NEW BLDG LAYOUT
Revisions		
Application Designer: ASP		
Salesperson: COL		
Date: 1/15/2025		
Scale: NTS		

FORT BRAGG APARTMENTS
111 SOUTH MAIN STREET
FORT BRAGG, CA 94502
EXTERIOR LIGHTING NORMAL

Project		Catalog #		Type	
Prepared by		Notes		Date	



Invue

ClearCurve Pedestrian

Pedestrian Luminaire

Product Features



Product Certifications



Interactive Menu

- Ordering Information page 2
- Product Specifications page 3
- Energy and Performance Data page 3
- Control Options page 8

Quick Facts

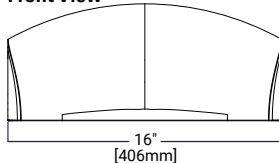
- Available with Visual Comfort or Discrete optics configurations
- Lumen packages from 1,600 to over 14,000 lumens (18W to 110W)
- Efficacy up to 157 lumens per watt
- Standard quick mount arm with universal drill pattern
- Available with internal battery for emergency lighting

Connected Systems

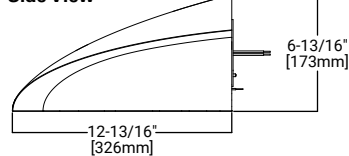
- WaveLinx PRO Wireless

Dimensional Details

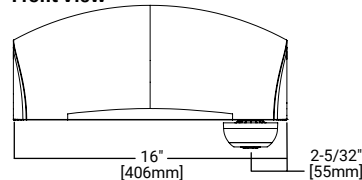
Front View



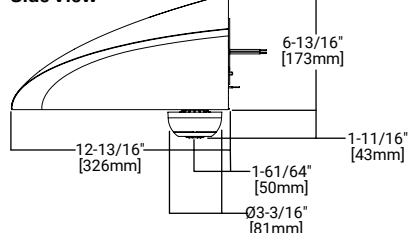
Side View



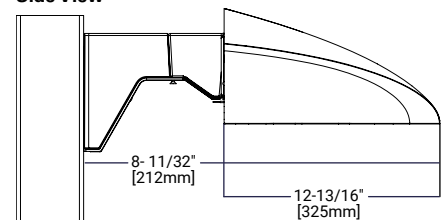
Front View



Side View



Side View



NOTES:

1. Visit <https://www.designlights.org/search/> to confirm qualification. Not all product variations are DLC qualified.

Ordering Information

SAMPLE NUMBER: CCP-VA4-740-U-T4W-GM

Product Family ¹	Light Engine		Color Temperature	Voltage	Distribution	Finish
	Visual Comfort Configurations					
CCP=ClearCurve Pedestrian BAA-CCP=ClearCurve Pedestrian Buy American Act Compliant ²⁷ TAA-CCP=ClearCurve Pedestrian Trade Agreements Act Compliant ²⁷	VA1=Wavestream, 2,800 lumens VA2=Wavestream, 3,800 lumens VA3=Wavestream, 4,500 lumens VA4=Wavestream, 6,000 lumens VA5=Wavestream, 8,000 lumens ² VA6=Wavestream, 10,000 lumens ²		727=70CRI, 2700K 730=70CRI, 3000K 735=70CRI, 3500K 740=70CRI, 4000K 750=70CRI, 5000K 760=70CRI, 6000K 827=80CRI, 2700K 830=80CRI, 3000K 835=80CRI, 3500K 840=80CRI, 4000K 850=80CRI, 5000K AMB=Amber 590nm ²⁴	U=Universal, 120-277V 1=120V 2=208V 3=240V 4=277V 8=480V ⁴ 9=347V	T1=Type I ⁵ T2=Type II T3=Type III T4FT=Type IV Forward Throw T4W=Type IV Wide 5WQ=Type V Square Wide 5MQ=Type V Square Medium 5NQ=Type V Square Narrow SL2=Type II w/Spill Control ⁵ SL3=Type III w/Spill Control ⁵ SL4=Type IV w/Spill Control ⁵ RW=Rectangular Wide Type I AFL=Automotive Frontline SLL=90° Spill Light Eliminator Left ⁵ SLR=90° Spill Light Eliminator Right ⁵	AP=Grey BZ=Bronze BK=Black DP=Dark Platinum GM=Graphite Metallic WH=White
	Discrete Configurations	Drive Current				
	SA1=1 Light Square SA2=2 Light Squares	A=350mA B=450mA C=615mA D=800mA E=1050mA F=1200mA ³				
Options (Add as Suffix)				Accessories (Order Separately)		
F = Single Fuse (120V, 277V or 347V. Must Specify Voltage) FF = Double Fuse (208, 240, or 480V. Must Specify Voltage) 10MSP = 10kV MOV Surge Protective Device 20MSP = 20kV MOV Surge Protective Device 20K = 20kV UL 1449 Fused Surge Protective Device 2L = Two Circuits ^{5, 6} L90 = Optics Rotated 90° Left ⁵ R90 = Optics Rotated 90° Right ⁵ HSS = House Side Shield (Factory Installed) ^{5, 9} HA = 50°C High Ambient Temperature ¹⁰ TR = Tamper Resistant Hardware CC = Coastal Construction ¹¹ DALI = DALI Driver BPC = Button Type Photocontrol ¹² PR = NEMA 3-PIN Twistlock Photocontrol Receptacle ¹⁴ PR7 = NEMA 7-PIN Twistlock Photocontrol Receptacle ¹⁴ AHD145 = After Hours Dim, 5 Hours ¹⁵ AHD245 = After Hours Dim, 6 Hours ¹⁵ AHD255 = After Hours Dim, 7 Hours ¹⁵ AHD355 = After Hours Dim, 8 Hours ¹⁵ MS/DIM-L08 = Motion Sensor for Dimming Operation, Up to 8' Mounting Height ^{12, 16} MS/DIM-L20 = Motion Sensor for Dimming Operation, 9' - 20' Mounting Height ^{12, 16} SPB1 = Motion Sensor for Dimming Operation, BLE Interface, Up to 8' Mounting Height ^{12, 17} SPB2 = Motion Sensor for Dimming Operation, BLE Interface, 8' - 20' Mounting Height ^{12, 17} WPS2XX = WaveLinX Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting ^{12, 18, 19, 20} ; replace XX with sensor color (WH, BZ or BK) WPS4XX = WaveLinX Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting ^{12, 18, 19, 20} ; replace XX with sensor color (WH, BZ or BK) FADC = Field Adjustable Dimming Control ²⁵ X = No surge protector EMERGENCY OPTIONS (choose only one) EBP = Emergency Battery Pack (Ambient Temp, 0° to 40°C) ^{7, 8, 13, 26} CBP = Cold Weather Emergency Battery Pack (Ambient Temp, -20° to 40°C) ^{7, 8, 13, 26} CBP-CEC = Cold Weather Emergency Battery Pack, CEC Compliant (Ambient Temp, -20° to 40°C) ^{7, 8, 13, 26} ITS = Internal Transfer Switch, UL Recognized Component ^{7, 13}				OA/RA1013 = Photocontrol Shorting Cap OA/RA1014 = NEMA Photocontrol - 120V OA/RA1016 = NEMA Photocontrol - Multi-Tap 105-285V OA/RA1201 = NEMA Photocontrol - 347V OA/RA1027 = NEMA Photocontrol - 480V WRGX = Wireguard for qty "X" Lightsquares ⁵ BB/CCXX = Back Box with 3/4 NPT (replace XX with color selection) BB-BPC/CCXX = Back Box with 3/4 NPT and button PC (replace XX with color selection) ^{12, 25} LS/HSS = House Side Shield ^{5, 21} FSIR-100 = Wireless Configuration Tool for Motion Sensor ²² WOLC-7P-10A = WaveLinX Outdoor Control Module (7-PIN) ²³ BB-ZW/CCXX = Back Box with 3/4" NPT and Wavelinx enabled 4-PIN Twistlock Receptacle (replace XX with color selection) ²⁵ BB-FADC/CCXX = Field Adjustable Dimming Control (replace XX with color selection) ²⁵ POLE-MT-kit-XX = Pole Mount Arm (replace XX with color selection to match fixture)		
NOTES: 1. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details. 2. Only available with Type IV Wide (T4W) distribution. 3. Not available with 2 Light Squares (SA2x). 4. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems). 5. Not available with Visual Comfort Light Engines (Vax) 6. Not available with 1 Light Square (SA1x). 7. Not available with other emergency options (EBP, CBP, CBP-CEC, or ITS). 8. Universal (120-277V), 120V, or 277V only. 9. Light Square trim plate will be painted Black when HSS option is selected. 10. Not available with VA6 or SA2E Light Engine. Not available with emergency options (EBP, CBP, or CBP-CEC). Not available with AMB (amber leds) 11. Light Square configuration only. The finish is tested per ASTM B117. Scribe rating of 7 per ASTM D1654. 12. For voltages above 277V, must specify voltage. Cannot select voltage ranges H or C. 13. Not available with VA6 or SA2E Light Engines. 14. If 347-480V (H) or 277-480V (C) voltage is specified, use a photocontrol that matches the input voltage used (either 277V, 347V, or 480V). 15. Requires the use of photocontrol (BPC). See After Hours Dim supplemental guide for additional information. 16. Utilizes the Wattstopper sensor FSP-211. Sensor color white unless specified otherwise via PDR. 17. Utilizes the Wattstopper sensor FSP-3x1. Sensor color determined by product finish. See reference table. 18. Sensor passive infrared (PIR) may be overly sensitive when operating below -20°C (-4°F). 19. In order for the device to be field-configurable, requires WAC Gateway components WAC-PoE and WPOE-120 in appropriate quantities. Only compatible with WaveLinX system and software and requires system components to be installed for operation. See website for more Wavelinx application information. 20. Not available with Back Box. 21. Must order one per Light Square when ordering as a field-installable accessory (1 or 2). 22. This tool enables adjustment to Motion Sensor (MS) parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative for more information. 23. Requires 7-PIN NEMA twistlock photocontrol receptacle (PR7) option. The WOLC-7 cannot be used in conjunction with other controls systems (MS). Only for use at 120-347V. 24. Use for wildlife and observatory (Narrow-band 590nm +/- 5nm). Choose drive current B for SA1 or SA2. Choose lumen package VA2 for T2, T3, and T4FT, choose VA5 for T4W. Not available with 2L option. 25. Not available with DALI, PR7, MS/DIM, SPB1, SPB2, WPS (any sensors or network dimming control devices). 26. Battery systems are UL924 Listed 27. Product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic preference requirements.						

Product Specifications

Construction

- Low copper content, die-cast aluminum housing provides a clean smooth aesthetic
- Patent pending housing design
- IP66 rated
- 3G vibration rated

Optics

- Visual Comfort WaveStream™ technology or high-efficiency injection-molded AccuLED
- Comprehensive range of Color Temperature choices
- Visual Comfort - Four optical distributions utilizing patented visual comfort WaveStream™ technology
- Visual Comfort - 6 lumen packages, ranging from 2,800 to 10,000 lumens
- AccuLED – 18 distributions including HSS shielding
- AccuLED – 11 lumen packages, ranging from 1,600 to 12,000 lumens
- AccuLED - Patented, high-efficiency injection molded AccuLED Optics technology

Electrical

- Approx. 90% lumen maintenance at 60,000 hours
- 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation
- 10kV surge module standard
- 10MSP, 20MSP, 20kv and X are optional
- Standard with 0-10V dimming
- Suitable for operation in -40°C to 40°C ambient environment
- Optional 50°C high ambient (HA) configuration available

Mounting

- Versatile, patented standard quick mount arm accommodates drill patterns ranging from 1-1/2" to 4-7/8" (Type M drilling recommended for new installations)

Finish

- Finishes include white, black, bronze, gray, dark platinum and graphite metallic
- RAL and custom color matches available
- Super housing durable TGIC polyester powder coat paint, 2.5 mil nominal thickness
- Coastal Construction (CC) option available, providing 5,000 hour salt spray rating per ASTM B117, with a scribe rating of 9 per ASTM D1654

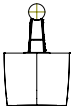
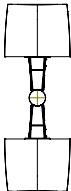
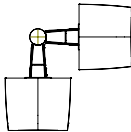
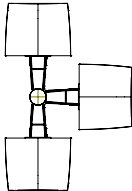
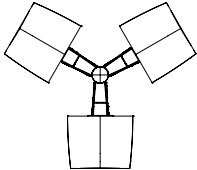
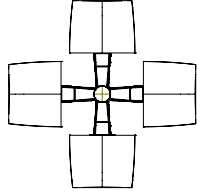
Warranty

- Five year limited warranty, consult website for details www.cooperlighting.com/legal

Approximate Fixture Weight

23.0 lbs

Mounting Data

Effective Projected Area (EPA - Sq. Ft.)						
Configuration	Single	2 @ 180°	2 @ 90°	3 @ 90°	3 @ 120°	4 @ 90°
EPA (Sq. Ft.)	0.92	1.92	1.62	2.39	2.13	2.39

Energy and Performance Data

VA Performance

[Supplemental Performance Guide](#)

Lumen Package	VA1	VA2	VA3	VA4	VA5	VA6
Power Wattage (Watts)*	28.5W	41W	49W	58.6W	78W	106W
Input Current (mA) @120V	240	340	406	493	676	933
Input Current (mA) @277V	105	148	175	221	285	388
Power Wattage (Watts)*	31.5W	44W	53.5W	65W	83W	115W
Input Current (mA) @347V	93	125	155	188	237	321
Input Current (mA) @480V	67	92	114	138	175	243

SA Performance

[Supplemental Performance Guide](#)

Lumen Package	SA1A (350mA)	SA1B (450mA)	SA1C (615mA)	SA1D (800mA)	SA1E (1050mA)	SA1F (1200mA)	SA2A (350mA)	SA2B (450mA)	SA2C (615mA)	SA2D (800mA)	SA2E (1050mA)
Power Wattage (Watts)*	18W	24W	32W	44W	59W	67W	37W	47W	64W	84W	111W
Input Current (mA) @120V	150	200	270	370	490	564	320	400	538	700	925
Input Current (mA) @277V	72	90	120	162	210	251	150	184	236	303	397
Power Wattage (Watts)*	21W	26.5W	35W	47W	61.5W	72W	42W	53W	70W	89W	116W
Input Current (mA) @347V	63	78	100	135	180	210	123	154	201	257	335
Input Current (mA) @480V	45	57	75	99	131	153	90	113	147	188	245

Lumen Multiplier

Ambient Temperature	Lumen Multiplier
0°C	1.02
10°C	1.01
25°C	1.00
40°C	0.99
50°C	0.97

Lumen Maintenance (TM-21)

Ambient Temperature	25,000 hours*	50,000 hours*	60,000 hours*	100,000 hours**	Theoretical L70 (Hours)**
25°C	94.4%	90.4%	89.0%	83.0%	>199,000
40°C	94.6%	90.9%	89.4%	83.9%	>212,000
50°C	91.8%	87.0%	85.2%	78.2%	>151,000

NOTES:

* Supported by IESTM-21 standards

** Theoretical values represent estimations commonly used; however, refer to the IES position on LED Product Lifetime Prediction, IES PS-10-18, that explains proper use of IESTM-21 and LM-80.

Energy and Performance Data

VA Performance

[Supplemental Performance Guide](#)

CCT	Optics		VA1	VA2	VA3	VA4	VA5	VA6
730	T2 (Type II)	Lumens	2,709	3,627	4,290	5,519	--	--
		Lumens per Watt	90.9	90	89	85	--	--
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	--	--
	T3 (Type III)	Lumens	2,765	3,701	4,377	5,631	--	--
		Lumens per Watt	92	90	90	87.2	--	--
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	--	--
	T4FT (Type IV Forward Throw)	Lumens	3,230	4,368	5,116	6,257	--	--
		Lumens per Watt	107	107	104	97	--	--
		BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B2-U0-G2	--	--
	T4W (Type IV Wide)	Lumens	3,122	4,254	5,049	6,140	7,720	9,785
		Lumens per Watt	108	109	108	107	104	96.8
		BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3
740	T2 (Type II)	Lumens	2,794	3,741	4,424	5,692	--	--
		Lumens per Watt	93.8	92	92	88	--	--
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	--	--
	T3 (Type III)	Lumens	2,851	3,817	4,514	5,807	--	--
		Lumens per Watt	95	93	92	89.9	--	--
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	--	--
	T4FT (Type IV Forward Throw)	Lumens	3,332	4,505	5,276	6,453	--	--
		Lumens per Watt	110	111	108	99.9	--	--
		BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	--	--
	T4W (Type IV Wide)	Lumens	3,220	4,388	5,207	6,332	7,961	10,091
		Lumens per Watt	111	112	111	110	107	99.8
		BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3

Energy and Performance Data

SA Performance

[Supplemental Performance Guide](#)

CCT	Optics		SA1A (350mA)	SA1B (450mA)	SA1C (600mA)	SA1D (800 mA)	SA1E (1050mA)	SA1F (1200mA)	SA2A (350mA)	SA2B (450mA)	SA2C (600mA)	SA2D (800 mA)	SA2E (1050mA)
730	T1 (Type I)	Lumens	2,426	3,062	4,009	4,945	6,063	6,648	4,852	6,124	8,017	9,889	12,124
		Lumens per Watt	135	128	125	112	108	99	134	133	129	122	114
		BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3
	T2 (Type II)	Lumens	2,485	3,137	4,107	5,066	6,210	6,810	4,970	6,273	8,213	10,130	12,420
		Lumens per Watt	138	131	128	115	111	102	137	136	132	125	117
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
	T2R (Type II Roadway)	Lumens	2,530	3,194	4,182	5,158	6,324	6,935	5,061	6,388	8,363	10,316	12,647
		Lumens per Watt	141	133	131	117	113	104	140	139	135	128	119
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B2-U0-G2	B2-U0-G2
	T3 (Type III)	Lumens	2,517	3,178	4,160	5,131	6,290	6,898	5,034	6,354	8,319	10,261	12,580
		Lumens per Watt	140	132	130	117	112	103	139	138	134	127	118
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
	T3R (Type III Roadway)	Lumens	2,532	3,196	4,184	5,162	6,328	6,939	5,064	6,392	8,368	10,322	12,655
		Lumens per Watt	141	133	131	117	113	104	140	139	135	128	119
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2
	T4FT (Type IV Forward Throw)	Lumens	2,490	3,143	4,115	5,075	6,222	6,823	4,979	6,285	8,228	10,149	12,443
		Lumens per Watt	138	131	129	115	111	102	138	137	132	126	117
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	T4W (Type IV Wide)	Lumens	2,513	3,173	4,153	5,123	6,281	6,888	5,026	6,344	8,306	10,245	12,561
		Lumens per Watt	140	132	130	116	112	103	139	138	134	127	118
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3
	5WQ (Type V Square Wide)	Lumens	2,611	3,296	4,315	5,323	6,525	7,156	5,222	6,591	8,629	10,644	13,050
		Lumens per Watt	145	137	135	121	116	107	144	143	139	132	122
		BUG Rating	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2
	5MQ (Type V Square Medium)	Lumens	2,572	3,246	4,250	5,242	6,427	7,048	5,143	6,492	8,499	10,483	12,852
		Lumens per Watt	143	135	133	119	115	105	142	141	137	130	121
		BUG Rating	B2-U0-G0	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G2
	5NQ (Type V Square Narrow)	Lumens	2,592	3,273	4,284	5,285	6,479	7,105	5,185	6,544	8,568	10,568	12,956
		Lumens per Watt	144	136	134	120	115	106	143	142	138	131	122
		BUG Rating	B1-U0-G0	B1-U0-G0	B2-U0-G0	B2-U0-G1	B2-U0-G1	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1
	SL2 (Type II w/Spill Control)	Lumens	2,466	3,112	4,075	5,026	6,162	6,757	4,931	6,224	8,148	10,051	12,322
		Lumens per Watt	137	130	127	114	110	101	136	135	131	124	116
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	SL3 (Type III w/Spill Control)	Lumens	2,463	3,109	4,071	5,021	6,156	6,751	4,926	6,218	8,141	10,041	12,311
		Lumens per Watt	137	130	127	114	110	101	136	135	131	124	115
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3
	SL4 (Type IV w/Spill Control)	Lumens	2,441	3,082	4,034	4,976	6,101	6,690	4,882	6,163	8,068	9,952	12,201
		Lumens per Watt	136	128	126	113	109	100	135	134	130	123	114
		BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3
	RW (Rect- angular Wide Type I)	Lumens	2,534	3,199	4,188	5,166	6,333	6,945	5,068	6,397	8,375	10,331	12,665
		Lumens per Watt	141	133	131	117	113	104	140	139	135	128	119
		BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3
	AFL (Au- tomotive Frontline)	Lumens	2,514	3,174	4,155	5,125	6,283	6,890	5,028	6,346	8,309	10,249	12,565
		Lumens per Watt	140	132	130	116	112	103	139	138	134	127	118
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B2-U0-G2

Energy and Performance Data

SA Performance

[Supplemental Performance Guide](#)

CCT	Optics		SA1A (350mA)	SA1B (450mA)	SA1C (600mA)	SA1D (800 mA)	SA1E (1050mA)	SA1F (1200mA)	SA2A (350mA)	SA2B (450mA)	SA2C (600mA)	SA2D (800 mA)	SA2E (1050mA)
740	T1 (Type I)	Lumens	2,664	3,363	4,403	5,431	6,658	7,301	5,328	6,725	8,804	10,860	13,315
		Lumens per Watt	148	140	138	123	119	109	147	146	142	134	125
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B4-U0-G4
	T2 (Type II)	Lumens	2,729	3,445	4,510	5,563	6,820	7,479	5,458	6,889	9,019	11,125	13,639
		Lumens per Watt	152	144	141	126	122	112	151	150	145	138	128
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
	T2R (Type II Roadway)	Lumens	2,779	3,508	4,592	5,665	6,945	7,616	5,558	7,015	9,184	11,328	13,889
		Lumens per Watt	154	146	144	129	124	114	154	153	148	140	130
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2
	T3 (Type III)	Lumens	2,764	3,489	4,568	5,635	6,908	7,576	5,528	6,978	9,135	11,269	13,815
		Lumens per Watt	154	145	143	128	123	113	153	152	147	139	130
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
	T3R (Type III Roadway)	Lumens	2,781	3,510	4,595	5,668	6,949	7,620	5,561	7,019	9,190	11,335	13,897
		Lumens per Watt	154	146	144	129	124	114	154	153	148	140	130
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3
	T4FT (Type IV Forward Throw)	Lumens	2,734	3,451	4,518	5,573	6,833	7,493	5,468	6,902	9,036	11,146	13,665
		Lumens per Watt	152	144	141	127	122	112	151	150	146	138	128
		BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	T4W (Type IV Wide)	Lumens	2,760	3,484	4,561	5,626	6,897	7,564	5,520	6,967	9,121	11,251	13,794
		Lumens per Watt	153	145	143	128	123	113	152	151	147	139	129
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	5WQ (Type V Square Wide)	Lumens	2,867	3,620	4,739	5,845	7,166	7,858	5,735	7,238	9,476	11,689	14,331
		Lumens per Watt	159	151	148	133	128	117	158	157	153	145	134
		BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G3
	5MQ (Type V Square Medium)	Lumens	2,824	3,565	4,667	5,757	7,057	7,739	5,648	7,129	9,333	11,512	14,114
		Lumens per Watt	157	149	146	131	126	116	156	155	150	142	132
		BUG Rating	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2
	5NQ (Type V Square Narrow)	Lumens	2,847	3,594	4,705	5,803	7,115	7,802	5,694	7,187	9,409	11,606	14,228
		Lumens per Watt	158	150	147	132	127	116	157	156	152	144	133
		BUG Rating	B1-U0-G0	B2-U0-G0	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2
	SL2 (Type II w/Spill Control)	Lumens	2,708	3,418	4,475	5,519	6,767	7,420	5,415	6,835	8,948	11,038	13,532
		Lumens per Watt	150	142	140	125	121	111	150	149	144	137	127
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	SL3 (Type III w/Spill Control)	Lumens	2,705	3,415	4,470	5,514	6,760	7,413	5,410	6,829	8,940	11,027	13,519
		Lumens per Watt	150	142	140	125	121	111	149	148	144	136	127
		BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3
	SL4 (Type IV w/Spill Control)	Lumens	2,681	3,384	4,431	5,465	6,700	7,347	5,362	6,768	8,860	10,929	13,399
		Lumens per Watt	149	141	138	124	119	110	148	147	143	135	126
		BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3
	RW (Rect- angular Wide Type I)	Lumens	2,783	3,513	4,599	5,673	6,955	7,627	5,566	7,025	9,197	11,345	13,909
		Lumens per Watt	155	146	144	129	124	114	154	153	148	140	130
		BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3
	AFL (Au- tomotive Frontline)	Lumens	2,761	3,485	4,563	5,628	6,900	7,566	5,522	6,969	9,124	11,255	13,798
		Lumens per Watt	153	145	143	128	123	113	153	152	147	139	129
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B2-U0-G2	B2-U0-G2

Control Options

0-10V

This fixture is offered standard with 0-10V dimming driver(s).

Photocontrol Options

Optional button-type photocontrol (BPC) and photocontrol receptacles (PR and PR7) provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PR7 receptacle.

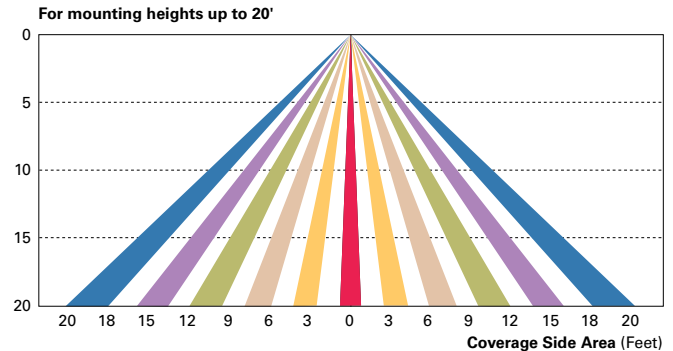
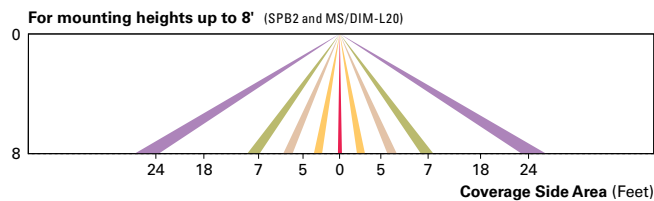
After Hours Dim (AHD)

This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a "dusk-to-dawn" period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

Dimming Occupancy Sensor (SPB and MS/DIM)

These sensors are factory installed in the luminaire, dimming after five minutes of no motion detected. When motion is detected, the luminaire output is 100%. Includes an integral photocell that can be programmed for "dusk-to-dawn" operation. SPB motion sensors require the Sensor Configuration mobile application by Wattstopper to change factory default dimming level, time delay, sensitivity and other parameters. Available for iOS and Android devices. The MS/DIM requires the FSIR-100 programming tool to adjust factory defaults. Two lens options provide optimal coverage patterns for mounting heights up to 20'.

SPB sensor finish matched to luminaire finish		
Luminaire Finish		SPB Sensor Finish
WH	White	White
BK	Black	Black
GM	Graphite Metallic	Black
BZ	Bronze	Bronze
AP	Gray	Gray
DP	Dark Platinum	Gray



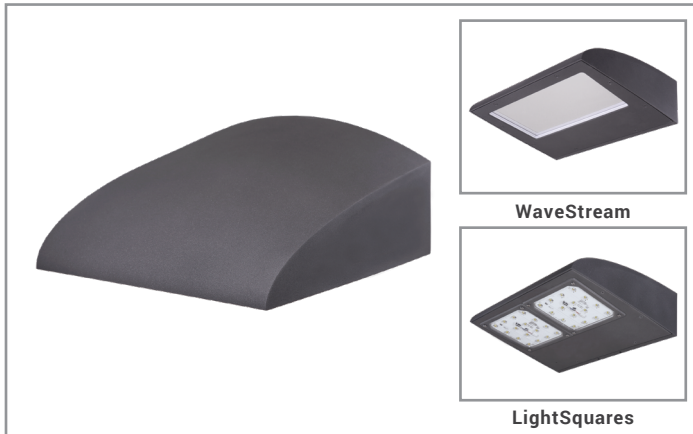
WaveLinX Wireless Control and Monitoring System

Operates on a wireless mesh network based on IEEE 802.15.4 standards enabling wireless control of outdoor lighting. WaveLinX (WPS2 to WPS4) outdoor wireless sensors offer passive infrared (PIR) occupancy and photocell for closed loop daylight harvesting, and can be factory or field-installed. Sensors are factory preset to dim down to 50% after 15 minutes of no motion detected. Two lens options are available for mounting heights of 7' to 40'. Use the WaveLinX mobile application for set-up and configuration. At least one Wireless Area Controller (WAC) is required for full functionality and remote communication (including adjustment of any factory pre-sets).

WaveLinX Wireless Outdoor Lighting Control Module (WOLC-7P-10A)

The 7-pin wireless outdoor lighting control module enables WaveLinX to control outdoor area, site and flood lighting. WaveLinX controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.

Project		Catalog #		Type	
Prepared by		Notes		Date	



Invue

ClearCurve Wall

Wall Mount Luminaire

Product Features



Product Certifications



Interactive Menu

- Ordering Information [page 2](#)
- Product Specifications [page 3](#)
- Energy and Performance Data [page 3](#)
- Control Options [page 8](#)

Quick Facts

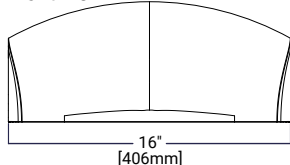
- Available with Visual Comfort or Discrete optics configurations
- Lumen packages from 1,600 to over 14,000 lumens (18W to 110W)
- Efficacy up to 157 lumens per watt
- Available with internal battery for emergency lighting

Connected Systems

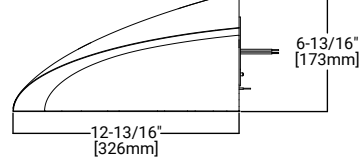
- WaveLinX PRO Wireless

Dimensional Details

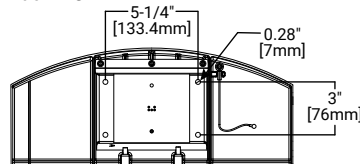
Front View



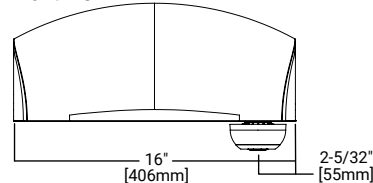
Side View



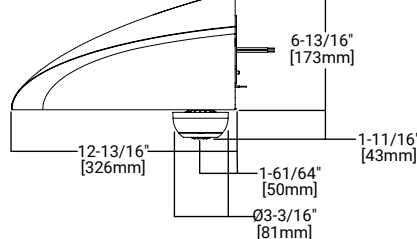
Back View



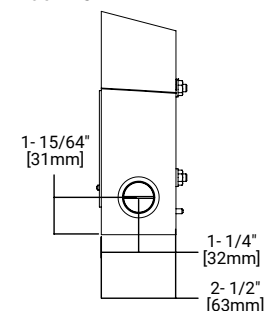
Front View



Side View



Back Box



NOTES:

1. Visit <https://www.designlights.org/search/> to confirm qualification. Not all product variations are DLC qualified.

Ordering Information

SAMPLE NUMBER: CCW-VA4-740-U-T4W-GM

Product Family ¹	Light Engine		Color Temperature	Voltage	Distribution	Finish				
	Visual Comfort Configurations									
CCW =ClearCurve Wall BAA-CCW =ClearCurve Wall Buy American Act Compliant ²⁸ TAA-CCW =ClearCurve Wall Trade Agreements Act Compliant ²⁸	VA1 =Wavestream, 2,800 lumens VA2 =Wavestream, 3,800 lumens VA3 =Wavestream, 4,500 lumens VA4 =Wavestream, 6,000 lumens VA5 =Wavestream, 8,000 lumens ² VA6 =Wavestream, 10,000 lumens ² <table><tr><th>Discrete Configurations</th><th>Drive Current</th></tr><tr><td>SA1=1 Light Square SA2=2 Light Squares</td><td>A=350mA B=450mA C=615mA D=800mA E=1050mA F=1200mA ³</td></tr></table>		Discrete Configurations	Drive Current	SA1 =1 Light Square SA2 =2 Light Squares	A =350mA B =450mA C =615mA D =800mA E =1050mA F =1200mA ³	727 =70CRI, 2700K 730 =70CRI, 3000K 735 =70CRI, 3500K 740 =70CRI, 4000K 750 =70CRI, 5000K 760 =70CRI, 6000K 827 =80CRI, 2700K 830 =80CRI, 3000K 835 =80CRI, 3500K 840 =80CRI, 4000K 850 =80CRI, 5000K AMB =Amber 590nm ²⁴	U =Universal, 120-277V 1 =120V 2 =208V 3 =240V 4 =277V 8 =480V ⁴ 9 =347V	T1 =Type I ⁵ T2 =Type II T3 =Type III T4FT =Type IV Forward Throw T4W =Type IV Wide SL2 =Type II w/Spill Control ⁵ SL3 =Type III w/Spill Control ⁵ SL4 =Type IV w/Spill Control ⁵ SLL =90° Spill Light Eliminator Left ⁵ SLR =90° Spill Light Eliminator Right ⁵	AP =Grey BZ =Bronze BK =Black DP =Dark Platinum GM =Graphite Metallic WH =White
Discrete Configurations	Drive Current									
SA1 =1 Light Square SA2 =2 Light Squares	A =350mA B =450mA C =615mA D =800mA E =1050mA F =1200mA ³									
Options (Add as Suffix)				Accessories (Order Separately)						
F = Single Fuse (120V, 277V or 347V. Must Specify Voltage) FF = Double Fuse (208, 240, or 480V. Must Specify Voltage) 10MSP = 10kV MOV Surge Protective Device 20MSP = 20kV MOV Surge Protective Device 20K = 20kV UL 1449 Fused Surge Protective Device 2L = Two Circuits ^{5, 6} L90 = Optics Rotated 90° Left ⁵ R90 = Optics Rotated 90° Right ⁵ HSS = House Side Shield (Factory Installed) ^{5, 9} C1 = 1/2" NPT Double Conduit Entry C2 = 3/4" NPT Double Conduit Entry HA = 50°C High Ambient Temperature ¹⁰ TR = Tamper Resistant Hardware CC = Coastal Construction ¹¹ DALI = DALI Driver BPC = Button Type Photocontrol ¹² PR = NEMA 3-PIN Twistlock Photocontrol Receptacle ¹⁴ PR7 = NEMA 7-PIN Twistlock Photocontrol Receptacle ¹⁴ AHD145 = After Hours Dim, 5 Hours ¹⁵ AHD245 = After Hours Dim, 6 Hours ¹⁵ AHD255 = After Hours Dim, 7 Hours ¹⁵ AHD355 = After Hours Dim, 8 Hours ¹⁵ MS/DIM-L08 = Motion Sensor for Dimming Operation, Up to 8' Mounting Height ^{12, 16} MS/DIM-L20 = Motion Sensor for Dimming Operation, 9' - 20' Mounting Height ^{12, 16} SPB1 = Motion Sensor for Dimming Operation, BLE Interface, Up to 8' Mounting Height ^{12, 17} SPB2 = Motion Sensor for Dimming Operation, BLE Interface, 8' - 20' Mounting Height ^{12, 17} WPS2XX = WaveLinX Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting ^{12, 18, 19, 20} ; replace XX with sensor color (WH, BZ or BK) WPS4XX = WaveLinX Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting ^{12, 18, 19, 20} ; replace XX with sensor color (WH, BZ or BK) UPL = Uplight fixture ⁵ FADC = Field Adjustable Dimming Control ²⁵ NAT = Natatorium qualified ¹¹ X = No surge protector EMERGENCY OPTIONS (choose only one) EBP = Emergency Battery Pack (Ambient Temp, 0° to 40°C) ^{7, 8, 13, 26} CBP = Cold Weather Emergency Battery Pack (Ambient Temp, -20° to 40°C) ^{7, 8, 13, 26} CBP-CEC = Cold Weather Emergency Battery Pack, CEC Compliant (Ambient Temp, -20° to 40°C) ^{7, 8, 13, 26} ITS = Internal Transfer Switch, UL Recognized Component ^{7, 13}				OA/RA1013 = Photocontrol Shorting Cap OA/RA1014 = NEMA Photocontrol - 120V OA/RA1016 = NEMA Photocontrol - Multi-Tap 105-285V OA/RA1201 = NEMA Photocontrol - 347V OA/RA1027 = NEMA Photocontrol - 480V WRGX = Wireguard for qty "X" Lightsquares ⁵ BB/CCXX = Back Box with 3/4 NPT (replace XX with color selection) BB-BPC/CCXX = Back Box with 3/4 NPT and button PC (replace XX with color selection) ^{12, 25} LS/HSS = House Side Shield ^{5, 21} FSIR-100 = Wireless Configuration Tool for Motion Sensor ²² WOLC-7P-10A = WaveLinX Outdoor Control Module (7-PIN) ²³ BB-ZW/CCXX = Back Box with 3/4" NPT and Wavelinx enabled 4-PIN Twistlock Receptacle (replace XX with color selection) ²⁵ BB-FADC/CCXX = Field Adjustable Dimming Control (replace XX with color selection) ²⁵ POLE-MT-kit-XX = Pole Mount Arm (replace XX with color selection to match fixture)						
NOTES: 1. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details. 2. Only available with Type IV Wide (T4W) distribution. 3. Not available with 2 Light Squares (SA2x). 4. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems). 5. Not available with Visual Comfort Light Engines (VAX) 6. Not available with 1 Light Square (SA1x). 7. Not available with other emergency options (EBP, CBP, CBP-CEC, or ITS). 8. Universal (120-277V), 120V, or 277V only. 9. Light Square trim plate will be painted Black when HSS option is selected. 10. Not available with VA6 or SA2E Light Engine. Not available with emergency options (EBP, CBP, or CBP-CEC). Not available with AMB (amber leds) 11. Light Square configuration only. The finish is tested per ASTM B117. Scribe rating of 7 per ASTM D1654. 12. Must specify voltage 120, 208, 240 or 277V. 13. Not available with VA6 or SA2E Light Engines. 14. If 347-480V (H) or 277-480V (C) voltage is specified, use a photocontrol that matches the input voltage used (either 277V, 347V, or 480V). 15. Requires the use of BPC photocontrol or the PR7 or PR photocontrol receptacle with photocontrol accessory. See After Hours Dim supplemental guide for additional information. 16. Utilizes the Wattstopper sensor FSP-211. Sensor color white unless specified otherwise via ETO. 17. Utilizes the Wattstopper sensor FSP-3x1. Sensor color determined by product finish. See reference table. 18. Sensor passive infrared (PIR) may be overly sensitive when operating below -20°C (-4°F). 19. In order for the device to be field-configurable, requires WAC Gateway components WAC-PoE and WPOE-120 in appropriate quantities. Only compatible with WaveLinX system and software and requires system components to be installed for operation. See website for more Wavelinx application information. 20. Not available with Back Box. 21. Must order one per Light Square when ordering as a field-installable accessory (1 or 2). 22. This tool enables adjustment to Motion Sensor (MS) parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative for more information. 23. Requires 7-PIN NEMA twistlock photocontrol receptacle (PR7) option. The WOLC-7 cannot be used in conjunction with other controls systems (MS). Only for use at 120-347V. 24. Use for wildlife and observatory (Narrow-band 590nm +/- 5nm). Choose drive current B for SA1 or SA2. Choose lumen package VA2 for T2, T3, and T4FT, choose VA5 for T4W. Not available with 2L option. 25. Not available with DALI, PR7, MS/DIM, SPB1, SPB2, WPS (any sensors or network dimming control devices). 26. Battery systems are UL924 Listed 27. 2L not available with FF, AHD or DALI options. Controls and/or battery packs operate only one of the two circuits when 2L is specified. 2L with controls options not available with 347V or 480V. 28. Product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic preference requirements.										

Product Specifications

Construction

- Low copper content, die-cast aluminum housing provides a clean smooth aesthetic
- Patent pending housing design
- IP66 rated

Optics

- Visual Comfort WaveStream™ technology or high-efficiency injection-molded AccuLED
- Comprehensive range of Color Temperature choices
- Visual Comfort - Four optical distributions utilizing patented visual comfort WaveStream™ technology
- Visual Comfort - 6 lumen packages, ranging from 2,800 to 10,000 lumens
- AccuLED – 18 distributions including HSS shielding
- AccuLED – 11 lumen packages, ranging from 1,600 to 12,000 lumens
- AccuLED - Patented, high-efficiency injection molded AccuLED Optics technology

Electrical

- Approx. 90% lumen maintenance at 60,00 hours
- 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation
- 10kV surge module standard
- 10MSP, 20MSP, 20kv and X are optional
- Standard with 0-10V dimming
- Suitable for operation in -40°C to 40°C ambient environment
- Optional 50°C high ambient (HA) configurations available

Mounting

- Gasketed and zinc plated rigid steel mounting attachment
- “Hook-N-Lock” mechanism for easy installation
- Back box accessory available for post-construction installation.

Finish

- Finishes include white, black, bronze, gray, dark platinum and graphite metallic
- RAL and custom color matches available
- Super housing durable TGIC polyester powder coat paint, 2.5 mil nominal thickness
- Coastal Construction (CC) and Natatorium (NAT) options available

Warranty

- Five year warranty

Approximate Fixture Weight

18.5 lbs

Energy and Performance Data

VA Performance

[Supplemental Performance Guide](#)

Lumen Package	VA1	VA2	VA3	VA4	VA5	VA6
Power Wattage (Watts)*	28.5W	41W	49W	58.6W	78W	106W
Input Current (mA) @120V	240	340	406	493	676	933
Input Current (mA) @277V	105	148	175	221	285	388
Power Wattage (Watts)*	31.5W	44W	53.5W	65W	83W	115W
Input Current (mA) @347V	93	125	155	188	237	321
Input Current (mA) @480V	67	92	114	138	175	243

SA Performance

[Supplemental Performance Guide](#)

Lumen Package	SA1A (350mA)	SA1B (450mA)	SA1C (615mA)	SA1D (800mA)	SA1E (1050mA)	SA1F (1200mA)	SA2A (350mA)	SA2B (450mA)	SA2C (615mA)	SA2D (800mA)	SA2E (1050mA)
Power Wattage (Watts)*	18W	24W	32W	44W	59W	67W	37W	47W	64W	84W	111W
Input Current (mA) @120V	150	200	270	370	490	564	320	400	538	700	925
Input Current (mA) @277V	72	90	120	162	210	251	150	184	236	303	397
Power Wattage (Watts)*	21W	26.5W	35W	47W	61.5W	72W	42W	53W	70W	89W	116W
Input Current (mA) @347V	63	78	100	135	180	210	123	154	201	257	335
Input Current (mA) @480V	45	57	75	99	131	153	90	113	147	188	245

Energy and Performance Data

VA Performance

[Supplemental Performance Guide](#)

CCT	Optics		VA1	VA2	VA3	VA4	VA5	VA6
730	T2 (Type II)	Lumens	2,709	3,627	4,290	5,519	--	--
		Lumens per Watt	90.9	90	89	85	--	--
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	--	--
	T3 (Type III)	Lumens	2,765	3,701	4,377	5,631	--	--
		Lumens per Watt	92	90	90	87.2	--	--
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	--	--
	T4FT (Type IV Forward Throw)	Lumens	3,230	4,368	5,116	6,257	--	--
		Lumens per Watt	107	107	104	97	--	--
		BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B2-U0-G2	--	--
	T4W (Type IV Wide)	Lumens	3,122	4,254	5,049	6,140	7,720	9,785
		Lumens per Watt	108	109	108	107	104	96.8
		BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3
740	T2 (Type II)	Lumens	2,794	3,741	4,424	5,692	--	--
		Lumens per Watt	93.8	92	92	88	--	--
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	--	--
	T3 (Type III)	Lumens	2,851	3,817	4,514	5,807	--	--
		Lumens per Watt	95	93	92	89.9	--	--
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	--	--
	T4FT (Type IV Forward Throw)	Lumens	3,332	4,505	5,276	6,453	--	--
		Lumens per Watt	110	111	108	99.9	--	--
		BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	--	--
	T4W (Type IV Wide)	Lumens	3,220	4,388	5,207	6,332	7,961	10,091
		Lumens per Watt	111	112	111	110	107	99.8
		BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3

Energy and Performance Data

SA Performance

[Supplemental Performance Guide](#)

CCT	Optics		SA1A (350mA)	SA1B (450mA)	SA1C (600mA)	SA1D (800 mA)	SA1E (1050mA)	SA1F (1200mA)	SA2A (350mA)	SA2B (450mA)	SA2C (600mA)	SA2D (800 mA)	SA2E (1050mA)
730	T1 (Type I)	Lumens	2426	3062	4009	4945	6063	6648	4852	6124	8017	9889	12124
		Lumens per Watt	135	128	125	112	108	99	134	133	129	122	114
		BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3
	T2 (Type II)	Lumens	2485	3137	4107	5066	6210	6810	4970	6273	8213	10130	12420
		Lumens per Watt	138	131	128	115	111	102	137	136	132	125	117
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
	T3 (Type III)	Lumens	2517	3178	4160	5131	6290	6898	5034	6354	8319	10261	12580
		Lumens per Watt	140	132	130	117	112	103	139	138	134	127	118
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
	T4FT (Type IV Forward Throw)	Lumens	2490	3143	4115	5075	6222	6823	4979	6285	8228	10149	12443
		Lumens per Watt	138	131	129	115	111	102	138	137	132	126	117
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	T4W (Type IV Wide)	Lumens	2513	3173	4153	5123	6281	6888	5026	6344	8306	10245	12561
		Lumens per Watt	140	132	130	116	112	103	139	138	134	127	118
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3
	SL2 (Type II w/Spill Control)	Lumens	2466	3112	4075	5026	6162	6757	4931	6224	8148	10051	12322
		Lumens per Watt	137	130	127	114	110	101	136	135	131	124	116
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	SL3 (Type III w/Spill Control)	Lumens	2463	3109	4071	5021	6156	6751	4926	6218	8141	10041	12311
		Lumens per Watt	137	130	127	114	110	101	136	135	131	124	115
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3
	SL4 (Type IV w/Spill Control)	Lumens	2441	3082	4034	4976	6101	6690	4882	6163	8068	9952	12201
		Lumens per Watt	136	128	126	113	109	100	135	134	130	123	114
		BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3

Energy and Performance Data

SA Performance

[Supplemental Performance Guide](#)

CCT	Optics		SA1A (350mA)	SA1B (450mA)	SA1C (600mA)	SA1D (800 mA)	SA1E (1050mA)	SA1F (1200mA)	SA2A (350mA)	SA2B (450mA)	SA2C (600mA)	SA2D (800 mA)	SA2E (1050mA)
740	T1 (Type I)	Lumens	2664	3363	4403	5431	6658	7301	5328	6725	8804	10860	13315
		Lumens per Watt	148	140	138	123	119	109	147	146	142	134	125
		BUG Rating	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B4-U0-G4
	T2 (Type II)	Lumens	2729	3445	4510	5563	6820	7479	5458	6889	9019	11125	13639
		Lumens per Watt	152	144	141	126	122	112	151	150	145	138	128
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
	T3 (Type III)	Lumens	2764	3489	4568	5635	6908	7576	5528	6978	9135	11269	13815
		Lumens per Watt	154	145	143	128	123	113	153	152	147	139	130
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
	T4FT (Type IV Forward Throw)	Lumens	2734	3451	4518	5573	6833	7493	5468	6902	9036	11146	13665
		Lumens per Watt	152	144	141	127	122	112	151	150	146	138	128
		BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	T4W (Type IV Wide)	Lumens	2760	3484	4561	5626	6897	7564	5520	6967	9121	11251	13794
		Lumens per Watt	153	145	143	128	123	113	152	151	147	139	129
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	SL2 (Type II w/Spill Control)	Lumens	2708	3418	4475	5519	6767	7420	5415	6835	8948	11038	13532
		Lumens per Watt	150	142	140	125	121	111	150	149	144	137	127
		BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3
	SL3 (Type III w/Spill Control)	Lumens	2705	3415	4470	5514	6760	7413	5410	6829	8940	11027	13519
		Lumens per Watt	150	142	140	125	121	111	149	148	144	136	127
		BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3
	SL4 (Type IV w/Spill Control)	Lumens	2681	3384	4431	5465	6700	7347	5362	6768	8860	10929	13399
		Lumens per Watt	149	141	138	124	119	110	148	147	143	135	126
		BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G3

Energy and Performance Data

SA Performance

[Supplemental Performance Guide](#)

CCT	Optics		1A (350mA)	1B (450mA)	1C (600mA)	1D (800mA)	1E (1050mA)	1F (1200mA)	2A (350mA)	2B (450mA)	2C (600mA)	2D (800mA)	2E (1050mA)
740	SL4-HSS (Type III w/ Spill Control, House Side Shield)	Lumens	1,904	2,387	3,058	3,982	4,873	5,093	4,426	5,549	7,109	8,932	9,704
		Lumens per Watt	104.6	102	95.6	91.1	84.8	81.5	121.6	118.6	111.1	107.2	88.8
		BUG Rating	B0-U0-G1	B0-U0-G1	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2
	SLR (90° Spill Light Eliminator Right)	Lumens	1,998	2,505	3,209	4,179	5,115	5,345	4,645	5,824	7,461	9,374	10,184
		Lumens per Watt	109.8	107.1	100.3	95.6	89	85.5	127.6	124.4	116.6	112.5	93.2
		BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3
	SLR-HSS (90° Spill Light Eliminator Right, House Side Shield)	Lumens	1,657	2,077	2,661	3,465	4,240	4,432	3,851	4,828	6,185	7,771	8,443
		Lumens per Watt	91	88.8	83.1	79.3	73.7	70.9	105.8	103.2	96.6	93.3	77.2
		BUG Rating	B0-U0-G1	B0-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2
	SLL (90° Spill Light Eliminator Left)	Lumens	1,998	2,505	3,209	4,179	5,115	5,345	4,645	5,824	7,461	9,374	10,184
		Lumens per Watt	109.8	107.1	100.3	95.6	89	85.5	127.6	124.4	116.6	112.5	93.2
		BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3
	SLL-HSS (90° Spill Light Eliminator Left, House Side Shield)	Lumens	1,657	2,077	2,661	3,465	4,240	4,432	3,851	4,828	6,185	7,771	8,443
		Lumens per Watt	91	88.8	83.1	79.3	73.7	70.9	105.8	103.2	96.6	93.3	77.2
		BUG Rating	B0-U0-G1	B0-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2

Energy and Performance Data

Lumen Multiplier

Ambient Temperature	Lumen Multiplier
0°C	1.02
10°C	1.01
25°C	1.00
40°C	0.99
50°C	0.97

Lumen Maintenance (TM-21)

Ambient Temperature	25,000 hours*	50,000 hours*	60,000 hours*	100,000 hours**	Theoretical L70 (Hours)**
25°C	94.4%	90.4%	89.0%	83.0%	>199,000
40°C	94.6%	90.9%	89.4%	83.9%	>212,000
50°C	91.8%	87.0%	85.2%	78.2%	>151,000

NOTES:

* Supported by IESTM-21 standards

** Theoretical values represent estimations commonly used; however, refer to the IES position on LED Product Lifetime Prediction, IES PS-10-18, that explains proper use of IESTM-21 and LM-80.

Control Options

0-10V

This fixture is offered standard with 0-10V dimming driver(s).

Photocontrol Options

Optional button-type photocontrol (BPC) and photocontrol receptacles (PR and PR7) provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PR7 receptacle.

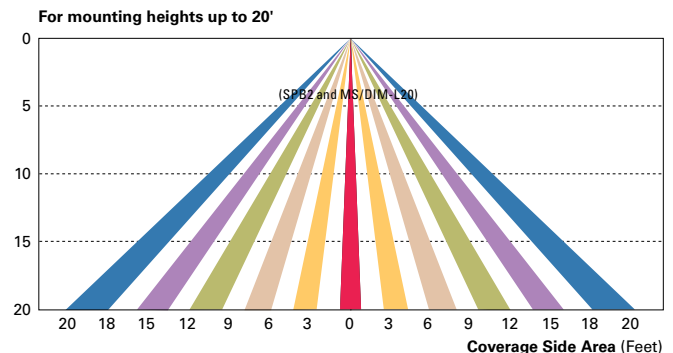
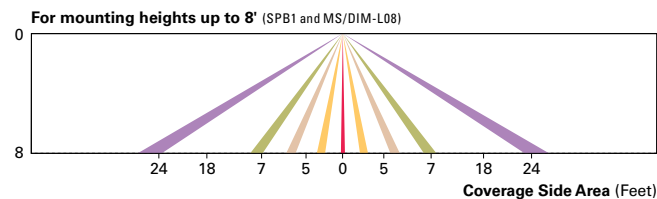
After Hours Dim (AHD)

This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a "dusk-to-dawn" period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

Dimming Occupancy Sensor (SPB and MS/DIM)

These sensors are factory installed in the luminaire, dimming after five minutes of no motion detected. When motion is detected, the luminaire output is 100%. Includes an integral photocell that can be programmed for "dusk-to-dawn" operation. SPB motion sensors require the Sensor Configuration mobile application by Wattstopper to change factory default dimming level, time delay, sensitivity and other parameters. Available for iOS and Android devices. The MS/DIM requires the FSIR-100 programming tool to adjust factory defaults. Two lens options provide optimal coverage patterns for mounting heights up to 20'.

SPB sensor finish matched to luminaire finish		
Luminaire Finish		SPB Sensor Finish
WH	White	White
BK	Black	Black
GM	Graphite Metallic	Black
BZ	Bronze	Bronze
AP	Gray	Gray
DP	Dark Platinum	Gray



WaveLinX Wireless Control and Monitoring System

Operates on a wireless mesh network based on IEEE 802.15.4 standards enabling wireless control of outdoor lighting. WaveLinX (WPS2 to WPS4) outdoor wireless sensors offer passive infrared (PIR) occupancy and photocell for closed loop daylight harvesting, and can be factory or field-installed. Sensors are factory preset to dim down to 50% after 15 minutes of no motion detected. Two lens options are available for mounting heights of 7' to 40'. Use the WaveLinX mobile application for set-up and configuration. At least one Wireless Area Controller (WAC) is required for full functionality and remote communication (including adjustment of any factory pre-sets).

WaveLinX Wireless Outdoor Lighting Control Module (WOLC-7P-10A)

The 7-pin wireless outdoor lighting control module enables WaveLinX to control outdoor area, site and flood lighting. WaveLinX controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week

Project		Catalog #		Type	
Prepared by		Notes		Date	



Lumark

Prevail Discrete LED

Area / Site Luminaire

Product Features



Product Certifications

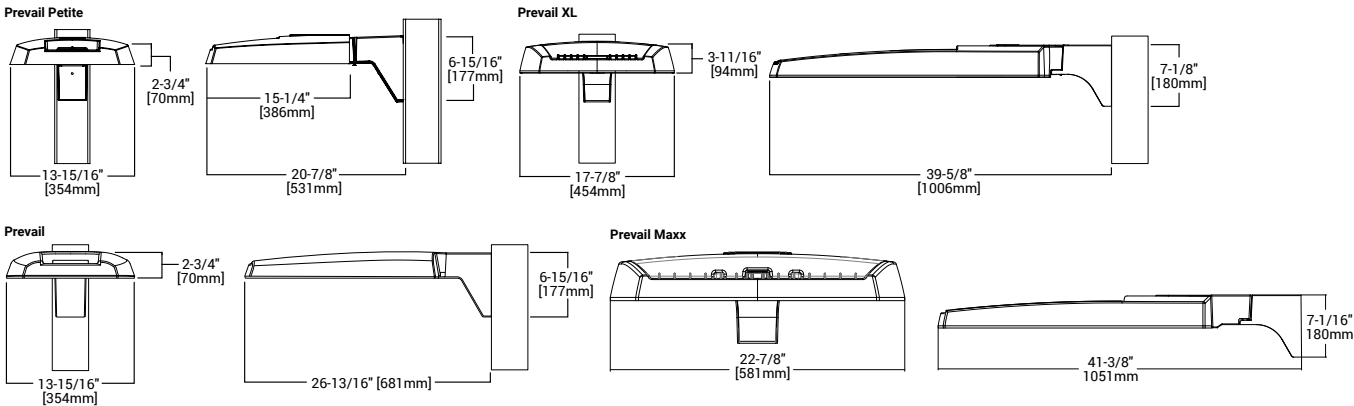


- Interactive Menu
- Ordering Information page 2
 - Mounting Details page 3, 4
 - Optical Configurations page 5
 - Product Specifications page 5
 - Energy and Performance Data page 6
 - Control Options page 8

- Quick Facts
- Direct-mounted discrete light engine for improved optical uniformity and visual comfort
 - Lumen packages range from 4,300 - 68,000 nominal lumens (30W - 550W)
 - Replaces 70W up to 1,000W HID equivalents
 - Efficacies up to 157 lumens per watt
 - Standard universal quick mount arm with universal drill pattern

- Connected Systems
- WaveLinx PRO Wireless
 - WaveLinx LITE Wireless

Dimensional Details



NOTES:

1. Visit <https://www.designlights.org/search/> to confirm qualification. Not all product variations are DLC qualified.


2. IDA Certified for 3000K CCT and warmer only.

Ordering Information

SAMPLE NUMBER: **PRV-XL-PA4B-740-U-T4W-BZ**

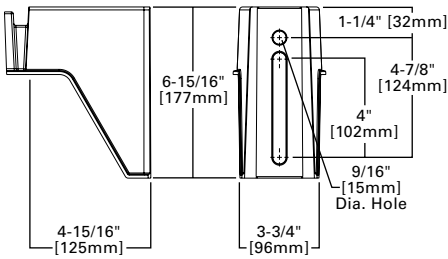
Product Family ^{1,2}	Light Engine		Color Temperature	Voltage	Distribution	Mounting (Included)	Finish	
	Configuration	Drive Current ⁴						
PRV-P =Prevail Petite BAA-PRV-P =Prevail Petite BAA Buy American Act Compliant ³ TAA-PRV-P =Prevail Petite TAA Trade Agreements Act Compliant ³	PA1 =1 Panel, 24 LED Rectangle	A =400mA Nominal B =700mA Nominal C =950mA Nominal D =1200mA Nominal	740 =70CRI, 4000K 730 =70CRI, 3000K 750 =70CRI, 5000K 8540 =85CRI, 4000K	U =Universal, 120-277V H =High Voltage, 347-480V 1=120V 2=208V 3=240V 4=277V 8=480V ⁵ 9=347V DV =DuraVolt, 277-480V ^{5,6}	T2R =Type II Roadway T2U =Type II Urban T3 =Type III T4W =Type IV Wide 5WQ =Type V Square Wide	SA =QM Standard Versatile Arm MA =QM Mast Arm FMA =Fixed Mast Arm ²⁷ WM =QM Wall Mount Arm ADJA-WM = Adjustable Arm – Wall Mount ²⁹ ADJA =Adjustable Arm – Pole Mount ²⁹ ADJS =Adjustable Arm – Slipfitter, 3” vertical tenon ²⁹ SP2 =Adjustable Arm – Slipfitter, 2 3/8” vertical tenon ^{27, 29}	AP =Grey BZ =Bronze BK =Black DP =Dark Platinum GM =Graphite Metallic WH =White	
PRV =Prevail BAA-PRV =Prevail BAA Buy American Act Compliant ³ TAA-PRV =Prevail TAA Trade Agreements Act Compliant ³	PA1 =1 Panel, 24 LED Rectangle PA2 =2 Panels, 48 LED Rectangles	A =700mA Nominal B =950mA Nominal						
PRV-XL =PRV XL BAA-PRV-XL =Prevail XL BAA Buy American Act Compliant ³ TAA-PRV-XL =Prevail XL TAA Trade Agreements Act Compliant ³	PA3 =3 Panels, 72 LED Rectangles PA4 =4 Panels, 96 LED Rectangles	A =750mA Nominal B =950mA Nominal						
PRV-M =Prevail Maxx BAA-PRV-M =Prevail Maxx BAA Buy American Act Compliant ³ TAA-PRV-M =Prevail Maxx TAA Trade Agreements Act Compliant ³	PA6 = 6 Panels, 144 LED Rectangles	A =600mA Nominal B =800mA Nominal C =1000mA Nominal D =1200mA Nominal						
Options (Add as Suffix)				Accessories (Order Separately) ^{20,21}				
10K =10kV UL 1449 Fused Surge Protective Device 20MSP =20kV MOV Surge Protective Device 20K =20kV UL 1449 Fused Surge Protective Device F =Single Fuse (Used with Voltages 120, 277 or 347V) FF =Double Fuse (Used with Voltages 208, 240 or 480V) FADC =Field Adjustable Dimming Controller ³⁰ L90 =Optics Rotated 90° Left R90 =Optics Rotated 90° Right CC =Coastal Construction finish ⁹ HSS =House Side Shield (Factory Installed) ⁷ HA =50°C High Ambient Temperature ⁸ PR =NEMA 3-PIN Twistlock Photocontrol Receptacle ¹⁰ PR7 =NEMA 7-PIN Twistlock Photocontrol Receptacle ¹⁰ MS/DIM-L08 =Motion Sensor for Dimming Operation, Up to 8' Mounting Height ^{11,12,13} MS/DIM-L20 =Motion Sensor for Dimming Operation, 9' - 20' Mounting Height ^{11,12,13} MS/DIM-L40 =Motion Sensor for Dimming Operation, 21' - 40' Mounting Height ^{11,12,13} SPB1 =Motion Sensor for Dimming Operation, BLE Interface, Up to 8' Mounting Height ^{11,14} SPB2 =Motion Sensor for Dimming Operation, BLE Interface, 8' - 20' Mounting Height ^{11,14,27,28} SPB4 =Motion Sensor for Dimming Operation, BLE Interface, 21' - 40' Mounting Height ^{11,14,28}		WPS2XX =Wavelinx Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 15' Mounting Height ^{11,12,15,16,17} WPS4XX =Wavelinx Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting Height ^{11,12,15,16,17} WLS2XX =WaveLinx Lite, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 15' Mounting Height ^{11,12,15,16,17} WLS4XX =WaveLinx Lite, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting Height ^{11,12,15,16,17} (See Table Below) =LumenSafe Integrated Network Security Camera ^{18,19}		PRVSA-XX =Standard Arm Mounting Kit ²² PRVMA-XX =Mast Arm Mounting Kit ²² PRVWM-XX =Wall Mount Kit ²² PRV-ADJA-XX =Adjustable Arm - Pole Mount Kit ²² PRV-ADJS-XX =Adjustable Arm - Slipfitter Kit ²² PRV-ADJA-WM-XX =Adjustable Arm - Wall Mount Kit ²² PRVXLSA-XX =Standard Arm Mounting Kit ²⁸ PRVXLMA-XX =Mast Arm Mounting Kit ²⁸ PRVXLWM-XX =Wall Mount Kit ²⁸ PRV-XL-ADJA-XX =Adjustable Arm - Pole Mount Kit ²⁸ PRV-XL-ADJA-WM-XX = Adjustable Arm - Wall Mount Kit ²⁸ PRV-XL-ADJS-XX = Adjustable Arm - Slipfitter Kit ²⁸ PRV-M-ADJA-XX =Adjustable Arm - Pole Mount Kit ²⁷ PRV-M-ADJS-XX =Adjustable Arm - Slipfitter Kit ²⁷ PRV-M-ADJA-WM-XX =Adjustable Arm - Wall Mount Kit ²⁷ MA1010-XX =Single Tenon Adapter for 3-1/2" O.D. Tenon MA1011-XX =2@180° Tenon Adapter for 3-1/2" O.D. Tenon			MA1017-XX =Single Tenon Adapter for 2-3/8" O.D. Tenon MA1018-XX =2@180° Tenon Adapter for 2-3/8" O.D. Tenon SRA238 =Tenon Adapter from 3" to 2-3/8" O.D. Tenon PRV/DIS-FDV =Full Drop Visor ²³ PRVXL/DIS-FDV =Full Drop Visor ¹⁸ HSS-VP =House Side Shield Kit, Vertical Panel ^{7,24} HSS-HP =House Side Shield Kit, Horizontal Panel ^{7,24} VGS-ARCH = Panel Drop Shield, Short VGL-ARCH = Panel Drop Shield, Long OA/RA1013 =Photocontrol Shorting Cap OA/RA1014 =NEMA Photocontrol - 120V OA/RA1016 =NEMA Photocontrol - Multi-Tap 105-285V OA/RA1201 =NEMA Photocontrol - 347V OA/RA1027 =NEMA Photocontrol - 480V FSIR-100 =Wireless Configuration Tool for Occupancy Sensor ²⁵ WOLC-7P-10A =WaveLinx Outdoor Control Module (7-PIN) ²⁶	
NOTES: 1. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details. 2. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for applications. Refer to installation instructions and pole white paper WP513001EN for additional support information. 3. Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to DOMESTIC.PREFERENCES website for more information. Components shipped separately may be separately analyzed under domestic preference requirements. 4. Nominal drive currents shown here. For actual drive current by configuration, refer to Power and Lumens tables. 5. 480V not to be used with ungrounded or impedance grounded systems. 6. DuraVolt drivers feature added protection from power quality issues such as loss of neutral, transients and voltage fluctuations. Visit www.signify.com/duravolt for more information. 7. House Side Shield not for use with 5WQ distribution. 8. Not available with PATD light engine in Petite housing (PRV-P). 9. Coastal construction finish salt spray tested to over 5,000-hours per ASTM B117, with a scribe rating of 9 per ASTM D1654. 10. If High Voltage (H) or DuraVolt (DV) is specified, use a photocontrol that matches the input voltage used. 11. Controls system is not available in combination with a photocontrol receptacle (PR or PR7) or another controls system (MS SPB). 12. Option not available with High Voltage (H) or DuraVolt (DV). Must specify Universal (U), 347V (9), or 480V (8) voltage. 13. Utilizes the Wattstopper sensor FSP-211. Sensor color white unless specified otherwise via PDR. To field-configure, order FSIR-100 accessory separately. 14. Utilizes the Wattstopper sensor FSP-3XX series. Sensor color determined by product finish. See Sensor Color Reference Table. Field-configures via mobile application. See Controls section for details. 15. Sensor passive infrared (PIR) may be overly sensitive when operating below -20°C (-4°F). 16. In order for the device to be field-configurable, requires WAC Gateway components WAC-PoE and WPOE-120 in appropriate quantities. Only compatible with WaveLinx system and software and requires system components to be installed for operation. See website for more Wavelinx application information. 17. Replace XX with sensor color (WH, BZ or BK). 18. Only available in PRV-XL configurations. 19. Not available with High Voltage (H, DV, 8 or 9) or HA options. Consult LumenSafe system product pages for additional details and compatibility information. 20. Replace XX with paint color. 21. For BAA or TAA requirements, Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information. 22. Not for use with PRV-XL or PRV-M configurations. 23. Only for use with PRV. Not applicable to PRV-M, PRV-XL, or PRV-P. 24. Must order one per optic/LED when ordering as a field-installable accessory (1, 2, 3, 4, or 6). Refer to House Side Shield reference table for details. 25. This tool enables adjustment to Motion Sensor (MS) parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative for more information. 26. Requires 7-PIN NEMA twistlock photocontrol receptacle (PR7) option. The WOLC-7 cannot be used in conjunction with other controls systems (MS or LWR). Only for use at 120-347V. 27. Only available for PRV-M configurations. 28. Only for use with PRV-XL. 29. Fixed for PRV-M. 30. Cannot be used with PR7 or other motion response control options.								

LumenSafe Integrated Network Security Camera Technology Options (Add as Suffix)

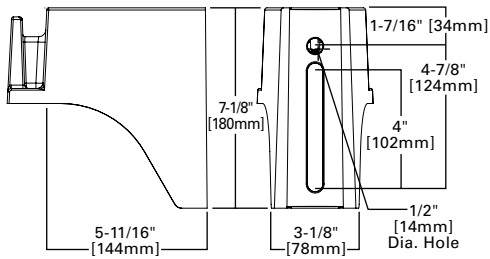
Product Family	Camera Type	Data Backhaul	
L =LumenSafe Technology 	H =Dome Camera, High Res Z =Dome Camera, Remote PTZ	C =Cellular, Customer Installed SIM Card A =Cellular, Factory Installed AT&T SIM Card V =Cellular, Factory Installed Verizon SIM Card	S =Cellular, Factory Installed Sprint SIM Card E =Ethernet Networking

Mounting Details

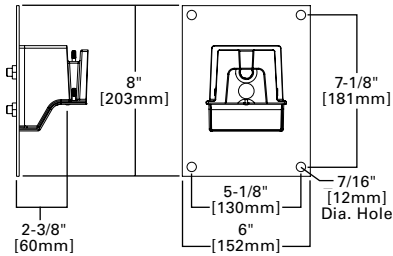
SA=QM Pole Mount Arm (PRV & PRV-P)



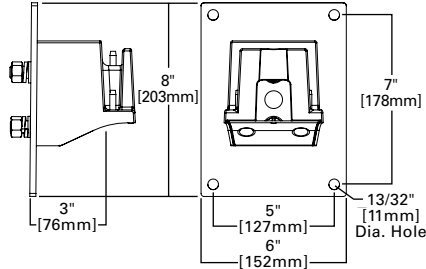
SA=QM Pole Mount Arm (PRV-XL)



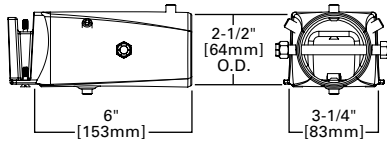
WM=QM Wall Mount Arm (PRV & PRV-P)



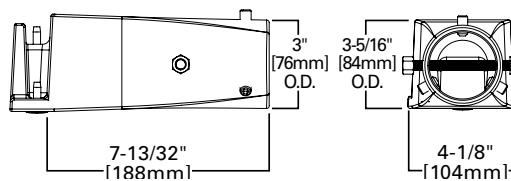
WM=QM Wall Mount Arm (PRV-XL)



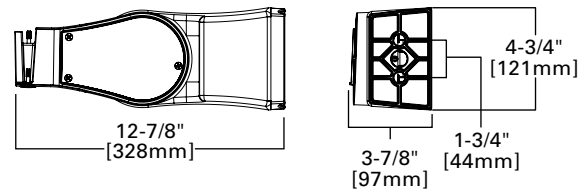
MA=QM Mast Arm (PRV & PRV-P)



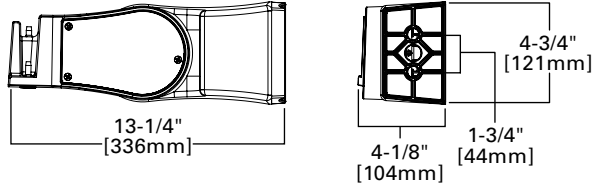
MA=QM Mast Arm (PRV-XL)



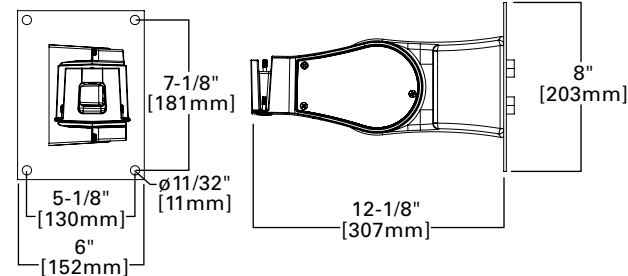
ADJA=Adjustable Arm Pole Mount (PRV & PRV-P)



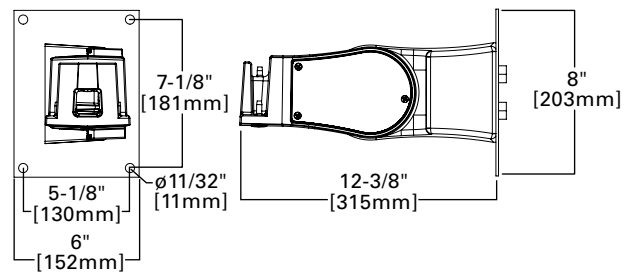
ADJA=Adjustable Arm Pole Mount (PRV-XL)



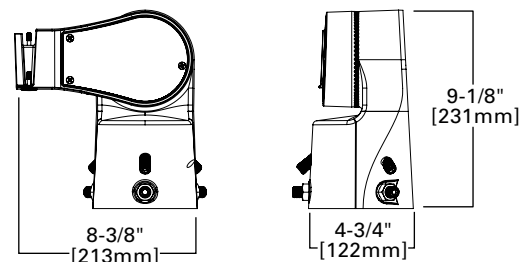
ADJA-WM=Adjustable Arm Wall Mount (PRV & PRV-P)



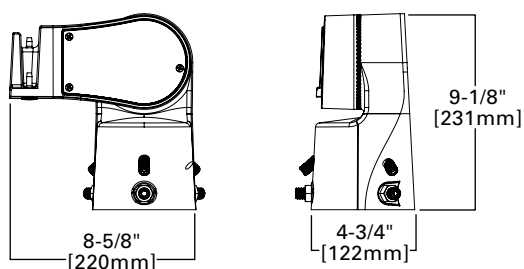
ADJA-WM=Adjustable Arm Wall Mount (PRV-XL)



ADJS=Adjustable Slipfitter 3 (PRV & PRV-P)

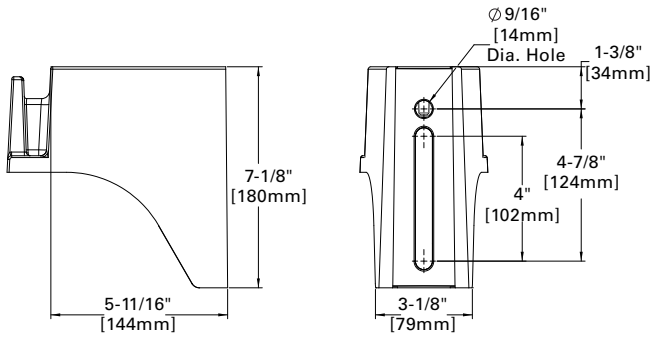


ADJS=Adjustable Slipfitter 3 (PRV-XL)

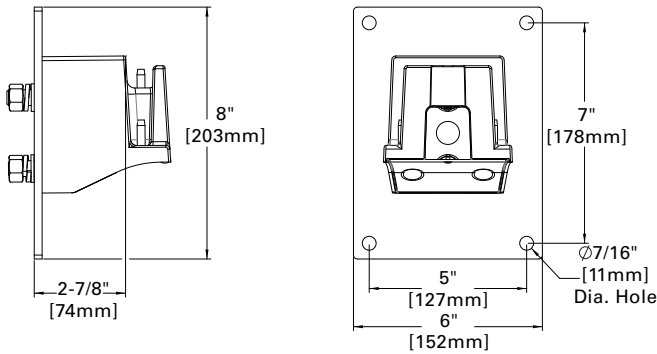


Mounting Details

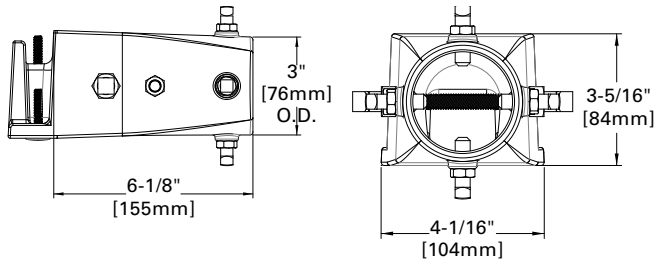
SA=QM Pole Mount Arm (PRV-M)



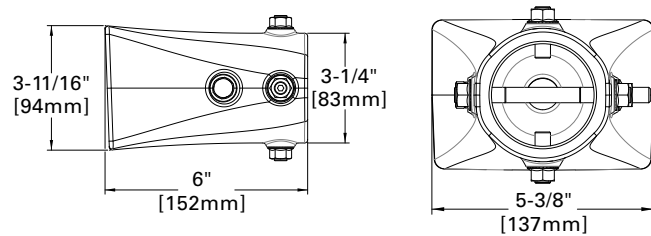
WM=QM Wall Mount Arm (PRV-M)



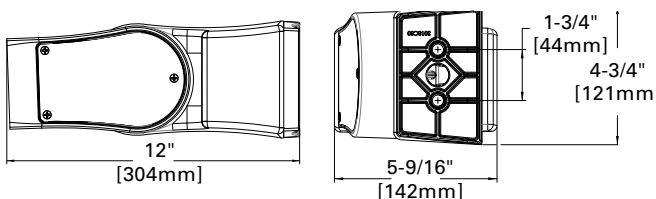
MA=QM Mast Arm (PRV-M)



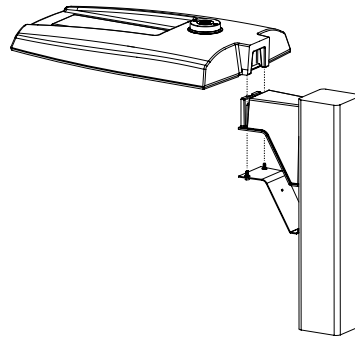
FMA=Fixed Mast Arm (PRV-M)



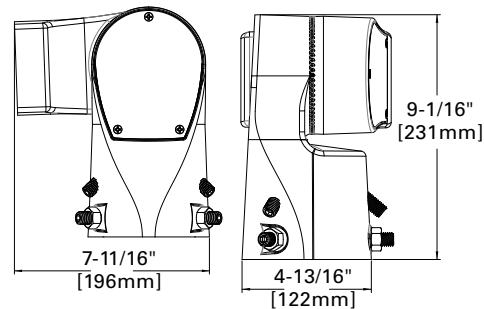
ADJA=Adjustable Pole Mount Arm (PRV-M)



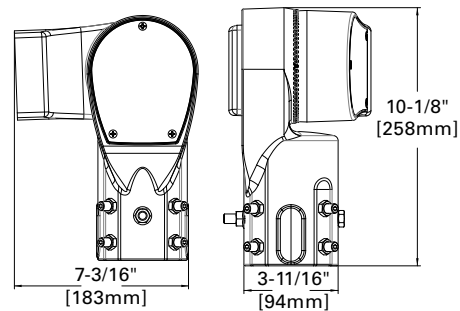
Versatile Mount System



ADJS=Adjustable Slipfitter (PRV-M)




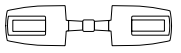
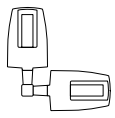
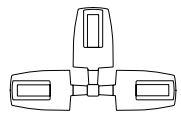
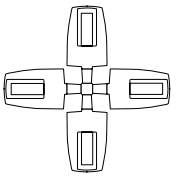
SP2=Adjustable Slipfitter 2-3/8\" (PRV-M)



Mounting Details

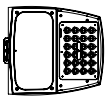
Mounting Configurations and EPAs

NOTE: For 2 PRV's mounted at 90°, requires minimum 3" square or 4" round pole for fixture clearance. For 2 PRV-XL's mounted at 90°, requires minimum 4" square or round pole for fixture clearance. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for applications

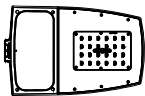
						
Housing Size	Tilt Angle (Degrees)	Arm Mount Single	Arm Mount 2 @ 180°	Arm Mount 2 @ 90°	Arm Mount 3 @ 90°	Arm Mount 4 @ 90°
Prevail Petite	0°	0.54	1.08	0.84	1.38	1.38
	60°	1.68	1.85	2.42	3.15	3.30
Prevail	0°	0.92	1.35	1.42	1.63	1.63
	60°	2.20	2.40	3.05	3.88	4.07
	60° + Full Drop Visor	2.20	2.40	3.25	4.28	4.47
Prevail XL	0°	1.12	2.25	2.13	2.52	2.52
	60°	3.99	4.30	5.26	6.51	6.79
	60° + Full Drop Visor	3.99	4.30	5.59	7.17	7.49
Prevail Maxx	0°	1.28	2.56	1.7	2.69	2.69
	60°	5.09	5.52	6.34	7.49	7.81

Optical Configurations

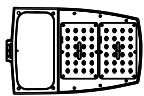
PRV-P-PA1X



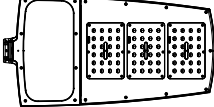
PRV-PA1X



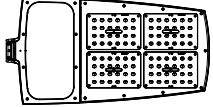
PRV-PA2X



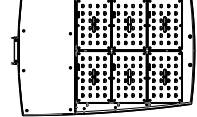
PRV-XL-PA3X



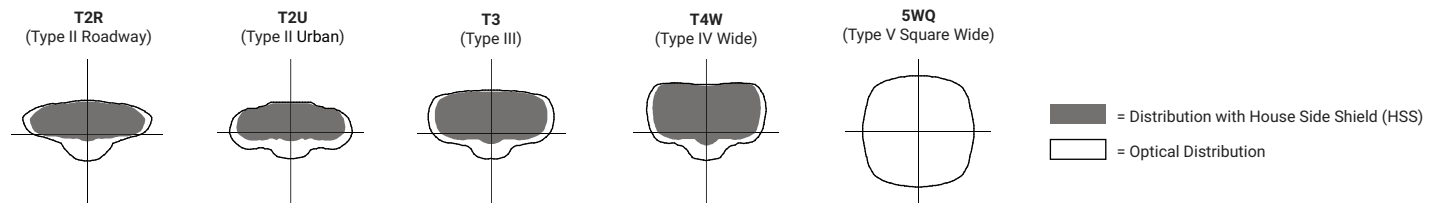
PRV-XL-PA4X



PRV-M-PA6X



Optical Distributions



Product Specifications

Construction

- Single-piece die-cast aluminum housing
- Tethered die-cast aluminum door

Optics

- Dark Sky Approved (3000K CCT and warmer only)
- Precision molded polycarbonate optics

Electrical

- -40°C minimum operating temperature
- 40°C maximum operating temperature
- >.9 power factor
- <20% total harmonic distortion
- Class 1 electronic drivers have expected life of 100,000 hours with <1% failure rate
- 0-10V dimming driver is standard with leads external to the fixture
- Standard MOV surge protective device designed to withstand 10kV of transient line surge

- Luminaire available with the field adjustable dimming controller (FADC) to manually adjust wattage and reduce the total lumen output and light levels; Comes pre-set to the highest position at the lumen output selected

Mounting

- Versatile, patented, standard mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8" (Type M drilling recommended for new installations)
- A knock-out on the standard mounting arm enables round pole mounting
- Adjustable pole and wall mount arms adjust in 5° increments from 0° to 60°; Downward facing orientation only (Type N drilling required for ADJA mount)
- Adjustable slipfitter arm adjusts in 5° increments from -5° to 85°; Downward facing orientation only
- Prevail and Prevail Petite: 3G vibration rated (all arms)
- Prevail XL Mast Arm: 3G vibration rated

- Prevail XL Standard Arm: 1.5G vibration rated
- Adjustable Arms: 1.5G vibration rated

Finish

- Five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness
- Finish is compliant to 3,000 hour salt spray standard (per ASTM B117)

Typical Applications

- Parking lots, Walkways, Roadways and Building Areas

Shipping Data

- Prevail Petite: 18 lbs. (7.94 kgs.)
- Prevail: 20 lbs. (9.09 kgs.)
- Prevail XL: 45 lbs. (20.41 kgs.)
- Prevail Maxx: 49 lbs. (22.23 kgs.)

Warranty

- Five year limited warranty, consult website for details. www.cooperlighting.com/legal

Energy and Performance Data

Power and Lumens



View PRV-P IES files



View PRV IES files



View PRV-XL IES files

Product Family		Prevail Petite				Prevail				Prevail XL				Prevail Maxx			
Light Engine		PA1A	PA1B	PA1C	PA1D	PA1A	PA1B	PA2A	PA2B	PA3A	PA3B	PA4A	PA4B	PA6A	PA6B	PA6C	PA6D
Power (Watts)		31	53	72	93	54	74	113	151	172	234	245	303	274	366	457	544
Drive Current (mA)		375	670	930	1200	670	930	720	970	750	980	785	970	600	800	1000	1200
Input Current @ 120V (A)		0.26	0.44	0.60	0.78	0.45	0.62	0.93	1.26	1.44	1.95	2.04	2.53	2.30	3.05	3.83	4.54
Input Current @ 277V (A)		0.12	0.20	0.28	0.35	0.21	0.28	0.41	0.55	0.62	0.85	0.93	1.12	0.99	1.30	1.62	1.94
Input Current @ 347V (A)		0.10	0.17	0.23	0.29	0.17	0.23	0.33	0.45	0.52	0.70	0.74	0.90	0.78	1.05	1.32	1.60
Input Current @ 480V (A)		0.07	0.13	0.17	0.22	0.12	0.17	0.24	0.33	0.39	0.52	0.53	0.65	0.58	0.76	0.95	1.14
Distribution																	
Type II Roadway	4000K/5000K Lumens	4,505	7,362	9,495	11,300	7,605	9,896	15,811	19,745	24,718	30,648	34,067	39,689	41,611	52,596	61,921	67,899
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G4	B4-U0-G5	B4-U0-G5	B4-U0-G5
	Lumens per Watt	147	139	132	121	141	134	141	131	144	131	139	131	152	144	135	125
	3000K Lumens ¹	4,103	6,705	8,647	10,291	6,926	9,012	14,399	17,982	22,511	27,912	31,025	36,145	37,896	47,900	56,392	61,837
Type II Roadway w/ HSS	4000K/5000K Lumens	3,727	6,091	7,855	9,349	6,006	7,815	12,487	15,594	19,521	24,204	26,094	31,334	32,874	41,553	48,919	53,642
	BUG Rating	B0-U0-G1	B0-U0-G2	B0-U0-G2	B1-U0-G2	B0-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B1-U0-G4	B1-U0-G4	B2-U0-G4	B2-U0-G4	B2-U0-G5	B2-U0-G5
	Lumens per Watt	121	115	109	100	111	106	111	103	113	103	107	103	120	114	107	99
	3000K Lumens ¹	3,394	5,547	7,154	8,514	5,470	7,117	11,372	14,201	17,778	22,043	24,502	28,545	29,939	37,843	44,552	48,853
Type II Urban	4000K/5000K Lumens	4,496	7,347	9,476	11,277	7,597	9,886	15,795	19,724	24,692	30,616	34,031	39,647	41,372	52,294	61,565	67,509
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G3	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B4-U0-G4	B4-U0-G4	B4-U0-G4	B4-U0-G4	B4-U0-G4	B5-U0-G5	B5-U0-G5	B5-U0-G5
	Lumens per Watt	146	139	131	121	141	134	141	131	144	131	139	131	151	143	135	124
	3000K Lumens ¹	4,095	6,691	8,630	10,271	6,919	9,003	14,384	17,963	22,488	27,882	30,992	36,107	37,678	47,625	56,068	61,481
Type II Urban w/ HSS	4000K/5000K Lumens	3,253	5,316	6,856	8,160	5,297	6,893	11,013	13,753	17,217	21,347	23,728	27,644	28,951	36,594	43,082	47,241
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G1	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5
	Lumens per Watt	106	101	95	87	98	93	97	91	100	91	97	91	106	100	94	87
	3000K Lumens ¹	2,963	4,841	6,244	7,431	4,824	6,277	10,029	12,525	15,680	19,441	21,609	25,176	26,366	33,327	39,235	43,023
Type III	4000K/5000K Lumens	4,443	7,261	9,364	11,145	7,575	9,857	15,749	19,667	24,621	30,527	33,932	39,532	41,155	52,020	61,242	67,155
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B1-U0-G2	B2-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
	Lumens per Watt	145	138	130	119	140	133	141	130	143	130	138	130	150	142	134	123
	3000K Lumens ¹	4,046	6,612	8,528	10,150	6,899	8,977	14,343	17,911	22,423	27,802	30,903	36,002	37,480	47,375	55,774	61,159
Type III w/ HSS	4000K/5000K Lumens	3,406	5,566	7,179	8,543	5,592	7,277	11,626	14,519	18,176	22,536	25,049	29,183	30,159	38,121	44,879	49,212
	BUG Rating	B0-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G4	B2-U0-G4	B2-U0-G4	B2-U0-G5	B2-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
	Lumens per Watt	111	105	100	91	104	98	103	96	106	96	102	96	110	104	98	90
	3000K Lumens ¹	3,102	5,069	6,538	7,781	5,093	6,627	10,588	13,222	16,553	20,524	22,813	26,578	27,466	34,717	40,872	44,818
Type IV Wide	4000K/5000K Lumens	4,348	7,106	9,164	10,906	7,484	9,738	15,560	19,431	24,325	30,161	33,525	39,057	41,207	52,086	61,320	67,240
	BUG Rating	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G2	B2-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
	Lumens per Watt	142	135	127	117	139	132	139	129	141	129	137	129	151	142	134	124
	3000K Lumens ¹	3,960	6,471	8,346	9,932	6,816	8,869	14,170	17,696	22,153	27,468	30,531	35,570	37,528	47,435	55,845	61,236
Type IV Wide w/ HSS	4000K/5000K Lumens	3,318	5,422	6,993	8,323	5,420	7,053	11,268	14,072	17,617	24,843	24,279	28,286	30,005	37,926	44,650	48,961
	BUG Rating	B0-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B1-U0-G4	B2-U0-G4	B2-U0-G4	B2-U0-G5	B2-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
	Lumens per Watt	108	103	97	89	100	95	100	93	102	106	99	93	110	104	98	90
	3000K Lumens ¹	3,022	4,938	6,369	7,580	4,936	6,423	10,262	12,816	16,044	19,892	22,111	25,760	27,326	34,540	40,664	44,589
Type V Square Wide	4000K/5000K Lumens	4,497	7,349	9,478	11,280	7,831	10,190	16,281	20,332	25,453	31,559	35,079	40,868	42,947	54,285	63,909	70,079
	BUG Rating	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B3-U0-G2	B4-U0-G3	B4-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5
	Lumens per Watt	146	139	131	121	145	138	145	135	148	135	143	135	157	143	136	129
	3000K Lumens ¹	4,095	6,693	8,632	10,273	7,132	9,280	14,827	18,517	23,180	28,741	31,947	37,219	39,112	49,438	58,203	63,822

NOTES:

1. For 3000K or HSS BUG Ratings, refer to published IES files

Energy and Performance Data

House Side Shield Reference Table

Product Family		Prevail	Prevail		Prevail XL		Prevail Maxx
Light Engine		PA1	PA1	PA2	PA3	PA4	PA6
Rotated Optics	Standard	HSS-HP (Qty 1)	HSS-VP (Qty 1)	HSS-HP (Qty 2)	HSS-HP (Qty 3)	HSS-VP (Qty 4)	HSS-HP (qty 6)
	L90 or R90 option	HSS-VP (Qty 1)	HSS-HP (Qty 1)	HSS-VP (Qty 2)	HSS-VP (Qty 3)	HSS-HP (Qty 4)	HSS-VP (qty 6)

Sensor Color Reference Table (SPBx)

Housing Finish	Sensor Color
AP=Grey	Grey
BZ=Bronze	Bronze
BK=Black	Black
DP=Dark Platinum	Grey
GM=Graphite Metallic	Black
WH=White	White

Lumen Multiplier

Ambient Temperature	Lumen Multiplier
0°C	1.02
10°C	1.01
25°C	1.00
40°C	0.99
50°C	0.97

FADC Settings

FADC Postion	Percent of Typical Lumen Output
1	25%
2	48%
3	55%
4	62%
5	72%
6	77%
7	82%
8	85%
9	90%
10	100%

Note: +/-5% typical value

Lumen Maintenance

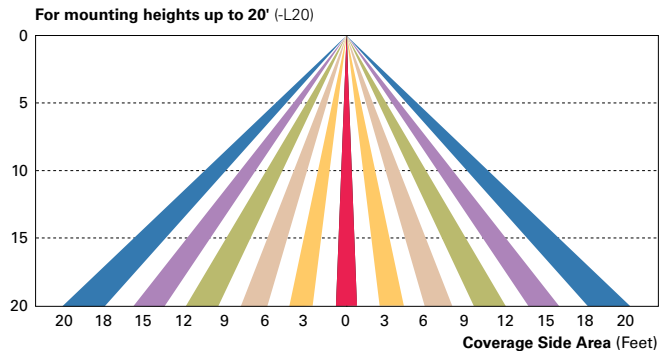
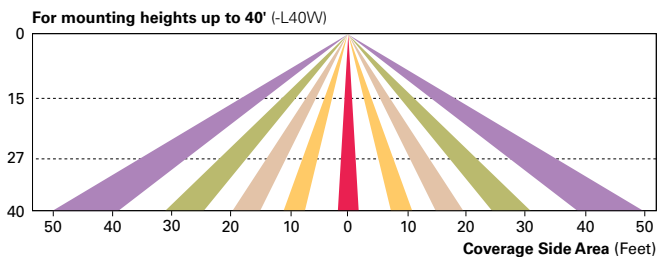
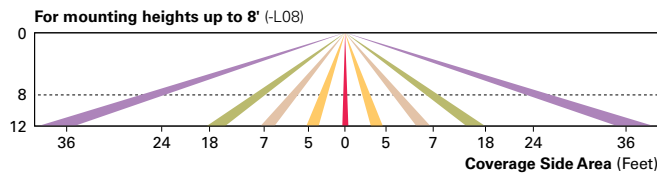
Ambient Temperature	TM-21 Lumen Maintenance (78,000 Hours)	Theoretical L70 (Hours)
Up to 50°C	96.76%	> 896,000

Control Options

0-10V This fixture provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

Photocontrol (PR and PR7) Photocontrol receptacles provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-PIN standards can be utilized with the PR7 receptacle.

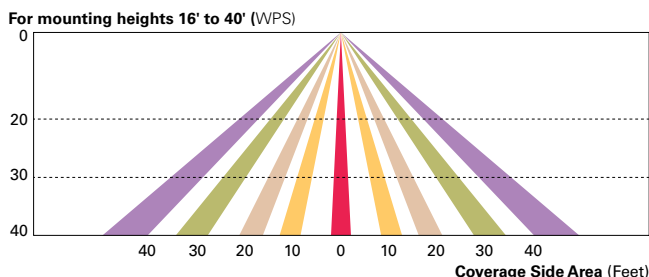
Dimming Occupancy Sensor (SPB, MS/DIM-LXX) These sensors are factory installed in the luminaire housing. When the SPB or MS/DIM sensor options are selected, the luminaire will dim down after five minutes of no activity detected. When activity is detected, the luminaire returns to full light output. These occupancy sensors include an integral photocell for "dusk-to-dawn" control or "daylight harvesting." Factory default is enabled for the MS sensors and disabled for the SPB. SPB motion sensors require the Sensor Configuration mobile application by Wattstopper to change factory default dimming level, time delay, sensitivity and other parameters. Available for iOS and Android devices. The SPB sensor is factory preset to dim down to approximately 10% power with a time delay of five minutes.



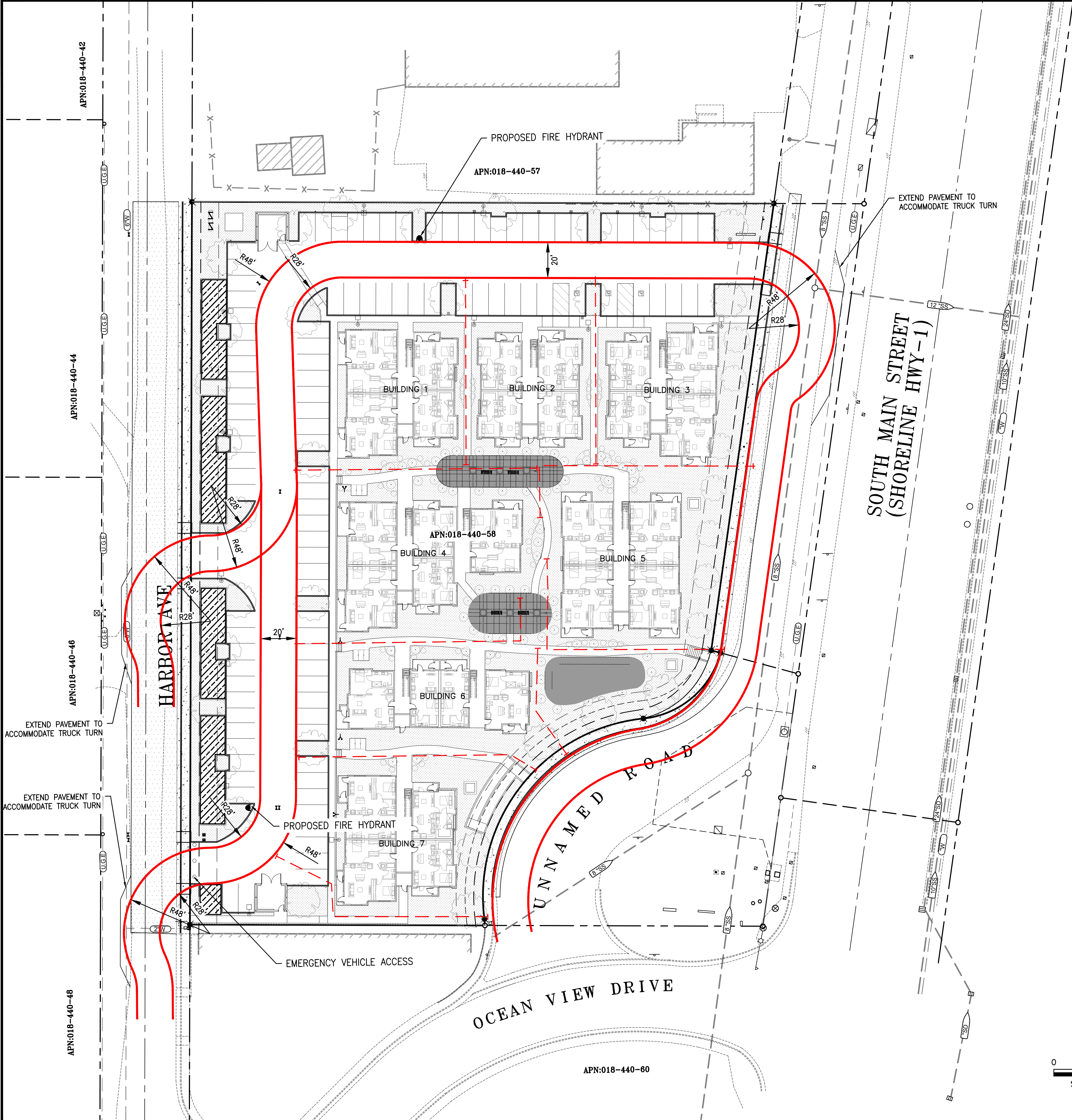
WaveLinx Wireless Control and Monitoring System Available in 7-PIN or 4-PIN configurations, the WaveLinx Outdoor control platform operates on a wireless mesh network based on IEEE 802.15.4 standards enabling wireless control of outdoor lighting. At least one Wireless Area Controller (WAC) is required for full functionality and remote communication (including adjustment of any factory pre-sets).

WaveLinx Outdoor Control Module (WOLC-7P-10A) A photocontrol that enables astronomic or time-based schedules to provide ON, OFF and dimming control of fixtures utilizing a 7-PIN receptacle. The out-of-box functionality is ON at dusk and OFF at dawn.

WaveLinx PRO Wireless Sensor (WPS2 and WPS4) These outdoor sensors offer passive infrared (PIR) occupancy sensing and a photocell for closed-loop daylight sensing. These sensors are factory preset to dim down to approximately 50 percent power after 15 minutes of no activity detected, and the photocell for "dusk-to-dawn" control is default enabled. A variety of sensor lenses are available to optimize the coverage pattern for mounting heights from 7'-40'.



LumenSafe (LD) The LumenSafe integrated network camera is a streamlined, outdoor-ready camera that provides high definition video surveillance. This IP camera solution is optimally designed to integrate into virtually any video management system or security software platform of choice. No additional wiring is needed beyond providing line power to the luminaire. LumenSafe features factory-installed power and networking gear in a variety of networking options allowing security integrators to design the optimal solution for active surveillance.



LEGEND

- 20' FIRE ACCESS PATH, UNLESS OTHERWISE NOTED.
- ≤150' PATH OF FIRE HOSE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT

BUILDING ANALYSIS

BUILDING 1	
SQUARE-FOOTAGE:	11,838
TYPE OF CONSTRUCTION:	V-B
REQUIRED FIRE FLOW:	3,000 GPM
FLOW DURATION:	3 HOURS
FIRE SPRINKLERS:	NFPA 13
BUILDING 2	
SQUARE-FOOTAGE:	9,703
TYPE OF CONSTRUCTION:	V-B
REQUIRED FIRE FLOW:	2,750 GPM
FLOW DURATION:	2 HOURS
FIRE SPRINKLERS:	NFPA 13
BUILDING 3	
SQUARE-FOOTAGE:	11,555
TYPE OF CONSTRUCTION:	V-B
REQUIRED FIRE FLOW:	3,000 GPM
FLOW DURATION:	3 HOURS
FIRE SPRINKLERS:	NFPA 13
BUILDING 4	
SQUARE-FOOTAGE:	14,965
TYPE OF CONSTRUCTION:	V-B
REQUIRED FIRE FLOW:	3,250 GPM
FLOW DURATION:	3 HOURS
FIRE SPRINKLERS:	NFPA 13
BUILDING 5	
SQUARE-FOOTAGE:	14,376
TYPE OF CONSTRUCTION:	V-B
REQUIRED FIRE FLOW:	3,250 GPM
FLOW DURATION:	3 HOURS
FIRE SPRINKLERS:	NFPA 13
BUILDING 6	
SQUARE-FOOTAGE:	10,172
TYPE OF CONSTRUCTION:	V-B
REQUIRED FIRE FLOW:	2,750 GPM
FLOW DURATION:	2 HOURS
FIRE SPRINKLERS:	NFPA 13
BUILDING 7	
SQUARE-FOOTAGE:	11,778
TYPE OF CONSTRUCTION:	V-B
REQUIRED FIRE FLOW:	3,000 GPM
FLOW DURATION:	3 HOURS
FIRE SPRINKLERS:	NFPA 13

HYDRANT REQUIREMENTS

- MINIMUM NUMBER OF HYDRANTS: 2
- AVERAGE SPACE BETWEEN HYDRANTS: 450'
- MAXIMUM DISTANCE FROM ANY POINT ON FRONTAGE ROAD TO HYDRANT: 225'

NOTES

- 1. SITE IMPROVEMENTS AND BUILDING FOOTPRINTS SHOWN FOR ENTITLEMENT PURPOSES. FINAL DEVELOPMENT SHALL BE BUILT PER CONSTRUCTION DOCUMENTS.

BENCHMARK ELEVATION: 71.04' (NAV88)
NGS BENCHMARK
DESIGNATION: L1438
MENDOCINO, CA FORT BRAGG (2018)
SW ABUTMENT OF BRIDGE OVER HARE
CREEK JUST NORTH OF HARE CREEK RD
ON HWY 1. NAVD88=71.04'

JTS ENGINEERING
CONSULTANTS, INC.
1808 J STREET
SACRAMENTO, CALIFORNIA 95811 (916) 441-6708

DESIGNED:	TEG	SCALE:
DRAWN:	TEG	H: 1"=30'
CHECKED:	PHYA	V: N/A
SUBMITTED: PASTOR H. Y. ABEJUELA III RCE: 94339		



NO.	DESCRIPTION	ENGR INIT	APPROVAL	
			BY	DATE

FIRE ACCESS PLAN

FORT BRAGG APARTMENTS

PRELIMINARY

1151 SOUTH MAIN ST.

APN: 018-440-058

CITY OF FORT BRAGG

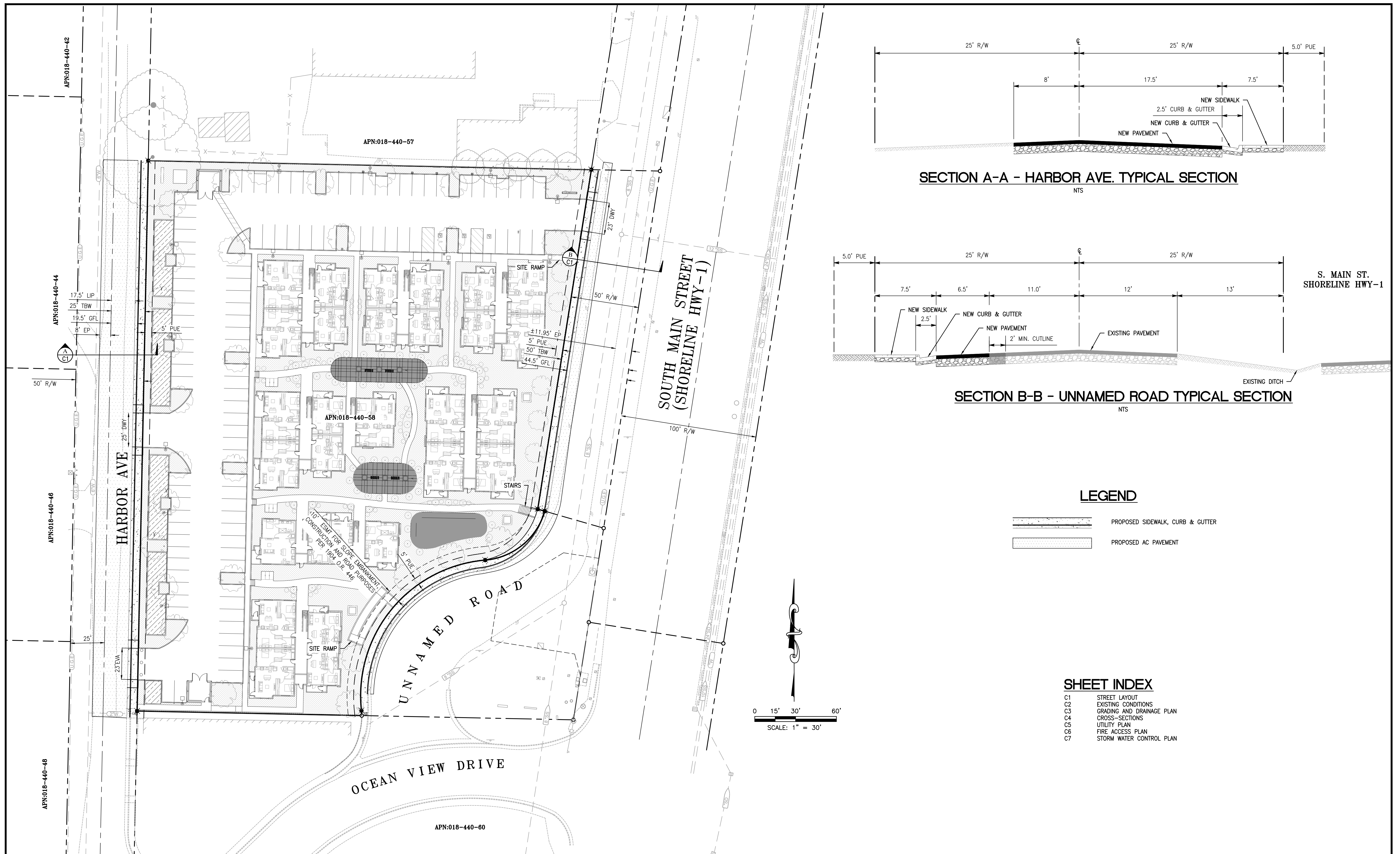
CALIFORNIA

DATE: 01/23/25

SHEET

C6

OF 7



BENCHMARK ELEVATION: 71.04' (NAVD88)
NGS BENCHMARK
DESIGNATION: L1438
MENDOCINO ,CA FORT BRAGG (2018)
SW ABUTMENT OF BRIDGE OVER HARE
CREEK JUST NORTH OF HARE CREEK RD
ON HWY 1. NAVD88=71.04'

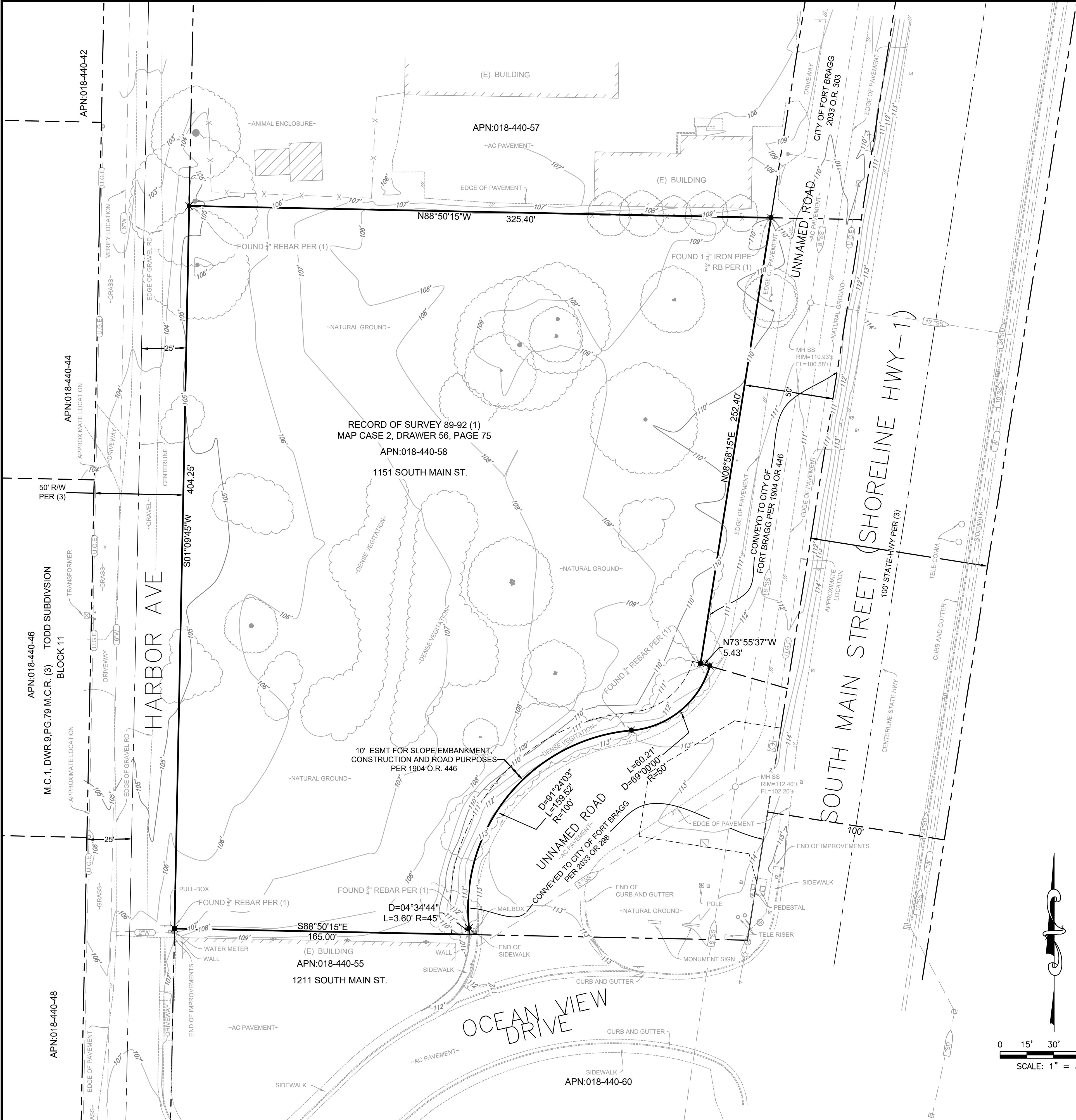
**JTS ENGINEERING
CONSULTANTS, INC.**
1808 J STREET
SACRAMENTO, CALIFORNIA 95811 (916) 441-6708

DESIGNED:	TEG	SCALE:
DRAWN:	TEG	H: 1"=30'
CHECKED:	PHYA	V: N/A
SUBMITTED: PASTOR H. Y. ABEJUOLA III RCE: 94339		

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STREET LAYOUT
FORT BRAGG APARTMENTS
PRELIMINARY
1151 SOUTH MAIN ST.
APN: 018-440-058
CITY OF FORT BRAGG CALIFORNIA

DATE: 01/23/25
SHEET
C1
OF 7



SURVEY NOTES:

- 1) A PRELIMINARY TITLE REPORT WAS PROVIDED FOR THE PREPARATION OF THIS SURVEY BY REDWOOD EMPIRE TITLE COMPANY OF MENDOCINO COUNTY ORDER NO. 2021190MN DATED JUNE 9, 2022.
- 2) THE POSITION OF IDENTIFIED RECORD EASEMENTS HAVE BEEN PLOTTED USING RECORD DESCRIPTIONS. SURFACE FACILITIES HAVE BEEN PLOTTED USING FIELD INFORMATION. THE ACTUAL LOCATIONS OF UNDERGROUND FACILITIES SHOULD BE VERIFIED PRIOR TO ANY NEW CONSTRUCTIONS.
- 3) THIS IS NOT A BOUNDARY SURVEY. ADDITIONAL FIELD SURVEY AND RESEARCH WILL BE REQUIRED TO ESTABLISHED THE ACTUAL BOUNDARY. BOUNDARY SHOWN HERE ON IS PER RECORD AND IDENTICAL TO RECORD OF SURVEY 89-92 FILED IN MENDOCINO COUNTY IN CASE 2, DRAWER 56, AT PAGE 75. FOUND MONUMENTS PER SAID MAP HAVE BEEN SHOWN HEREON. SAID MAP IS REFERED TO (1)
- 4) THE TYPES, LOCATION, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. INTERESTED PARTIES ARE CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. JTS ENGINEERING CONSULTANTS, INC. ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS. PRESCRIPTIVE EASEMENTS MAY EXIST OVER THOSE FACILITIES WHICH ARE NOT WITHIN THE RECORD EASEMENT.
- 5) NO MONUMENTS WERE SET AS A PART OF THIS SURVEY.
- 6) NO ARBORIST REPORT WAS PROVIDED FOR THE PREPARATION OF THIS SURVEY. SOME TREES WERE NOT ACCESSIBLE DUE TO DENSE ONSITE VEGETATION, THESE HAVE BEEN LOCATED APPROXIMATELY BY DRIPLINES. PLEASE CONSULT WITH A LICENSED ARBORIST FOR COMPLETE TREE INFORMATION.

LEGEND

MANHOLE	
DRAIN INLET	
WATER LINE	
DRAIN LINE	
SEWER LINE	
GAS LINE	
FIRE HYDRANT	
WATER VALVE	
SEWER CLEAN OUT	
WATER METER	
FIRE DEPT. CONNECTION	
EDGE OF PAVEMENT	
BACK FLOW PREVENTER	
CONCRETE CURB	
SPOT ELEVATION	
TRAFFIC SIGNAL	
TRAFFIC SIGNAL WITH LIGHT	
PARKING LIGHT	
PULL BOX	
GAS VALVE	
UTILITY POLE	
GAS METER	
OVER HEAD WIRE	
UTILITY POLE W/GUY	
PUBLIC STREET LIGHT	
SIGN	
FENCE	
WALL	
GUARD POST	
TREE	
VAULT	
TRANSFORMER	
RAIN WATER LEADER	
TELEPHONE LINE	
ELECTRICAL LINE	
U.G. CABLE LINE	
PROPERTY LINE	
RIGHT-OF-WAY LINE	
ADJACENT PROPERTY LINE	
ROAD CENTERLINE	
EASEMENT FOUND	
MONUMENT AS SHOWN	

BENCHMARK ELEVATION: 71.04' (NAVD88)
NGS BENCHMARK
DESIGNATION: L1438
MENDOCINO, CA FORT BRAGG (2018)
SW ABUTMENT OF BRIDGE OVER HARE
CREEK JUST NORTH OF HARE CREEK RD
ON HWY 1. NAVD88=71.04'

**JTS ENGINEERING
CONSULTANTS, INC.**
1808 J STREET
SACRAMENTO, CALIFORNIA 95811 (916) 441-6708

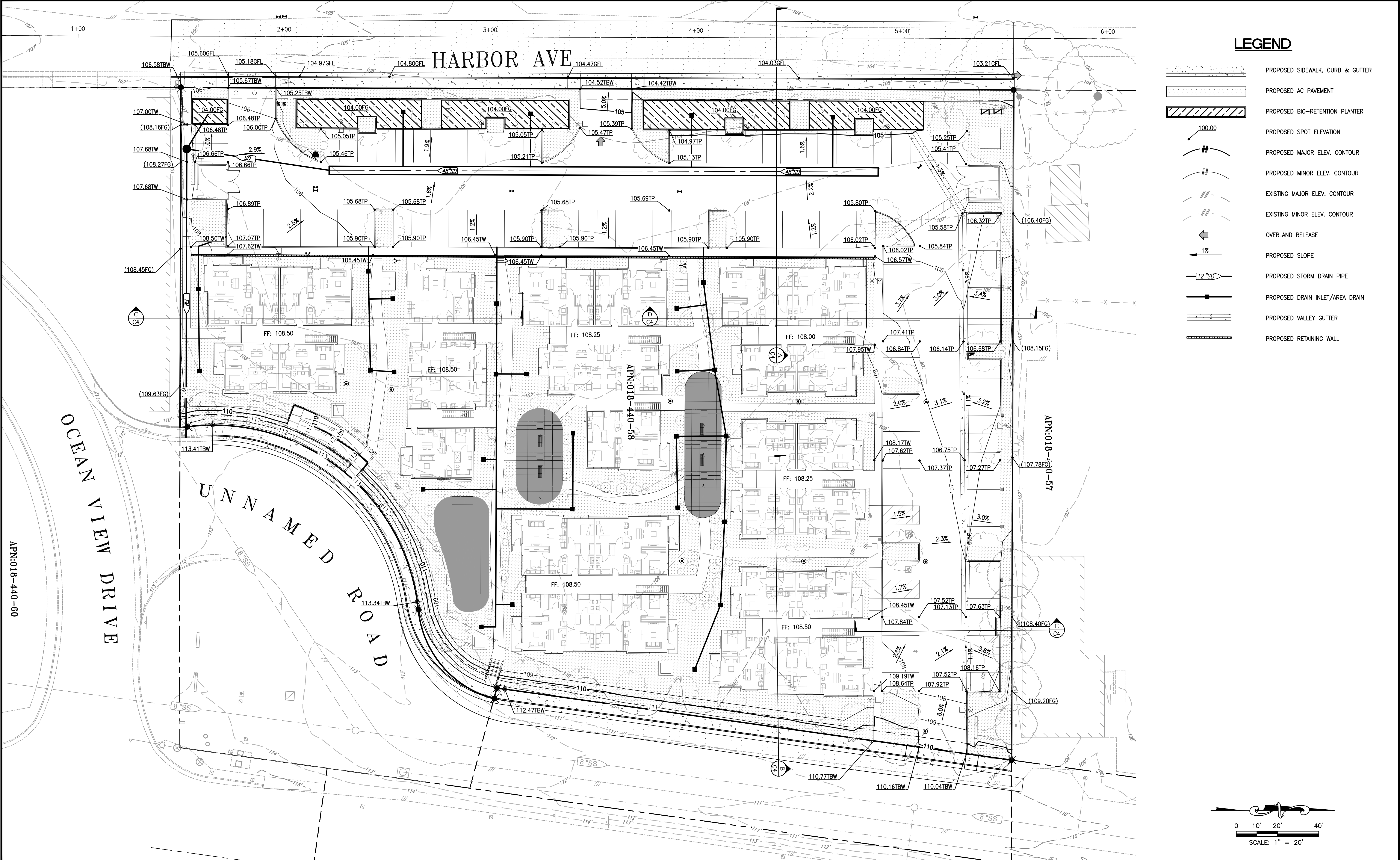
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DRAWN:	TEG	H: 1"=30'
CHECKED:	PHYA	V: N/A
SUBMITTED:	PASTOR H. Y. ABEJUELA III	RCE: 94339



NO.	DESCRIPTION	ENGR INIT	APPROVAL BY	DATE

CITY OF FORT BRAGG	EXISTING CONDITIONS
	FORT BRAGG APARTMENTS
	PRELIMINARY
	1151 SOUTH MAIN ST. APN: 018-440-058
CALIFORNIA	

DATE: 01/23/25
SHEET
C2
OF 7



BENCHMARK ELEVATION: 71.04' (NAVD88)
NGS BENCHMARK
DESIGNATION: L1438
MENDOCINO, CA FORT BRAGG (2018)
SW ABUTMENT OF BRIDGE OVER HARE
CREEK JUST NORTH OF HARE CREEK RD
ON HWY 1. NAVD88=71.04'

JTS ENGINEERING
CONSULTANTS, INC.
1808 J STREET
SACRAMENTO, CALIFORNIA 95811 (916) 441-6708

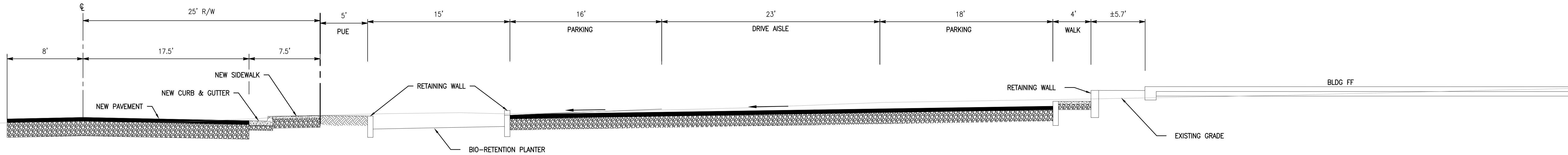
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SUBMITTED:	PASTOR H. Y. ABEJUELA III	RCE: 94339	



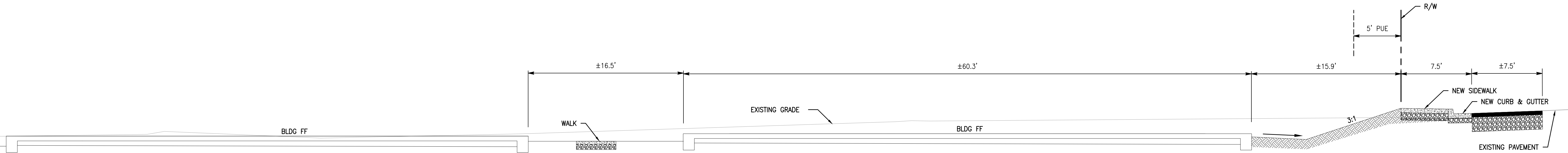
NO.	DESCRIPTION	ENGR INIT	APPROVAL BY	DATE

GRADING & DRAINAGE PLAN
FORT BRAGG APARTMENTS
PRELIMINARY
1151 SOUTH MAIN ST.
APN: 018-440-058
CITY OF FORT BRAGG
CALIFORNIA

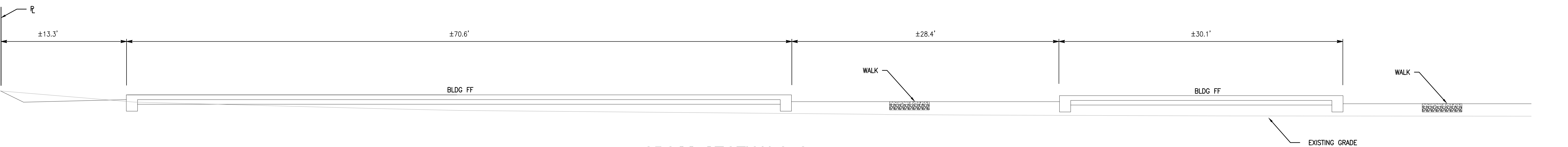
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SHEET
C3
OF 7



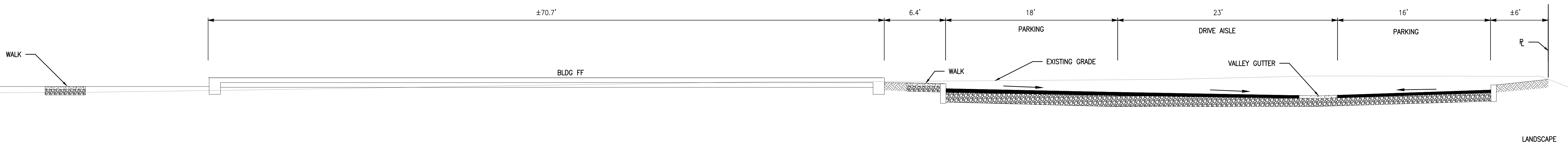
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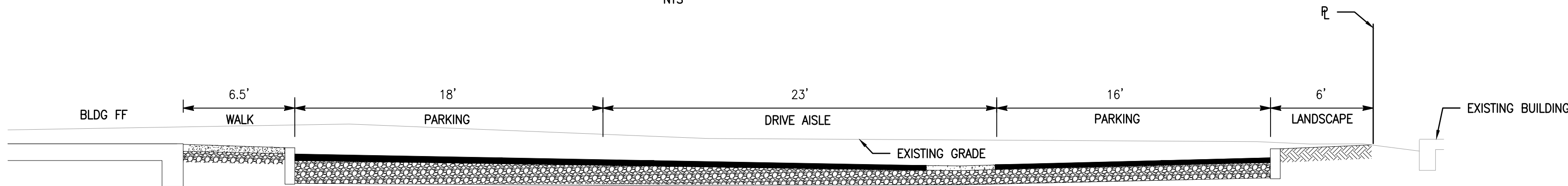
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NTS



CROSS-SECTION C-C
NTS



CROSS-SECTION D-D
NTS



CROSS-SECTION E-E
NTS

NOTE: SEE SHEET C3 FOR LOCATION OF CROSS-SECTIONS

BENCHMARK ELEVATION: 71.04' (NAVD88)
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DESIGNATION: L1438
MENDOCINO, CA FORT BRAGG (2018)
SW ABUTMENT OF BRIDGE OVER HARE
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CONSULTANTS, INC.
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SACRAMENTO, CALIFORNIA 95811 (916) 441-6708

DESIGNED: TEG
DRAWN: TEG
CHECKED: PHYA
SUBMITTED: PASTOR H. Y. ABEJUELA III RCE: 94339

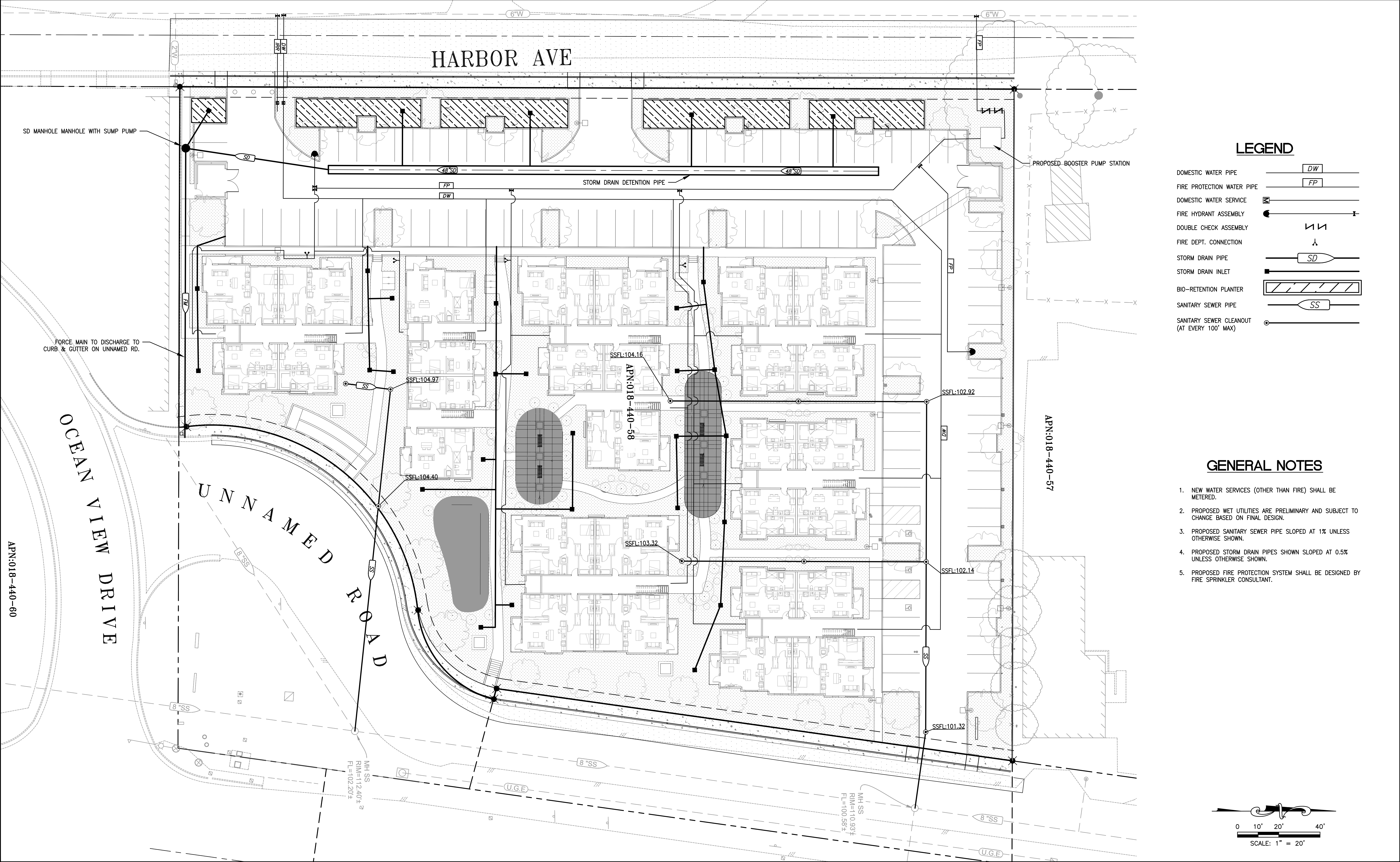
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NO.	DESCRIPTION	ENGR INIT	APPROVAL	
			BY	DATE

CROSS-SECTIONS
FORT BRAGG APARTMENTS
PRELIMINARY
1151 SOUTH MAIN ST.
APN: 018-440-058
CITY OF FORT BRAGG CALIFORNIA

DATE: 01/23/25
SHEET
C4
OF 7

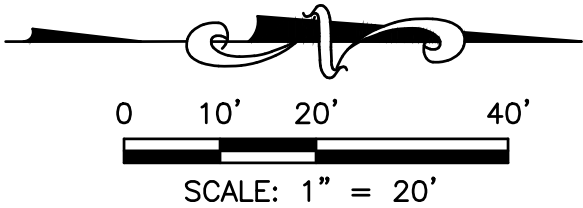


LEGEND

- DOMESTIC WATER PIPE
- FIRE PROTECTION WATER PIPE
- DOMESTIC WATER SERVICE
- FIRE HYDRANT ASSEMBLY
- DOUBLE CHECK ASSEMBLY
- FIRE DEPT. CONNECTION
- STORM DRAIN PIPE
- STORM DRAIN INLET
- BIO-RETENTION PLANTER
- SANITARY SEWER PIPE
- SANITARY SEWER CLEANOUT (AT EVERY 100' MAX)

GENERAL NOTES

- NEW WATER SERVICES (OTHER THAN FIRE) SHALL BE METERED.
- PROPOSED WET UTILITIES ARE PRELIMINARY AND SUBJECT TO CHANGE BASED ON FINAL DESIGN.
- PROPOSED SANITARY SEWER PIPE SLOPED AT 1% UNLESS OTHERWISE SHOWN.
- PROPOSED STORM DRAIN PIPES SHOWN SLOPED AT 0.5% UNLESS OTHERWISE SHOWN.
- PROPOSED FIRE PROTECTION SYSTEM SHALL BE DESIGNED BY FIRE SPRINKLER CONSULTANT.



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1808 J STREET
SACRAMENTO, CALIFORNIA 95811 (916) 441-6708

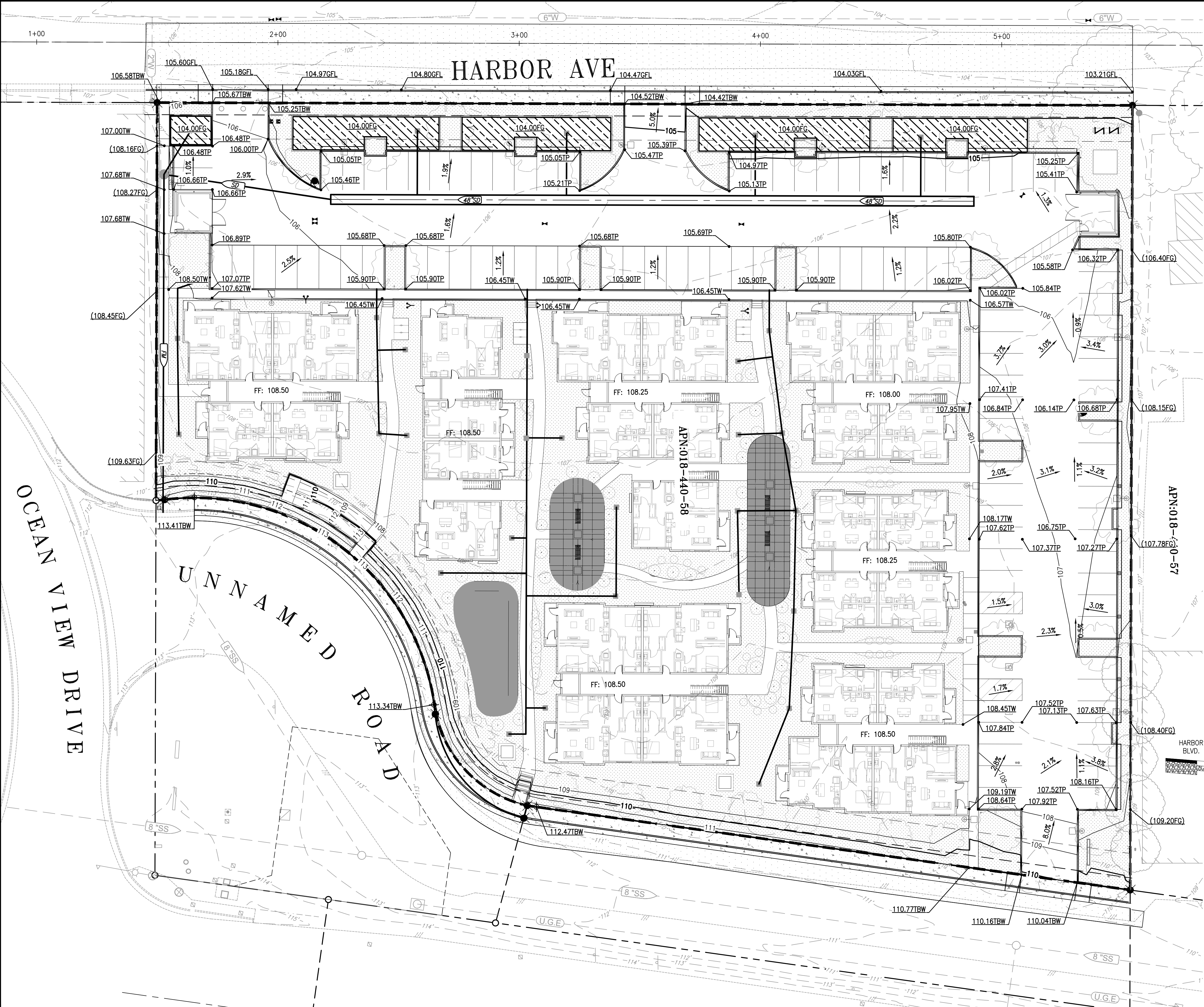
DESIGNED:	TEG	SCALE:	
DRAWN:	TEG	H: 1"=20'	
CHECKED:	PHYA	V: N/A	
SUBMITTED: PASTOR H. Y. ABEJUELA III RCE: 94339			



NO.	DESCRIPTION	ENGR INIT	APPROVAL BY	DATE

UTILITY PLAN
FORT BRAGG APARTMENTS
PRELIMINARY
1151 SOUTH MAIN ST.
APN: 018-440-058
CITY OF FORT BRAGG CALIFORNIA

DATE: 01/23/25
SHEET
C5
OF 7



LEGEND

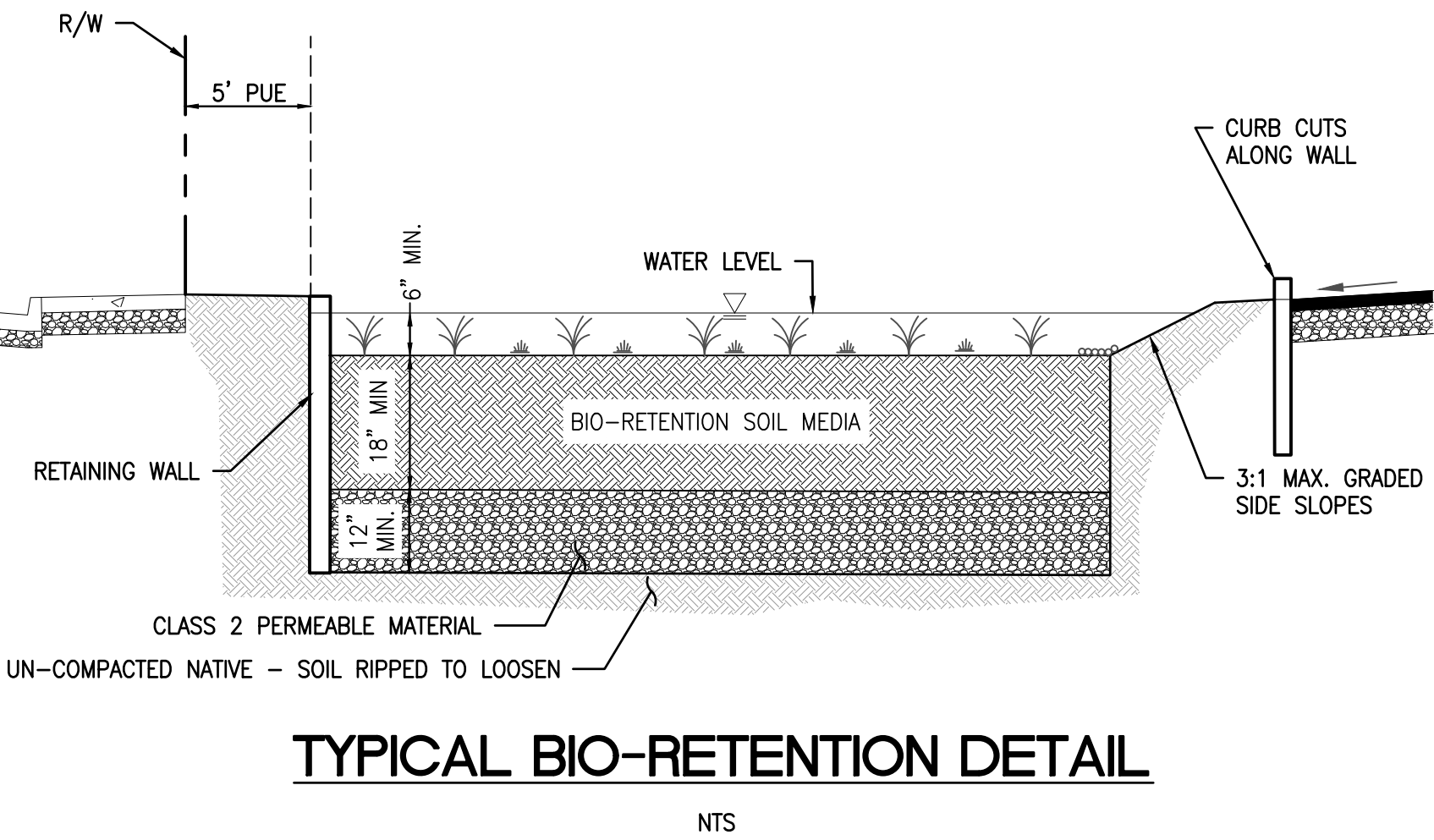
- PROPOSED SIDEWALK, CURB & GUTTER
- PROPOSED AC PAVEMENT
- PROPOSED BIO-RETENTION PLANTER
- PROPOSED SPOT ELEVATION
- PROPOSED MAJOR ELEV. CONTOUR
- PROPOSED MINOR ELEV. CONTOUR
- EXISTING MAJOR ELEV. CONTOUR
- EXISTING MINOR ELEV. CONTOUR
- PROPOSED SLOPE
- PROPOSED STORM DRAIN PIPE
- PROPOSED DRAIN INLET
- DRAINAGE MANAGEMENT AREA (DMA)
- DRAINAGE MANAGEMENT AREA (DMA)

DMA TABLE

DMA NAME	AREA (SF)	IMPERVIOUS AREA (SF)	MIN. BIO-RETENTION PLANTER AREA (SF)
DMA-1	108,856	75,140	3,006

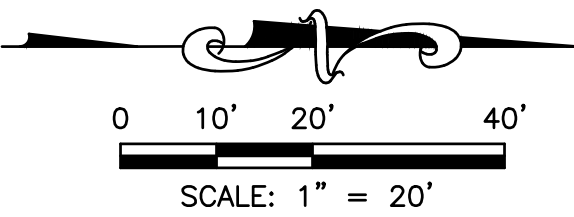
GENERAL NOTES

- NO AREAS WITHIN DMA TO BE LEFT UNDISTURBED.
- NO SITE DESIGN MEASURES IMPLEMENTED.
- DMA SOIL COMPRISED OF HYDROLOGIC SOIL GROUP TYPE A PER UNITED STATES DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE WEB SOIL SURVEY DATABASE.
- SOURCE CONTROL MEASURES SHALL BE IMPLEMENTED FOR TRASH STORAGE AREAS. AREA DRAINS SHALL BE CONNECTED TO SANITARY SEWER SYSTEM OR BIO-RETENTION PLANTERS.



TYPICAL BIO-RETENTION DETAIL

NTS



BENCHMARK ELEVATION: 71.04' (NAVD88)
NGS BENCHMARK
DESIGNATION: L1438
MENDOCINO, CA FORT BRAGG (2018)
SW ABUTMENT OF BRIDGE OVER HARE
CREEK JUST NORTH OF HARE CREEK RD
ON HWY 1. NAVD88=71.04'

JTS ENGINEERING
CONSULTANTS, INC.
1808 J STREET
SACRAMENTO, CALIFORNIA 95811 (916) 441-6708

DESIGNED:	TEG	SCALE:
DRAWN:	TEG	H: 1"=20'
CHECKED:	PHYA	V: N/A
SUBMITTED:	PASTOR H. Y. ABEJUELA III	RCE: 94339



NO.	DESCRIPTION	ENGR INIT	APPROVAL BY	DATE

STORM WATER CONTROL PLAN
FORT BRAGG APARTMENTS
PRELIMINARY
1151 SOUTH MAIN ST.
APN: 018-440-058
CITY OF FORT BRAGG
CALIFORNIA

DATE: 01/23/25
SHEET
C7
OF 7



CITY OF FORT BRAGG

Incorporated August 5, 1889

416 N. Franklin Street, Fort Bragg, CA 95437
Phone: (707) 961-2827 Fax: (707) 961-2802
www.FortBragg.com

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Fort Bragg Planning Commission will conduct a public hearing on Coastal Development Permit (CDP 8-24/A), Design Review (DR 11-24/A), Use Permit (UP 9-24/A), and Sign Permit (SP 20-24) for a proposed 83-unit mixed-use multi-family project located at 1151 South Main street at a regularly scheduled meeting on Wednesday, June 11, 2025 at 6:00 PM or as soon thereafter as the matter may be heard at Town Hall, at the corner of Main and Laurel Streets (363 North Main Street), Fort Bragg, California. The public hearing will concern the following item:

APPLICATION: Coastal Development Permit Amendment (CDP 8-24/A), Design Review Amendment (DR 11-24/A), Use Permit Amendment (UP 9-24/A), and Sign Permit (SP 20-24).
FILING DATE: January 29, 2024; May 19, 2025
APPLICANT: Kosh Grewal
PROJECT: Coastal Development Permit, Use Permit and Design Review Permit Amendments to Modify an Approved Mixed-Use Multifamily Project at 1151 S Main Street to Respond to Coastal Commission Staff Requests to: 1) Change 3 units of Multifamily Housing into 2,450 SF of hotel units on the Ground Floor of Building 3; and 2) add a Signed Public Access Sidewalk Through the Parcel.
LOCATION: 1151 South Main Street (APN 018-440-58)
ENVIRONMENTAL CEQA: Statutorily exempt from CEQA pursuant to section 15332 – Class 32 In-Fill Development Projects and 15192 - Infill Housing Development.

Public Comments regarding this Public Hearing may be made in any of the following ways: (1) Emailed to the Community Development Department, at cdd@fortbragg.com (2) Written comments delivered to City Hall, 416 N. Franklin Street before 2:00 PM on the day of the meeting; or (3) Verbal comments made during the meeting, either in person at Town Hall or virtually using Zoom if a Zoom link is provided at the time of agenda publication.

Staff reports and other documents that will be considered by Planning Commission will be made available for review 72 hours prior to the Planning Commission meeting, on the City's website: <https://cityfortbragg.legistar.com/Calendar.aspx>, and in person by appointment. To obtain application materials or for more information, please contact Community Development Department staff via email at cdd@fortbragg.com. At the conclusion of the public hearing, the Planning Commission will consider a decision on the above matter.

Appeal process and fee schedule: Decisions of the Planning Commission shall be final unless appealed to the City Council in writing within ten (10) working days. If you challenge the above case in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the Community Development Department at, or prior to, the public hearing.



John Smith, Acting Director
Community Development Department



CIUDAD DE FORT BRAGG

Incorporado August 5, 1889

416 N. Franklin Street, Fort Bragg, CA 95437

Teléfono: (707) 961-2827 Fax: (707) 961-2802

www.FortBragg.com

AVISO DE AUDIENCIA PÚBLICA

SE NOTIFICA que la Comisión de Planificación de Fort Bragg llevará a cabo una audiencia pública sobre el Permiso de Desarrollo Costero (CDP 8-24/A), la Revisión de Diseño (DR 11-24/A), el Permiso de Uso (UP 9-24/A) y el Permiso de Rótulo (SP 20-24) para un proyecto multifamiliar de uso mixto de 83 unidades, ubicado en 1151 South Main Street, en una reunión programada regularmente el miércoles 11 de junio de 2025 a las 18:00 h o tan pronto como se trate el asunto en el Ayuntamiento, en la esquina de las calles Main y Laurel (363 North Main Street), Fort Bragg, California. La audiencia pública tratará el siguiente tema:

SOLICITUD:	Enmienda al Permiso de Desarrollo Costero (CDP 8-24/A), Enmienda a la Revisión de Diseño (DR 11-24/A), Enmienda al Permiso de Uso (UP 9-24/A) y Permiso de Señalización (SP 20-24).
FECHA DE PRESENTACIÓN:	29 de enero de 2024; 19 de mayo de 2025
SOLICITANTE:	Kosh Grewal
PROYECTO:	Permiso de desarrollo costero, permiso de uso y enmiendas al permiso de revisión de diseño para modificar un proyecto multifamiliar de uso mixto aprobado en 1151 S Main Street para responder a las solicitudes del personal de la Comisión Costera de: 1) cambiar 3 unidades de vivienda multifamiliar en 2,450 pies cuadrados de unidades de hotel en la planta baja del edificio 3; y 2) agregar una acera de acceso público señalizada a través de la parcela.
UBICACIÓN:	1151 South Main Street (APN 018-440-58)
CEQA AMBIENTAL:	Exento por estatuto de la CEQA de conformidad con la sección 15332 - Proyectos de desarrollo de relleno Clase 32 y 15192 - Desarrollo de viviendas de relleno.

Los comentarios públicos con respecto a esta Audiencia Pública se pueden realizar de cualquiera de las siguientes maneras: (1) Enviados por correo electrónico al Departamento de Desarrollo Comunitario, a cdd@fortbragg.com (2) Comentarios escritos entregados en el Ayuntamiento, 416 N. Franklin Street antes de las 2:00 p. m. del día de la reunión; o (3) Comentarios verbales realizados durante la reunión, ya sea en persona en el Ayuntamiento o virtualmente usando Zoom si se proporciona un enlace de Zoom en el momento de la publicación de la agenda.

Los informes del personal y demás documentos que la Comisión de Planificación considerará estarán disponibles para su revisión 72 horas antes de la reunión de la Comisión, en el sitio web de la Ciudad: <https://cityfortbragg.legistar.com/Calendar.aspx>, y en persona con cita

previa. Para obtener los materiales de solicitud o más información, comuníquese con el personal del Departamento de Desarrollo Comunitario por correo electrónico a cdd@fortbragg.com. Al finalizar la audiencia pública, la Comisión de Planificación tomará una decisión sobre el asunto mencionado.

Proceso de apelación y tarifa: Las decisiones de la Comisión de Planificación serán definitivas a menos que se apele por escrito ante el Ayuntamiento dentro de los diez (10) días hábiles. Si impugna el caso ante los tribunales, podrá limitarse a plantear únicamente las cuestiones que usted u otra persona hayan planteado en la audiencia pública descrita en este aviso o en la correspondencia escrita entregada al Departamento de Desarrollo Comunitario durante la audiencia pública o antes de ella.



John Smith, Director interino del
Departamento de Desarrollo Comunitario



PLANNING COMMISSION MEMO

TO: Planning Commission

DATE: June 18, 2025

DEPARTMENT: Community Development

PREPARED BY: Marie Jones, MJC

PRESENTER: Marie Jones, MJC

Issue: Response to Letter from Phil M. Vannucci of Vannucci Momsen Morrow

This memo responds to the letter of Colin Marrow dated June 11, 2025 regarding the proposed mixed-use project at 1151 S Main Street. The comments below match keyed comment block on the attached copy of the attorney's letter which you can refer to for ease of following the dialogue.

The attorney's letter is incorrect as follows:

1. This project has returned to the City for review because the applicant agreed to revise the project description to include additional visitor serving uses.
2. The infill CEQA exemption requirement for general plan and zoning conformity is not defeated because a different statute requires the city to exceed, ignore, or act differently than the GP or zoning code requires. Density bonus law itself, per Cal Gov code 65915(j)(1), requires the City to grant planning incentives that may contradict some portion of a Local Coastal General Plan as follows: **"The granting of a concession or incentive shall not require or be interpreted, in and of itself, to require a general plan amendment, local coastal plan amendment, zoning change, study, or other discretionary approval."**
3. Even though the requested planning incentive differs from a specific Coastal General Plan requirement, for the purpose of the infill CEQA exemption, the City is in conformity with the General Plan once the City grants the concession/planning incentive. Similarly, a project can be brought into compliance with the Coastal General Plan and zoning ordinance by requiring conformance with a Special Condition.
4. This requirement for ground floor visitor serving uses was not ignored. The applicant requested and received a density housing planning incentive to reduce this requirement. Similarly, the General Plan definition for Highway Serving Commercial also requires projects to be less than 24 units per acre, but per density bonus law the applicant is also eligible for a density bonus that exceeds this maximum.

5. Per HCD, the bus stop at Harvest market is considered a major transit stop. Additionally, the “Major Transit Stop” requirement is only for the Urban Infill Housing CEQA exemption. There is no such requirement for the Infill Development CEQA Exemption and only one CEQA exemption is required.
6. A vehicle miles traveled analysis, GHG emission analysis and noise analysis have been completed as detailed in the staff report and the project does not exceed relevant agency thresholds for significance.
7. The mission and vision sections of the Coastal General Plan are not regulatory. Only policies are regulatory.
8. The City's LCP is controlling for development within the City of Fort Bragg not the Coastal Act, so his arguments with regard to the Coastal Act has no merit regardless of his misrepresentation of the case facts in that argument.
9. A public trail has been added to the project description per comments from Coastal Commission staff. This provides public access from Highway 1 to Harbor Drive from which pedestrian and cyclists can access Pomo Bluffs Park.
10. The Coastal Commission staff are satisfied with the new proposed project approach and no Coastal Commissioner sought to accept the first appeal, so the Coastal Commission as a whole does not agree that the Density Bonus incentives lessen the effect or application of the City's Certified LCP see also points 2 & 3 of this memo.
11. As detailed in the staff reports, the proposed project will not affect the level of service, so a traffic report is not required (Policy C-2.6). A traffic study was prepared for this site previously and as detailed in the staff report daily trips are virtually identical for the two projects. Caltrans did not express concerns about traffic generated by the project. The Department of Public Works determined that the existing Traffic Study was adequate for this project as no impact to level of service is foreseeable.

Relevant text from the General Plan is included below for reference:

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

Policy C-2.6: 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.**

VANNUCCI MOMSEN MORROW

Attorneys at Law
An Association of Sole Practitioners

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Email: pvannucci@vmm-law.com
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Phone: 707.380.1070
Email: cmorrow@vmm-law.com

June 11, 2025

VIA EMAIL

Planning Commission
City of Fort Bragg
Community Development Department
416 N. Franklin St.
Fort Bragg, CA 95437
(cdd@fortbragg.com)
(dpaoli@fortbragg.com)

Re: Public Comment Concerning the Planning Commission's Review of
Agenda Item 6(A) on the June 11, 2025, Agenda, Concerning 1151
South Main Street in Fort Bragg, California

Honorable Planning Commission Members:

I represent Paul Clark, and I write on his behalf in opposition to the approvals sought concerning a proposed wall of residential apartments between scenic Highway One and the coast. Such a barrier of bedrooms is fundamentally incompatible with the California Environmental Quality Act ("CEQA"), the City of Fort Bragg's general plan, and the Coastal Act. The applicant and City have tacitly acknowledged that when this project previously came before the City, it was improperly approved with a blind eye toward significant Coastal Act considerations. This tacit acknowledgement came in the form of the applicant returning to the City for approval of an amended project rather than attempt to defend a woefully defective approval before the Coastal Commission. Though the applicant has offered some inadequate remedies to the Coastal Act issue, this Commission must also revisit the CEQA and general plan issues, which compel denial of the project.

Comment 1

The Project Is Not Exempt From CEQA

The applicant and City rely upon two CEQA exemptions, neither of which apply. The first of these is the so-called "in-fill development projects" exception. (Cal. Code Regs. Tit. 14, § 15332.) This exception does not apply because the project is not "consistent with the applicable general plan designation and all applicable general plan

Comment 2

Fort Bragg Planning Commission
June 11, 2025
Page 2 of 6

policies as well as with applicable zoning designation and regulations” insofar as the subject real property was zoned in conformity with the City of Fort Bragg’s General Plan to only have “[r]esidential uses . . . above the ground floor or on the ground floor at the rear of buildings, (General Plan, Part 2(G)). This requirement was ignored. Moreover, approval of that many residential units is likely to add major traffic issues—including vehicle miles driven, additional greenhouse gas emissions from idling in congested traffic, and added noise in proximity to sensitive noise receptors—which would also render the exception inapplicable. Two sensitive noise receptor locations are identified in the map attached hereto as Exhibit A, which is excerpted from the City of Fort Bragg’s general plan. What little mention of noise is present in the staff report is wholly conclusory, with no statements of actual studies or fieldwork having been performed.

Comment 3
Comment 4

The second of these is the so-called “in-fill housing development” exemption. This exception does not apply because—at a minimum—the project is not within one-half mile of a major transit stop. A “major transit stop” is defined as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” I have investigated this, and the cited transit stop in the staff report is only served by one bus route, and the frequency of that bus route is insufficient to qualify as a major transit stop. The relevant local transit authority website materials on point are attached hereto as Exhibit B. The staff report does nothing to explain that the project is near a “major transit stop,” it merely states as much in a wholly conclusory off-hand remark.

Comment 5

Regardless, “a finding of categorical exemption cannot be sustained if there is a ‘fair argument’ based on substantial evidence that the project will have significant environmental impacts, even where the agency is presented with substantial evidence to the contrary.” (*Banker’s Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego* (2006) 139 Cal.App.4th 249, 262, fn. 12.) “This unusual ‘fair argument’ standard of review over a public agency’s decision has been characterized as setting a ‘low threshold requirement for initial preparation of an EIR and reflects a preference for resolving doubts in favor of environmental review when the question is whether any such review is warranted.’” (*Georgetown Preservation Society v. County of El Dorado* (2018) 30 Cal.App.5th 358, 370 quoting *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1316–1317.)

At a minimum, a fair argument can be made that the project is likely to have significant and important effects including vehicle miles driven, additional greenhouse gas emissions from idling in congested traffic, and added noise in proximity to noise sensitive locations.

Comment 6

The Project Is Inconsistent with the General Plan

“[T]he propriety of virtually any local decision affecting land use and development depends upon consistency with the applicable general plan and its elements.” (*Orange*

Citizens for Parks & Recreation v. Superior Court (2016) 2 Cal.5th 141, 153.) “A zoning ordinance that conflicts with a general plan is invalid at the time it is passed.” (*Ibid.*) “An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.” (*Ibid.*) “Because of its broad scope, long-range perspective, and primacy over subsidiary land use decisions, the general plan has been aptly described as the constitution for all future developments within the city or county.” (*Id.* at p. 152.)

No relevance

General plan consistency at this site is key because the subject real property is located at *the* central arterial in-route to Fort Bragg, directly where visitors from either San Francisco (traveling north via Highways 101 or 1) or the Central/Sacramento Valley (traveling west via Highway 20) enter Fort Bragg.

Comment 2 & 3

“The mission of [Fort Bragg’s] Coastal General Plan is to preserve and enhance the small town character and natural beauty that make the City a place where people want to live and visit, and to improve the economic diversity of the City to ensure that it has a strong and resilient economy which supports its residents.” (General Plan, Part 1(D).) This project does the opposite. It creates a homogenous monolith of apartments that undermine the small-town character of Fort Bragg, perpetuates the City’s drift toward a bedroom community, and physically obstructs highway visitors’ views of both the coastline and coastal access.

Comment 7

The mission and vision of Fort Bragg is of “[a] city which seeks to preserve its natural beauty and provide access to the scenic and recreational resources of its natural setting.” (*Ibid.*) Nevertheless, the project obstructs natural beauty as mentioned above. The mission and vision of Fort Bragg is as “[a] city that embraces its role as the primary commercial and service center on the Mendocino coast.” (*Ibid.*) Nevertheless, this project sacrifices real property that was expressly allocated for visitor serving commercial facilities to insular bedroom units. The mission and vision of Fort Bragg is “[a] city which promotes itself as a tourist destination and which provides the necessary infrastructure and services to support a growing population of transient visitors.” (*Ibid.*) Nevertheless, this project rebuffs transient visitors in favor of cloistered bedrooms.

Comment 7

“Highway Visitor Commercial”—as the subject property is zoned—is specifically designated by Fort Bragg’s Coastal General Plan as follows:

This land use designation applies to land uses serving residents and visitors on sites which are located along Highway One and arterials at the entry points to the community. Typical uses allowed in this designation include motels and other lodging enterprises, restaurants, and retail outlets. Residential uses are permitted above the ground floor or on the ground floor at the rear of buildings¹ at a maximum density of up to 24

¹ The choice to use—and approval of—ground floor spaces as residential facilities is a fundamental defect in the project. Moreover, the use of the ground floor for commercial

units per acre with a conditional use permit.

(General Plan, Part 2(G); see also Fort Bragg Municipal Code 17.22.030, subd. (C)(5)(a) ["Secondary uses oriented to local clientele may be permitted *where the primary use of a site is oriented to or serves visitor, regional, or transient traffic*;" (emphasis added)].)

Paired with this, it is a goal of the local coastal plan to "[m]aximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and the constitutionally protected rights of property owners." (General Plan, Goal LU-5.0) Local Coastal Plan policies include that the City of Fort Bragg should "[c]ontinue to provide for and encourage additional visitor-serving commercial facilities," (General Plan, Policy LU-5.1,) and "[e]nsure 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 to accommodate existing, authorized, and probable visitor serving uses," (General Plan, Policy LU-5.2)

Comment 2 & 3

It is a policy of the local coastal plan to "[e]ncourage the development of residential uses *in conjunction with commercial enterprises in commercial zones*, where the viability of the commercial activities and visitor-serving uses would not be adversely affected." (General Plan, Policy H-2.2 (emphasis added).)

Comment 2 & 3

This project, however, sacrifices all these general plan priorities for dense, urban, and privately held residential units wholly contrary to these general plan priorities. The proper use of the space as a welcoming area for visitor serving facilities—rather than a private wall on the water—is underlined by the zoning. As you can see from the zoning map attached hereto as Exhibit C, this gateway lot is zoned Highway serving commercial, and the residential core is intended to be in the town center and to the east of the highway. This project is the opposite.

Comment 2 & 3

The Project Is Inconsistent With the Coastal Act

The policies of the Coastal Act prioritize that "maximum access, . . . and recreational opportunities shall be provided for all the people consistent with public safety needs" (Pub. Res. Code § 30210.) "Development shall not interfere with the public's right of access to the sea" (*Id.* at § 30211.) "Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided.

Comment 8 & 9

use would not make the project unfeasible because the City's planner explained at hearing that the applicant had initially been "perfectly happy" with a 56 residential unit project. (Hearing Video, available at <https://www.city.fortbragg.com/government/city-council/council-meeting-live-stream>.) The applicant could still have 56 units with the ground floors committed to visitor serving commercial uses.

Developments providing public recreational opportunities are preferred.” (*Id.* at § 30213.) “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.” (*Id.* at § 30221.) “The use of private lands suitable for visitor-serving 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.” (*Id.* at § 30222.)

Comment 8 & 9

These policies embrace—and specifically articulate—the paramount value of coastal access and visitor serving facilities. “[A] core principle of the Act is to maximize public access to and along the coast as well as recreational opportunities in the coastal zone.” (*San Diego Unified Port Dist. v. California Coastal Com.* (2018) 27 Cal.App.5th 1111, 1129.)

Comment 8

The Density Bonus Law “does not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976.” (Gov. Code § 65915.)

Comment 2 & 3

Here, however, this project will defeat these aims. It will hijack a substantial 2.6 acre tract of land that is particularly situated to serve—and designated by prior conscious zoning for—visitor serving commercial facilities. Having a three story wall of private bedrooms also creates a visual barrier to coastal access contrary to Public Resources Code section 30251. Although the area is not labeled as a highly scenic viewshed, the ocean is clearly visible from Highway 1 through the lot, and this view (and notice to the public) of coastal access would be destroyed.

The applicant’s very minor changes in relation to coastal access do little to change the project’s flaws. As to the pedestrian path and signage, this is not a pedestrian focused area—it is a vehicle focused area—there is nothing to suggest signs will be visible to cars or that cars will have anywhere to park to use the pedestrian path. A major issue that is not addressed by any of the very minor concessions is that visual notice of public coastal facilities will be walled off from drivers by this project.

Comment 10

Traffic Considerations Compel Denial

The project is situated upon an arterial roadway that brings Fort Bragg most of its visitors.

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

(General Plan, 5-C.)

The primary intersection serving the project is Ocean View Drive and Highway 1. The City's own prior analysis has concluded that even prior to this project, the level of service at this intersection was in decline. (General Plan, Table C-3.)

Numerous local coastal plan policies focus on the importance of traffic considerations. It is a policy to "[e]nsure that the amount and phasing of development can be adequately served by transportation facilities." (General Plan, Policy C-21.) To service this policy, the City Council is to "[r]eview development proposals for their direct and cumulative effects on roadway Level of Service standards. During the development review process, City staff will determine whether traffic studies need to be carried out and the scope of such studies. (General Plan, Program C-1.2.1.) The City is to "provide consistent standards for the City's street system." (General Plan, Policy C-2.4.)

Comment 11

The local coastal plan is clear that "[t]raffic 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." (General Plan, Policy C-2.6.) These requirements are further in accord with—and parallel—the policy objectives of the Coastal Act.

Comment 11

Nevertheless, no traffic study has been required, and the City wholly—and improperly—delegated what scant mention of traffic there is to CalTrans, who declined to do a traffic study.

Comment 11

Conclusion

For the foregoing reasons, we respectfully pray that this honorable Planning Commission deny the submitted project as woefully defective.

Respectfully submitted,



Colin W. Morrow

From: Jacob Patterson <jacob.patterson.esq@gmail.com>
Sent: Saturday, June 7, 2025 5:13 PM
To: cdd
Cc: City Clerk; Whippy, Isaac
Subject: Public Comment -- 6/11/25 PC Mtg., **Item No. 6A**, 1151 S. Main Amendments
Attachments: 2019 Auto Zone MND with Attachments.pdf; 20190925 AutoZone Staff Report excerpt re visual resources.pdf; CGP Element 08 Noise.pdf

Planning Commission & Staff,

I didn't comment much the first time this project came around because I support it (conceptually) and didn't invent the time to go through the agenda materials in detail. That was a mistake because the planning was deficient in several areas, which the Coastal Commission staff appears to have recognized based on this item coming back with amendments. Unfortunately, the amendments do not cure all of the defects in the planning and I believe the appeals that were filed have significant merit and will continue to do so if and when the amended project advances.

First, the planning for this project is being done in a manner that is inconsistent with our past planning practices and these differences are being used to recommend you ignore pretty obvious deficiencies. (Just because Marie asserts that she fully evaluated everything already doesn't mean she is correct; presumably she thought that the first time too, which didn't turn out to be the case.) For example, it is clear that this zoning district is not intended for primarily residential uses, and mixed use projects (as the amended application now is) require non-residential uses on the ground floor in all the buildings, not just in a single building. (At best, one might be able to argue that the ground floor commercial uses only need to be in the buildings along the street frontage, in this case the unnamed frontage road, but the amended proposal doesn't even do that.) The staff report tries to dismiss this with a red herring argument that there are other multifamily apartment complexes in Fort Bragg without ground floor commercial uses. While that is certainly true, none of them are in this land use and zoning district and none of them are mixed use developments. As such, the attempted suggestion that this project somehow doesn't have to comply with an explicit requirement simply because multi-family projects in other zoning districts exist is silly. This project is a mixed use project with a residential component not a multi-family residential development even if it would be if it didn't have a non-residential component. A fully-residential project obviously can't have ground floor commercial uses so that is why they get built on other sites without that. That isn't an internal conflict in our planning documents, it is trying to compare apples to oranges. Regardless, if there is a conflict between the CLUDC and provisions of the Coastal General Plan (CGP), the CGP controls as it is the superior planning document. The CGP requires that the residential component of mixed use projects be in upper floors or on ground floors but behind the commercial uses in those buildings. Here, the application has been changed to try to address this but has not sufficiently because the ground floor commercial uses are all in Building 3 and in none of the other buildings. Each building in this mixed use development needs to have a commercial component in front of any ground floor residential uses. (I also wonder why they are retaining a retail space that may very well remain vacant when lodging is clearly a commercial use as well... all of the buildings should have a ground floor short-term lodging component.)

Moreover, the rental stream from transient visitors staying in the hotel lodging will generate more rent than the displaced long-term residential units and those units will be less expensive to construct because they don't require kitchens. Having more transient lodging will increase the profitability and feasibility of this project even if commercial retail uses would not. Brand new transient short-term lodging is well used in FB with high occupancy rates whereas our retail environment is depressed. Of course, that wasn't properly addressed in the feasibility "study", which appears to be designed to not actually study feasibility but to try to justify the original proposal. (The data is manipulated as well, listing currently occupied buildings as vacant (e.g., the former credit union on N. Franklin).) A proper feasibility analysis for this amended project would evaluate the financial viability of converting ground floor long term residential rentals to

short term transient lodging managed as part of the hotel. On a related note, I recommend you adopt a combination of the two options for Special Condition 42 Marie suggested by both requiring the lodging to be managed as part of the adjacent Emerald Dolphin Inn (or with their own small office on this site) and that none of the units includes a kitchen to avoid unintentionally creating short term vacation rentals, which are prohibited and have a greater likelihood of creating conflicts with the residential tenants. Regardless, more of the ground floor units need to be converted to transient lodging, which might create enough units for this property to continue to be managed as a small hotel even if the Emerald Dolphin Inn is sold to a different owner and the units can't be managed from there.

Marie also attempts to dismiss the CGP policy that protects existing blue water ocean views through the site and the need for visual analysis. That is patently ridiculous and there is a reason that the prior Auto Zone project included significant viewshed analysis and required the creation of a protected view corridor through the site to protect the only existing ocean view that couldn't be interrupted by future development on nearby property between this site and the ocean. That analysis is detailed in the MND for the Auto Zone project, which I have attached to this comment so it can be incorporated into the entitlement review for this subsequent proposal on the same site. One of the principle tenets of planning is a jurisdiction taking a consistent approach to how we interpret and apply our own planning requirements. We cannot simply change our interpretations from project to project depending on our mood or on the staff or consultant working on the project. The same protected view corridor from the Auto Zone project, which wasn't created because that project was correctly denied, needs to be added to this project for the exact same reasons it applied in 2019. Unfortunately, the proposed building layouts don't comply with that and will need to be adjusted in order for the City to properly apply its own requirements. Interestingly, the view corridor is also the ideal location for the signed public access route through the property, certainly a much better and more obvious one than the sidewalks that meander between the buildings without providing a clear view to the coats that people will be trying to access.

The staff report described the ocean view issues as follows (see also the attached excerpt from the AutoZone staff report covering this issue):

"Visual Resources – The proposed project location is not identified as a potentially scenic view on Map CD-1 of the Coastal General Plan. However, this vacant site and the numerous vacant residential parcels in the County located west of the site, offer views to the ocean and a general open space quality. Staff conducted a site visit with California Coastal Commission staff to determine how best to protect views to the ocean through the site. It was decided that a "View Easement" would be the best tool for protecting blue water views from the proposed development and any future potential development. The view easement would be clearly illustrated on the Plat to be recorded as a deed restriction and permanent exhibit to the deeds as a condition of the subdivision"

In short, this is still a serious concern that needs to be addressed rather than dismissed in its entirety as Marie suggests. The Coastal Commission staff recognized this issue during the review for the proposed AutoZone at the same location as this proposed mixed use development and will likely recognize the issue again with the same suggested solution. This was not a topic of the appeals but since the project permits are coming back for approval again and the resolution replaces the initial approvals, this issue can be fully fleshed out this time. I expect that the appellants will add this as one of their grounds for appeal because it shows a clear and direct conflict between the amended project, as proposed, and the relevant CGP policies listed in the attached excerpt, which are incorporated as specific objections to this project as well through my public comment.

Another interesting issue from the Auto Zone that is relevant is the prior (required) transportation analysis. Marie mentions this and relies upon it for some of her recommendations even though that reliance is misplaced because the focus of transportation studies has changed in the intervening years from a Level of Service (LOS) focus to a Vehicle Miles Travelled (VMT) focus. As noted in my comments about the Hazlewood project, a traffic and transportation study is required for this project and the prior AutoZone study is not sufficient. There are significant differences between that proposal and this project, including significant differences in pedestrian traffic flows and related pedestrian safety concerns. This is particularly true now that there are proposed hotel lodging units that will be managed from the Emerald Dolphin Inn that requires people to cross Ocean Drive. Not only do we need to impose the suggested mitigations from the Auto Zone MND, as Marie has done, but we need to address the vehicular and pedestrian safety

concerns about the intersection of Ocean Drive and Harbor Avenue. In the least, we will need additional crosswalks, if not a four-way stop, there because of the new vehicular traffic generated by this project as well as the increased pedestrian crossings for the hotel guests.

The neighbors already brought up many of the transportation concerns as well as the lack of a required traffic and transportation study, which is not discretionary even though Marie is treating it as such, but none of those issues have been resolved. I am confident the applicant wouldn't have serious objections to making some alterations to the Ocean Drive / Harbor Avenue intersection to address the concerns and the City should impose them. If we had a proper study that evaluates the pedestrian and vehicular traffic and resulting congestion on Harbor, which was not present for the proposed AutoZone, we would likely see the clear need. Unfortunately, no study was done and Marie is attempting to rely on an outdated study for a materially different project.

One issue that wasn't brought up the first time is the lack of necessary noise analysis. I raised this issue for the Hazelwood project but at least there some ambient noise levels were measured and basic calculations done to show how the project complies with our noise exposure thresholds and the requirements of the Noise Element of the CGP (see attached for the relevant policies and thresholds, which this project must be demonstrated to satisfy) and corresponding Noise ordinance. That hasn't been done for this project and it needs to because, again, it is a requirement even if Marie didn't treat it as such. This project is in a very different ambient noise setting compared to the Hazelwood Senior Apartments and we need to worry about the future residents (and transient lodging guests) being exposed to excessive noise levels from traffic along Highway One. The outside residential exposure levels are important but so are the interior noise levels in each residence. If the noise levels are projected to exceed our acceptable thresholds, we need to mitigate that by doing things like requiring noise-rated construction materials that reduce indoor noise exposure. The outside exposure of residents and visitors using the grounds, the playground, or their balconies also need to be less than the acceptable thresholds set out in the Noise Element and Ordinance but we have no such analysis to come to that conclusion even though we know that traffic noise on Main Street often exceeds our local thresholds, which is one of the reasons why there aren't very many residential developments built along the Main Street corridor. If we don't take any measurements of the ambient noise levels and then predict the Highway One traffic noise based on standard noise formulas that are readily available and used for noise studies all the time, we can't know if this project meets local requirements. Ignoring a planning issue doesn't make it go away, it means we need to wait and consider this project after we have the analysis. Marie was able to do that between the Planning Commission and City Council hearings for Hazelwood and there is no reason we can't do it again for this project. I object to proceeding without moving forward with ambient measurements and calculating predicted exposure levels both inside the residential units and for residents and visitors using the outdoor amenities.

Don't get me wrong, I like this project and want to see it get built, but I cannot support planning shortcuts and misleading statements in the entitlement review process before we get there. Because this project has already been appealed and at least one of the appellants is represented by competent legal counsel, it behooves the Planning Commission to take a cautious approach and make sure every I is dotted and every T is crossed. We aren't there yet but I think we can get there with a little more analysis and additional project adjustments.

Best regards,

--Jacob

need to be reserved for this use as required by Coastal General Plan Policy PF-1.3. The Avalon Hotel is a proposed 65-room hotel and meeting facility with a restaurant and bar at the location of the former Hi-Seas Motel site north of Pudding Creek. The City has determined there is adequate water to serve the proposed Avalon project, as well as the two proposed parcels that are part of the proposed minor subdivision.

Special Condition 12: Water Connection: 1) connection fees are due prior to issuance of building permit; 2) the water main is located in Harbor Avenue. A private utility easement benefiting Lot 1 shall be recorded on the Final Map (see Special Condition 7) for connection across Lot 2; and 3) final utility hookup configuration shall be approved by the Public Works Director or designated staff.

Stormwater - The proposed project will result in a significant increase of impervious surfaces on this undeveloped site, including 7,500 SF of building with parking lot and associated improvements. A preliminary stormwater control plan was submitted, which shows that drainage will continue to flow to the west and a 13,773 SF bio retention area has been designed to capture water onsite. In addition, there are several landscaped self-treating areas surrounding the building and in the parking lot. As the project will have over an acre of ground disturbance, the applicant is required to submit a Stormwater Pollution Prevention Plan (SWPPP) to the California State Water Board in order to obtain a Construction General Permit. Furthermore, the City requires a Runoff Mitigation Plan to demonstrate the project meets local, state and federal regulation requirements.

Special Condition 13: Prior to issuance of building permit, a Draft Stormwater Pollution Prevention Plan (SWPPP) must be submitted and approved by Public Works Department. A grading plan for the bioretention areas shall be incorporated into the SWPPP.

Special Condition 14: Prior to issuance of building permit, a Runoff Mitigation Plan (RMP) must be submitted and approved by the Public Works Department. This requirement could be fulfilled using a SWPPP. If using a SWPPP to fulfil the RMP, a draft version shall be submitted and approved prior to filing for a Notice of Intent (NOI) with the California State Water Resources Control Board.

Special Condition 15: In consideration of AutoZone's recent \$11 million settlement agreement (*The People vs AutoZone, County of Alameda*, June 17, 2019), provide evidence ensuring adequate measures in the handling and disposal of hazardous materials and their containers.

Several policies with the goal to improve water quality, through project design and implementation of Best Management Practices (BMPs), both during the construction phase and post-development. Mitigation Measures: AIR-1, BIO-2, and HYDRO-1 involve the implementation of BMPs in order for the project to comply with regulations pertaining to stormwater.

Visual Resources – The proposed project location is not identified as a potentially scenic view on Map CD-1 of the Coastal General Plan. However, this vacant site and the numerous vacant residential parcels in the County located west of the site, offer views to the ocean and a general

open space quality. Staff conducted a site visit with California Coastal Commission staff to determine how best to protect views to the ocean through the site. It was decided that a "View Easement" would be the best tool for protecting blue water views from the proposed development and any future potential development. The view easement would be clearly illustrated on the Plat to be recorded as a deed restriction and permanent exhibit to the deeds as a condition of the subdivision (see mitigation measure LAND-2). With mitigation incorporated, the project will have a less than significant impact on blue water visual resources.

In selecting the most protected view easement, the adjacent parcels were considered because many existing views cross through vacant lots. The aerial image below depicts several views from the unnamed frontage road. The red lines offer expansive blue water views today, however cross through vacant parcels that are zoned for residential units and will likely be developed. The white corridor crosses through the center of site and stretches toward Noyo Harbor. Although there could be additional development on these lots, they are more protected than the vacant lots.

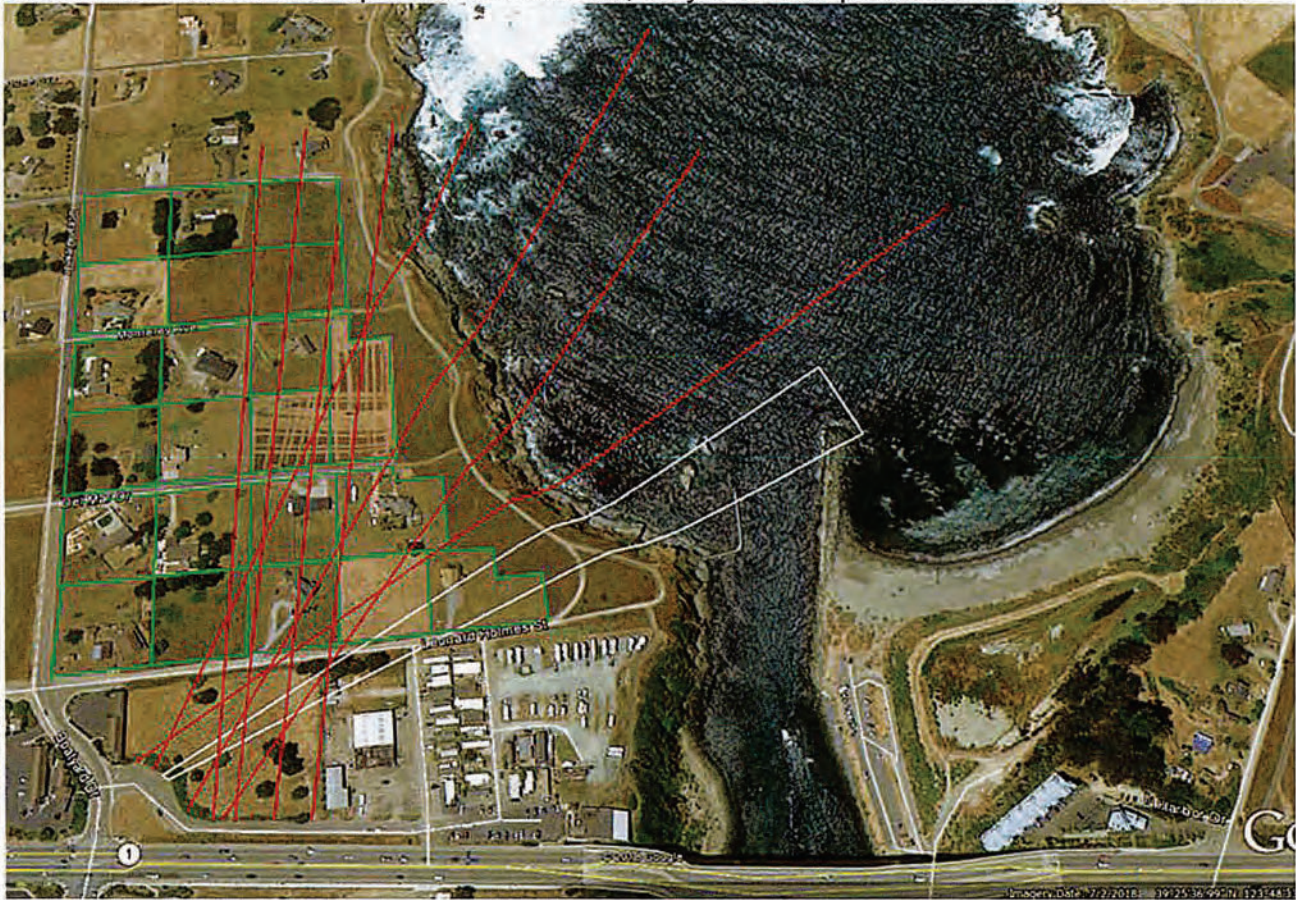


Image 5: Aerial of View Corridor



Image 6: Perspective of view easement across lot from unnamed frontage road

In order to approve a Coastal Development Permit (CDP) for a project that is located “along Highway 20 and Highway 1 on sites with views to the ocean” CLUDC 17.50.070 requires the review authority to find that the proposed project:

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

These requirements are also illustrated with following Coastal General Plan Policies:

Policy CD-1.1: Visual Resources: Permitted development shall be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance scenic views in visually degraded areas.

Policy CD-1.4: 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.

Policy CD-2.5 Scenic Views and Resource Areas: Ensure that development does not adversely impact scenic views and resources as seen from a road and other public rights-of-way.

Policy CD-1.5: All new development shall be sited and designed to minimize alteration of natural landforms by:

1. Conforming to the natural topography.
2. Preventing substantial grading or reconfiguration of the project site.
3. Minimizing flat building pads on slopes. Building pads on sloping sites shall utilize split level or stepped-pad designs.
4. Requiring that man-made contours mimic the natural contours.
5. Ensuring that graded slopes blend with the existing terrain of the site and surrounding area.
6. Minimizing grading permitted outside of the building footprint.
7. Clustering structures to minimize site disturbance and to minimize development area.
8. Minimizing height and length of cut and fill slopes.
9. Minimizing the height and length of retaining walls.

In collaboration with Coastal Commission staff, staff proposes that an easement protecting the view associated with the white view corridor illustrated in Aerial 5, would meet these Coastal General Plan requirements, and therefore the MND includes Mitigation Measure LAND-2 to ensure preservation of this view corridor.

Environmental Determination. The project was analyzed in a Mitigated Negative Declaration pursuant to the CEQA. The MND identified the following mitigation measures which shall be implemented under Special Condition 8.

PLANNING COMMISSION ACTION

Staff recommends that the Planning Commission: 1) receive staff report; 2) open the public hearing; 3) take testimony from the public and the applicant; 4) close the public hearing and deliberate; and

- 5a) direct staff to prepare a resolution with findings for approval based on the project's consistency with the City's Coastal General Plan and Coastal Land Use and Development Code as discussed and mitigated in the MND, and analyzed and conditioned in the staff report; **or**
- 5b) direct staff to prepare a resolution with findings for denial based on Planning Commission's determination that the project is inconsistent with either: a) Policy LU-4.1, (appearance/small town character); b) CLUDC 17.50.070 (sited and designed to protect views to and along the ocean and scenic coastal areas); and/or c) insufficient findings regarding Design Review Permit; and

Further, staff recommends the Planning Commission continue the public hearing to the next regularly scheduled meeting of Planning Commission on October 9, 2019, in order to provide staff an opportunity to develop a resolution for the selected Planning Commission action.

ATTACHMENTS

1. Mitigated Negative Declaration and Attachments
2. Site Plan
3. Preliminary Landscape Plan
4. Photometric Plan
5. Sign Plan

8. NOISE ELEMENT

The policies of the Noise Element are not part of the City of Fort Bragg certified Local Coastal Program and do not govern the review and approval of coastal development permits.

A. Purpose

The purpose of the Noise Element is to protect the health and welfare of the community by promoting development which is compatible with established noise standards. This element has been prepared in conformance with Government Code Section 65302(f) and the guidelines adopted by the State Office of Noise Control, pursuant to Health and Safety Code Section 46050.1. Existing and future noise problems in the Planning Area are identified. Policies and implementation programs are provided to reduce the community's exposure to excessive noise levels. Accomplishing this task requires an evaluation of the noise generation from sources such as roads, highways, and stationary sources such as industrial facilities.

B. Noise Characteristics

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Decibels and other technical terms are defined in Table N-1.

Most of the sounds which we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the mid-range frequency. This method is called weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise, often called ambient noise, in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{10} , L_{50} , and L_{90} , are commonly used. They are the A-weighted noise levels equaled or exceeded during 10 percent, 50 percent, and 90 percent of a stated time period. A single number descriptor called the L_{eq} is now also widely used. The L_{eq} is the average A-weighted noise level during a stated period of time.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Further, sensitivity to noise increases when

people sleep at night. To account for human sensitivity to nighttime noise levels, a descriptor, the L_{dn} (day/night average sound level) was developed. The L_{dn} divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level.

TABLE N-1
DEFINITION OF ACOUSTICAL TERMS

Term	Definition
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency (Hz)	The number of complete pressure fluctuations per second above and below the atmospheric pressure.
A-Weighed Sound Level (dBA)	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded by 1%, 10%, 50% and 90% of the time during the measurement period.
Equivalent Noise Level (L_{eq})	The average A-weighted noise level during the measurement period.
L_{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 PM and 7:00 AM.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

C. The Existing and Future Noise Environment

Fort Bragg experiences noise from autos and trucks on Highway One, Highway 20, local arterials, the railroad, and several industrial uses, including the Georgia-Pacific operations and the Baxman aggregate processing facility. Existing and year 2011 traffic noise (L_{dn}) contour distances from major thoroughfares are shown on Tables N-2 and N-3.

**TABLE N-2
EXISTING TRAFFIC NOISE (L_{dn}) CONTOUR DISTANCES**

Roadway	Noise Level 50 ft. from Centerline (L_{dn})	Contour Distances (in feet from Centerline)		
		70 L_{dn}	65 L_{dn}	60 L_{dn}
Hwy. One (Ocean View Drive to Hwy. 20)	72	65	140	305
Hwy One (Cypress St. to Ocean View Dr.)	73	75	165	350
Hwy. One (Chestnut St. to Cypress St.)	70	50	110	240
Hwy. One (Oak St. to Chestnut St.)	69	45	100	215
Hwy. One (Redwood Ave. to Oak St.)	69	45	95	205
Hwy. One (Laurel St. to Redwood Ave.)	69	40	90	190
Hwy. One (Pine St. to Laurel St.)	68	40	80	175
Hwy. One (Elm St. to Pine St.)	68	40	80	175
Hwy. One (Pudding Creek Rd. to Elm St.)	68	35	75	160
Franklin St. (South of Chestnut St.)	60	—	—	50
Franklin St. (Oak St. to Chestnut St.)	61	—	—	55
Franklin St. (Redwood Ave. to Oak St.)	60	—	—	50
Franklin St. (Laurel St. to Redwood Ave.)	60	—	—	50
Hwy. (at Hwy. One)	62	—	40	70
Ocean View Drive (East of Hwy. One)	60	—	—	50
Chestnut St.(East of Hwy. One)	59	—	—	45
Chestnut St.(East of Franklin St.)	58	—	—	35
Elm St. (West of Hwy. One)	61	—	—	60

Source: Illingworth & Rodkin, Inc., February, 2002

**TABLE N-3
FUTURE (YEAR 2011) TRAFFIC NOISE (L_{dn}) CONTOUR DISTANCES**

Roadway	Noise Level 50 ft. from Centerline (L_{dn})	Contour Distances (in feet from Centerline)		
		70 L_{dn}	65 L_{dn}	60 L_{dn}
Hwy. One (Ocean View Drive to Hwy. 20)	73	80	175	380
Hwy. One (Cypress St. to Ocean View Dr.)	74	100	205	450
Hwy. One (Chestnut St. to Cypress St.)	71	55	125	270
Hwy. One (Oak St. to Chestnut St.)	70	50	115	245
Hwy. One (Redwood Ave. to Oak St.)	70	50	105	225
Hwy. One (Laurel St. to Redwood Ave.)	69	45	90	205
Hwy. One (Pine St. to Laurel St.)	69	45	90	200
Hwy. One (Elm St. to Pine St.)	69	45	95	195
Hwy. One (Pudding Creek Rd. to Elm St.)	69	45	95	195
Franklin St. (South of Chestnut St.)	61	—	—	55
Franklin St. (Oak St. to Chestnut St.)	62	—	—	60
Franklin St. (Redwood Ave. to Oak St.)	60	—	—	55
Franklin St. (Laurel St. to Redwood Ave.)	60	—	—	50
Franklin St. (Pine St. to Laurel St.)	61	—	—	55
Hwy. 20 (at Hwy. One)	63	—	40	85
Ocean View Drive (East of Hwy. One)	61	—	—	55
Ocean View Drive (West of Hwy. One)	61	—	—	55
Chestnut St. (East of Hwy. One)	60	—	—	50
Chestnut St. (East of Franklin St.)	61	—	—	60
Oak St. (East of Hwy. One)	61	—	—	60
Oak St. (East of Franklin St.)	60	—	—	50
Redwood Ave. (West of Hwy. One)	64	—	45	100
Laurel St. (West of Hwy. One)	61	—	—	55
Elm St. (West of Hwy. One)	64	—	45	95

Source: Illingworth & Rodkin, Inc., February, 2002

Noise from traffic on local roadways, distant industrial activities, and neighborhood activities are the most significant sources of community noise in the majority of the City.

Noise from industrial uses was audible during the evening and nighttime hours at most noise sites that were monitored. Background noise levels in the areas of Fort Bragg which generally contain noise sensitive land uses would be considered to be moderately quiet and compatible with the City's noise exposure standards.


The principal areas that are affected by excessive noise are along both sides on Highway One throughout the City (ranging from 160-350 feet on either side of the highway) and along Franklin Street and several east-west arterials (ranging from 35-70 feet from the road edge). See the Draft EIR for a more detailed discussion of the existing and projected noise environment in the City.


D. Noise and Land Use Compatibility Standards


The standards listed in Table N-4 shall be used to evaluate the compatibility between land uses and future noise in Fort Bragg.

**TABLE N-4
NOISE AND LAND USE COMPATIBILITY STANDARDS**

Land Use Category	Exterior Noise Exposure L _{dn} dB					
	55	60	65	70	75	80
Residential, Hotels and Motels						
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
"Noise Sensitive" - Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial and Professional						
Auditoriums, Concert Halls, Amphitheaters						

 **Normally Acceptable**
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal, conventional construction, without any special insulation requirements.

 **Conditionally Acceptable**
Specified land use may be permitted only after a detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

 **Unacceptable**
New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: Illingworth & Rodkin, Inc., March, 2002

E. Explanation of Table N-4: Land Use Compatibility for Community Noise

1. Noise Source Characteristics

Table N-4 shows the ranges of exterior noise exposure which are considered acceptable, conditionally acceptable, or unacceptable for the specified land use. Table N-4 is used to determine whether the noise exposure requires mitigation in order to achieve a compatible noise environment.

Where the noise exposure is acceptable for the intended land use, new development may occur without requiring an evaluation of the noise environment.

Where the noise exposure would be conditionally acceptable, a specified land use may be permitted only after a detailed analysis is made of the noise impacts, and the needed noise insulation features are included in the design to protect people from exposure to excessive noise. Such noise insulation features may include measures to protect noise sensitive outdoor activity areas (e.g. at residences, schools, or parks) or may include building sound insulation treatments such as sound-rated windows to protect interior spaces in residences, schools, hospitals, or other buildings which are sensitive to noise. Noise reduction measures should be focused on reducing noise where it would have an adverse effect for the specified land use, outdoors and/or indoors depending upon the land use.

For areas where the existing noise environment is unacceptable, new development should generally not be undertaken, because there may not be sufficient noise reduction measures to bring the development into compliance with the noise policies of this Element.

Sensitive receptors are land uses which are sensitive to noise such as hospitals, convalescent homes, schools, and libraries.

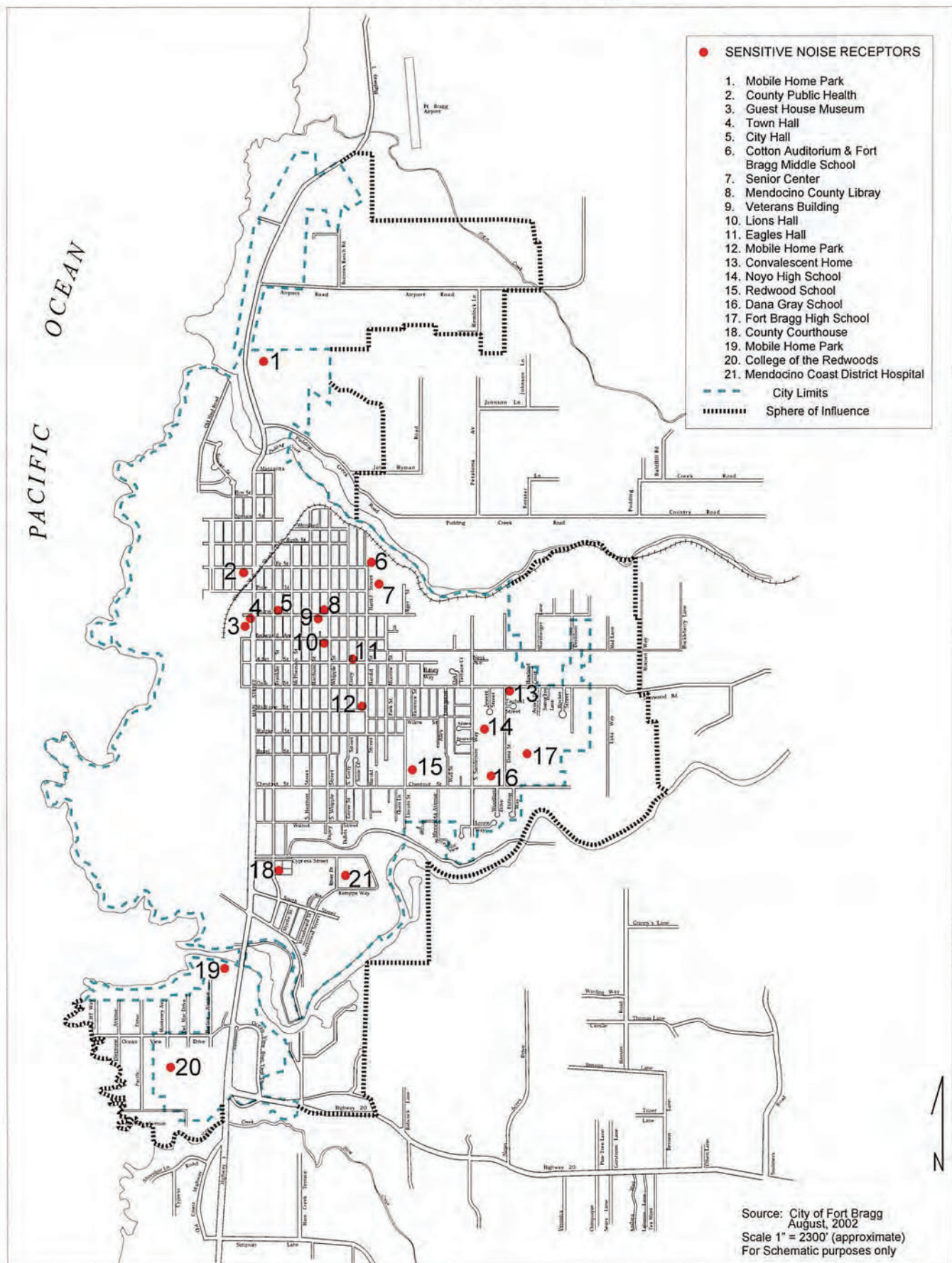
2. Acceptable Noise Environments

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered normally acceptable for that land use category, may be appropriate.

The following are the Noise and Land Use Compatibility Standards for noise exposure:

1. The standard for maximum outdoor noise level permitted in residential areas is a L_{dn} of 60 dB. This standard is applied where outdoor use is a major consideration, such as backyards in single-family housing developments and recreation areas in multi-family developments. This standard should not be applied to outdoor areas such as small decks and balconies typically associated with multi-family residential developments, which can have a higher exposure of 65 dB L_{dn} .
2. The maximum acceptable interior noise level in new multi-family residential development required by the State of California Noise Insulation Standards is a L_{dn} of 45 dB. This standard is also applied to single-family and all other residential development.
3. For projects occurring within noise environments that are conditionally acceptable, studies must be conducted to show how noise levels will be reduced in the areas that people use (which is generally the interior of offices, stores, industrial buildings, auditoriums, etc.). For

Map N-1 Sensitive Noise Receptors



non-residential projects, no maximum outdoor standard is established other than the exterior environment cannot exceed the lower limit of the unacceptable range, since noise mitigation is not feasible at these noise exposure levels. Building construction will incorporate noise reduction measures recommended by an acoustic engineer to reduce interior noise levels to an acceptable level. For non-residential projects, the interior noise level is what is important. The conditionally acceptable noise levels indicate that interior noise levels can be reduced to an acceptable level given noise reduction implementation. Non-residential projects may be allowed even if the exterior noise environment is within the conditionally acceptable range. No standards are established for industrial uses since the exterior noise environment is not important for such uses.

4. Sensitive receptors are land uses that are sensitive to noise such as hospitals, convalescent homes, schools, and libraries. Exterior noise levels for these types of uses where the uses include outdoor use locations (e.g., such as schools) should not exceed those allowed as normally acceptable in Table N-4. For those uses where the use areas are within buildings (e.g., hospitals, halls, and churches), interior noise levels should be reduced as described under No. 3 above, but projects can be permitted with exterior noise levels within the conditionally acceptable range. Map N-1: Noise Sensitive Receptors shows the location of some noise sensitive uses in the City.
5. These standards are not intended to be applied reciprocally. In other words, if an area is currently below the desired noise standard, a project that causes an increase in noise up to the maximum should not necessarily be permitted. The impact of a proposed project on existing land use should be evaluated in terms of the potential for adverse community response, based on existing community noise levels, regardless of the compatibility standards.
6. The Noise and Land Use Compatibility Standards should be reviewed in relation to the specific source of noise. These standards are based on measurement systems which average noise over a 24-hour period and do not take into account single-event noise sources. Different noise sources yielding the same composite noise exposure do not necessarily create the same environment. Additional standards may be applied on a case-by-case basis where supported by acoustical analysis to assess the effects of single-event noise sources.

F. Goals, Policies and Programs

The policies of the Noise Element are not part of the City of Fort Bragg certified Local Coastal Program and do not govern the review and approval of coastal development permits.

Goal N-1 Protect City residents from harmful and annoying effects of exposure to excessive noise.



Policy N-1.1
this Element.

General Noise Levels: The maximum allowable noise levels are established in



Policy 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.

Program N-1.2.1: Adopt and use a Noise Ordinance in environmental review of all development proposals and incorporate project design measures to reduce noise to allowable limits. The Noise Ordinance should include the noise standards described in this Element as well as consider other noise concerns, including but not limited to, allowable hours for grading and construction, allowable noise levels for electronic sound devices (e.g., radios, stereos, etc.), time restrictions on the use of mechanical devices (e.g., leafblowers and other power equipment), and requirements for the placement of fixed equipment (e.g., air conditioners and condensers).

Program N-1.2.2: Consider requiring an acoustical study and mitigation measures for projects that would cause a "substantial increase" in noise as defined by the following criteria or would generate unusual noise which could cause significant adverse community response:

- a) cause the L_{dn} in existing residential areas to increase by 3 dB or more;
- b) cause the L_{dn} in existing residential areas to increase by 2 dB or more if the L_{dn} would exceed 70 dB; or
- c) cause the L_{dn} resulting exclusively from project-generated traffic to exceed an L_{dn} of 60 dB at any existing residence.

Program N-1.2.3: Consider requiring an acoustical study and mitigation measures for proposed projects that City staff finds may generate unusual noise that would cause significant adverse community response, such as, but not limited to, night-time, single-event noise or recurring impulse noise.



Policy 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.



Policy N-1.4 Residential and Noise Sensitive Land Use Standards: Require a standard of 45 L_{dn} for indoor noise level for all new residential development including hotels and motels, and a standard of 60 L_{dn} for outdoor noise at residences. These limits shall be reduced by 5 dB for senior housing and residential care facilities.

Program N-1.4.1: Use the standards in Policy N-1.2.2 to determine the need for noise studies and require new developments to provide noise attenuation features as a condition of approving new projects.

Program N-1.4.2: Require an acoustical study for all new residential projects with a future L_{dn} noise exposure of 60 L_{dn} or greater. The study shall describe how the project will comply with the Noise and Land Use Compatibility Standards. The studies shall also satisfy the requirements set forth in Title 24, part 2 of the California Code of Regulations, Noise Insulation Standards, for multi-family attached dwellings, hotels, motels, etc. regulated by Title 24.



Policy 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:

TABLE N-5
NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING
NON-TRANSPORTATION NOISE SOURCES

Noise Level Descriptor	Daytime (7 A.M. to 10 P.M.)	Nighttime (10 P.M. to 7 A.M.)
Hourly Leq dB	55	45
Maximum level, dB	75	65

Note: These noise levels apply to the residential property line nearest the project. Each of the noise levels shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).



Policy N-1.6 Mitigate Noise Impacts: Mitigate noise impacts to the maximum feasible extent.

Program N-1.6.1: Require acoustical studies and noise reduction measures, when warranted, for new developments and roadway improvements which affect noise sensitive uses such as residences, schools, hospitals, libraries, and convalescent homes.

Program N-1.6.2: Require acoustical studies and noise reduction measures for any project that would potentially generate non-transportation noise levels in a residential area such that noise levels would exceed the planning standards set forth in Program N-1.2.2 and/or Table N-5.

Program N-1.6.3: Work with Caltrans to ensure that adequate noise studies are prepared and alternative noise mitigation measures are considered when State and Federal funds are available.

Program N-1.6.4: Consider and carefully evaluate the noise impacts of all street, highway, and other transportation projects.

Program N-1.6.5: Recommend acoustical studies and noise reduction measures for all projects that would be exposed to noise levels in excess of those deemed normally acceptable, as defined in Table N-4.

Program N-1.6.6: Consider developing an ordinance that regulates the allowable hours of construction activities.

Program N-1.6.7: Consider requiring post-construction testing and sign-off by an acoustical engineer for residential projects exposed to an L_{dn} in excess of 65 dB to ensure compliance with applicable exterior and interior standards in the Noise and Land Use Compatibility Standards.

Program N-1.6.8: Restrict truck traffic to designated routes.

Paoli, Diana

From: cdd
Sent: Tuesday, June 10, 2025 11:00 AM
To: Marie Jones (marie@mariejonesconsulting.com); Peters, Sarah; Paoli, Diana
Subject: FW: Planning Commission 06/11/2025 Item 6A

Making sure you got this.

George Leinen
Community Development Department/Code Enforcement Officer
416 N. Franklin St.
Fort Bragg, CA 95437
(707) 961-2823, Ext 118
gleinen@fortbraggca.gov

From: Paul Clark <pclark@fortbraggrealty.co>
Sent: Tuesday, June 10, 2025 10:42 AM
To: cdd <cdd@fortbraggca.gov>; CMAR (CMAR@MCN.ORG) <CMAR@MCN.ORG>
Cc: Paul Clark <pclark@fortbraggrealty.co>
Subject: FW: Planning Commission 06/11/2025 Item 6A

Comments on the staff report

Page 2

Why would the commercial porting of this application be exempt from CEQA it says it is a mixed use application the City gave density bonus's based on it being a housing project

Is it really "consistent with the small town rural character of Fort Bragg"?

Page 3

The applicant purchased the property knowing it was zoned commercial. The City seems to be really reaching to get this approved.

Applicant waived their appeal rights, what about the appellants rights? This project should start all over, including the density bonus approvals by the city that were not done properly in my view.

Then city did not have all the facts.

The Coastal Commission and the city seem to be working hand in hand to get this approved, in spite of the fact that it does not meet any rational interpretation of the intent in the general plan. Again ask Councilman Peters.

Page 4

The applicant was concerned about the feasibility of a commercial use on the ground floor, sad but it is the use allowed in the general plan. Buyer beware, it is not zoned residential

Did staff do the market study? Is that staff responsibility? Hope not.

Page 5

This reiterates the fact that the general plan envisioned commercial on the ground floor. Remember this plan was done circa 2005

Page 6

Any inconsistency should be addressed in a general plan update, not decided for a project the city wants. Follow the plan.

Each structure of 15000 feet should have at least the ground floor as commercial. Doesn't pencil out, that unfortunate. The city never before was concerned about a commercial project penciling out.

It is a commercial project. Keep that in mind with a residential component.

Page 8

The project is termed approved when convenient and proposed at other times. It was appealed and they city now has a chance to look at everything it should have before, ESPECIALLY on the density bonus's. That needs to be revisited. Is this really a "smart growth project" what exactly does that mean? I don't think it is smart at all. Why would staff give it that designation. Is there a definition for this.

Page 9

No traffic study, what about that?

Staff states there are no wetlands on site. How does staff know that if no studies were done. Any studies done for AutoZone would be out of date, and thus moot.

Page 12

City gave reduction to residential parking requirements not commercial. This is suppose to be commercial.

Page 13

States this project complies with all multifamily requirements, its commercial remember.

Page 15

Special conditions suggested that may or may not be possible.

This is not part of the emerald dolphin Inn, and should not be viewed that way. It should be totally stand alone, unless the parcels are merged.

Page 16

Same issue on parking. Given to a residential project, not a commercial project.

Page 17

I agree 84000 SF is a large project. Not very much in keeping with the small town rural flavor of Fort Bragg I would think.

Page 18

The density bonus's would not seem to me to be "reduce the requirements for visitor serving uses to the bottom floor" this does not comply with that pesky general plan intent.

No matter how you rephrase it, it does and will not change that.

Page 19

The applicant is wanting to change the project, only because the city failed to catch all this the first time around. Thank you to the appellants'.

Why did the staff, PC and CC raise these issues????

The general plan should have been updated. I have suggested that for over 20 years now.

Financial Feasibility is not a planning concern, and no studies have been provided.

Also the City of Fort Bragg has decimated the potential commercial uses with its Formula Business ordinance and the "Big Box" theories in the circa 2005 plan.,

There is the internet now. Thank you Amazon for helping the decline of our small town.

Page 20

The City did not demine all that is laid out. item 3 item 4 item 5 (City denied AutoZone) 6 where are the studies, this is time 6 this request has been formally made by me.

Page 21 this is zoned commercial. There are other sites without ocean views. Colombi property on Chestnut Street for one.

Last item on page. Staff states this amended project would have identical footprint. I don't agree. Parking at lease should change. Public hearing may disclose additional impacts.

What about the Motel Sign? the city does not allow off site signs, this must be viewed as a stand alone project.

Page 25

Has this amended project been sent out to all the appropriate parties to comment? I don't see how there could have been time to do that. It is a different project and as many times mentioned still does not meet the intent of

the general plan. Public works may have assumed some liability if they stated it did not need a traffic study.

Page 32

This or any commercial project should not be exempt from CEQA.

Page 35

Again this is a commercial zone. Not a residential per the general plan intent.

Page 38

Again no exemption should exist for commercial developments. Cant have your cake and eat it too.

You get the idea. The applicant should take their chances with the Coastal Commission Appeal, the city should have never approved this project. It obviously does not meet the intent of the general plan, but you were all told that but chose to ignore it.

Lots of money and time wasted for a project that the city should have (as pointed out) NEVER accepted the application

Why not allow the Coastal Commission appeal to happen. It is obvious the appellants' have merit.

Why is MLC doing a market feasibility study? Wouldn't that be provided by the applicant? How much did that cost the city? Feasibility for a project is not up to the city.

Paul Clark

I'm sorry I must be here to speak out, but it seems that there's very few people that will do it. I moved here in 1976 became acutely involved or aware of the city activities and county since 1978 when I rent got into the real estate business, I was on the planning commission when the 1982 general plan was implemented. Feel free to ask me any questions about that. It was replaced by this dinosaur in about 2005.

1030 Sunday morning sun is in the east looking to the west beneath the forming fog layer which is breaking or breaking fog glare. You can clearly see the ocean views just driving by the property. They're not just peaks at the ocean. There are good ocean views that tourist as per this zoning would be having the first few opportunities to see the ocean. It's been completely overlooked.

Affordable housing is only affordable if someone else is paying for the occupancy driving around the hospital area. There are tons of mostly subsidized housing not completely 521 Cypress I believe which started out to be a condo project in the 70s but ended up being courtesy coastal Commission a full-blown rental property, which is good for the community however, affordability in rental property does not allow the occupants to accrue any kind of equity which is the submit that holds communities together transitional from rental housing to permanent owned properties is the best thing could possibly happen

I've suggested that the city does an actual housing study rather than just proclaim that there's a crisis having owning a property management company. We have between 70 and 100 applicants, that does not mean they're homeless that are looking but primarily for houses most have pets which precludes them from occupying many properties. The rest of the story on government involvement and why not provide housing for the private sector could go on for hours subsidize housing is preferred by most bureaucrats because

most people that are in subsidized housing will never vote to not continue and increase the subsidies paid by someone else sounds terrible but it's the truth in many cases elderly disabled totally different story you need job jobs. When was the last time the city did anything for jobs? Maybe the brewery waved a lot of the ordinances for that to get in, which is fine just be consistent not just in the downtown district.

agree that the Fort Bragg area has a housing shortage, housing crisis. I don't think so. I mentioned I moved here in 1976 rentals were difficult. I moved into an apartment of three behind a single-family residence at 3:20 5 Pine St. in town. My employer heard of these set it up so I could move in which worked out very nicely for a few years until I was able to move up into larger single-family situation. Those units are still there however, the most frustrating thing that I've been pushing since this blank plan was put into place is the fact that those could not be built again courtesy the 2005 let's call it general plan that we're still working under the one you are working with tonight 25 March driving out Sherwood Road where most of the areas have water and sewer running right by their properties some just sewer which is more required than anything, but the city cannot and exit because of this same general plan you could build hundreds of houses in this area houses which could have an ADU if they wanted Owner occupied most likely but every time a new house opens up and somebody buys it. They move out of where they are. The city has caused this shortage in many respects. They should be accountable for that the other side, of course is the state mandated incentives to get out of the property management or proper of the landlord business by anyone especially single-family Residence Rent control eviction moratorium's prop. 19, You can take that one and thank it for what it is already doing to rental stock.

The out of area or municipal services district apparently needs to be updated. It's been quite a few months now. Hopefully the city is working with Lafco and I'm hopeful that my neighbors out near the end of Cedar Street that have a very failing septic system will be able to hook on the city tower that runs right outside their property on Cedar Street in their lifetime. I'm doubtful the city cannot or will not move fast on Sirius issues. It still will require a general plan amendment the way I see it others may disagree. They want to be able to hook on and then provide an easy ADU situation. Can't do it. Thank you, city,

Dennison Lane Cimolino, Clark , and Stanley brought in city sewer water wasn't available at the time because of a moratorium and it enabled my late wife and I to split off three parcels sell them all have houses I still own the remainder with two units that are rental stock across the street one little property that was not there is not in the city was able to get a sewer connection because a slight portion of it was brought into the city in our annexation Dennis and Lane to Oak Street. There's quite a few homes that were built and sold still exist the Ciolino's and Stanley 's both built homes on their portion and I understand at least one if not more home will be constructed because of that sewer line and I believe waterline too not positive on that. That's just a small example of what could happen if the city had asked as planned when Gary Milliman was city manager all the way out to Monson Lane, many of the neighbors out in that area. Do not want to come into the city for lots of reasons, but I think the bulk of those are not adjacent directly on Sherwood Road or Cedar Street

Common sense. This was one email that sums up what is needed.

Infill exemptions. Grocery outlet? AutoZone plateau Had a question on process and uniformity to all.

Fort Bragg general plan a few notes:

it happened around 2000 when there was three seats open on the Fort Bragg city council Vince Benedetti Dan Gjerde, and Michelle White were voted into office. The remaining councilmembers were Lindy Peters , and Jere Melo. T the general plan was in need of update so the process began early on many of us citizens could see that this was not going well we formed a citizens group known as the citizens for Fort Bragg 's future to keep an eye on the general plan process we had someone of our group at every single committee meeting and planning or city Council related to the general plan. Marvin Parrish and I were the only two citizens that even knew about let alone attended a meeting when three of the city Council members voted to exclude councilmember Melo from participation in the general plan as his retirement was from Georgia Pacific the owners of the millsite Lindy Peters voted no but this was one of probably hundreds of 3 to 1 votes on various parts of the general plan.

it went downhill from there the general plan that evolved from this process which took many months, and many public meetings was in my opinion designed specifically to take existing authority from the city Council and structure of the general plan so future council members could not vote certain projects or actions without a general plan amendment. They accomplished the task that this letter a little bit of retrospection.

I will refer to prior general plan which would've been the 1982 version which this general plan updated it allowed for example of one of many items that a standard 50 x 150 ft.² lot zone for multiple units could effectively have a triplex or three-unit residential property constructed on it not so in the new plan. The floor area ratios and lot coverages were unreasonable for a municipality that really wanted more housing to be built. The first step the city Council took in this process was to reduce the sphere of influence which is a general planning area that a cities such as Fort Bragg would have in place for future planning and for some legal purposes as well this was unheard of for a city to take this action why on earth would they wish to reduce the area over which they had some influence? No good reason except for making it more difficult to annex even if they desire to do so. In the general plan it was specifically added that a residential annexation could not be undertaken unless the annexation was revenue neutral meaning it had to be able to provide for the Lees fire protection that sort of thing. Virtually impossible for a residential annexation and to my knowledge there have been no annexations since this general plan went into effect. That may be incorrect, but none come to mind. The former administration prior to this. Had begun the public process for public meetings and notifications for discussion etc. to NEX from the eastern boundary of Fort Bragg all the way out to Monson Lane adjacent to the city water plant. this was a logical extension for residences for the citizens of the Fort Bragg area as most of the infrastructure water sewer power etc. is and then was in place. If you drive out Sherwood Road and just glance at the open areas make a left on Monson Lane, then turn back west on Cedar Street to the city limits you will see open spaces with the capacity for probably several hundred homes totally ignored in this general plan because to even attempt it Would require a general plan amendment let alone an annexation.

One of the other major concerns was that the city Council used to be able to approve a water or sewer connection outside of the city limits of Fort Bragg it was done at the council level not a lot we're done but some specifically for a situation where there was a failed septic system the cities update with this general plan disallowed the city Council being the decision maker on such an issue. If they did wish to pursue such an action once again, they would have to make a general plan amendment before they could even consider it. The eastern portion of Fort Bragg has rather Ohio water table so septic systems are difficult to develop and can't have issues but are not allowed to hook onto the city sewer system in this general plan even if the city sewer is adjacent to the property many people years ago granted easements for both water and sewer lines all over town in a certainly a different time. This one change that I recommend would be good remove the limitations to a specific mapped area of water and sewer

services district but leave it entirely up to the city Council if they're responsible enough to do a general plan and implement and enforce it they are responsible enough to make a decision on a case by case basis that authority was taken from them many of you probably don't know that that's the reason for this letter. On the day that this general plan was approved by the city Council it was unanimously voted on from my recollection and Jere Melo pointed out to me he said something to the effect that if the problems that you mention which there were many proved to be negative to the City of Fort Bragg we can always change them well bless his heart that never happened he also promised after the plan had been in existence for a few years to look at the sewer situation that had progressed to see if there should be some changes to make the city Council wants again able to approve such hook ups for failed septic systems he was killed before that ever happens. And even though the city at least three years ago started on an ordinance or change of the general plan to allow adjacent properties to the city to hook onto water and or sewer it got bogged down in the discussion as they wanted to make sure by contract that any such hook ups would be obligated to provide low income housing I have no idea where this is in the process it was completely dropped I spoke recently to a property owner that would have benefited from this and was involved in the process he also has not heard anything from the city for years.

From: M C <marysellsmendo@gmail.com>
Sent: Tuesday, June 10, 2025 6:20 PM
To: cdd; Paul Clark
Subject: 2nd Public comment for Planning Meeting 6/11/25

Follow Up Flag: Follow up
Flag Status: Completed

Good evening Planning Commission.

My name is Mary Chamberlin, and I live at 19300 Harbor Ave. I am speaking in opposition to the proposed development at 1151 South Main Street until a thorough environmental review is done.

First off, this project, particularly with its height and residential use in a commercial zone, is NOT consistent with the applicable general plan and zoning designations/policies, as required by both 15332 and 15195.

While I understand the need for housing, this project is fundamentally inconsistent with our certified Local Coastal Plan. Our LCP is clear that this area is prioritized for Highway Visitor Use, visitor-serving commercial uses. State housing law does not override the Coastal Act, and approving this project would violate our city's primary coastal protection document. Our LCP has a special legal status regarding projects within the Coastal Zone and these projects MUST be consistent with it. The housing mandates do not simply erase the Coastal Act. Why is this project not subject to a more thorough environmental review? The claim that state law "allows" the build does not exempt the project from analyzing its real-world impacts. A project of this scale will have undeniable impacts for traffic on Main Street and noise levels for surrounding residents. Why has the city not required, at minimum, a traffic impact analysis and a noise study as part of its CEQA review? On what legal grounds is this project considered exempt from this basic due diligence?

Furthermore, I am deeply concerned that neither a traffic or noise study have been required. To approve a project of this density without any data on its impacts on Main Street traffic and neighborhood safety is a failure of due diligence under the California Environmental Quality Act. I formally request that the council send this back to staff and require, at minimum, a professional traffic impact and noise analysis before proceeding.

I urge you to uphold our Local Coastal Plan and demand a proper environmental review. Please do not approve this project as it stands. Thank you.

Mary Chamberlin Realtor®
Luxe Places International Realty
Call/Text: (707)-367-5920
Email: marysellsmendo@gmail.com
CalBRE: 01956270
www.marysellsmendo.com

Paoli, Diana

From: cdd
Sent: Wednesday, June 11, 2025 10:01 AM
To: Peters, Sarah
Cc: Paoli, Diana; Munoz, Cristal; Stump, Valerie; Marie Jones (marie@mariejonesconsulting.com)
Subject: FW: Public comment for planning commission meeting 6/11
Attachments: Letter to Kosh.pdf; 2nd Public comment for Planning Meeting 6/11/25

Hello Planning Commissioners (BCC):
Please see two public comments attached for tonight's public hearing.

Thank you,

Sarah Peters

Assistant Planner | City of Fort Bragg
speters@fortbraggca.gov

From: M C <marysellsmendo@gmail.com>
Sent: Tuesday, June 10, 2025 6:05 PM
To: cdd <cdd@fortbraggca.gov>; Paul Clark <pclark@fortbraggrealty.co>
Subject: Public comment for planning commission meeting 6/11

Paul, I'm including you this time because when I sent this to the city on 3/24 no one respond and it wasn't included.

Paoli, Diana

From: cdd
Sent: Wednesday, June 11, 2025 10:15 AM
To: M C; cdd
Cc: Paul Clark; Paoli, Diana; Munoz, Cristal
Subject: RE: 2nd Public comment for Planning Meeting 6/11/25

Good morning Mary,
Both public comments were received, have been forwarded to Planning Commissioners, and will be included in the agenda packet for the public hearing.

All best,

Sarah Peters
Assistant Planner | City of Fort Bragg
speters@fortbraggca.gov

From: M C <marysellsmendo@gmail.com>
Sent: Wednesday, June 11, 2025 9:16 AM
To: cdd <cdd@fortbraggca.gov>
Cc: Paul Clark <pclark@fortbraggrealty.co>
Subject: Re: 2nd Public comment for Planning Meeting 6/11/25

I also submitted another before this one. Was that received?

Thank you,
Mary

On Wed, Jun 11, 2025 at 8:30 AM cdd <cdd@fortbraggca.gov> wrote:

Ms. Chamberlin,

This email is to confirm receipt of your public comment.

Thank you,

Valerie Stump
Community Development Department

From: M C <marysellsmendo@gmail.com>
Sent: Tuesday, June 10, 2025 6:20 PM
To: cdd <cdd@fortbraggca.gov>; Paul Clark <pclark@fortbraggrealty.co>
Subject: 2nd Public comment for Planning Meeting 6/11/25

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I urge you to uphold our Local Coastal Plan and demand a proper environmental review. Please do not approve this project as it stands. Thank you.

Mary Chamberlin Realtor®
Luxe Places International Realty
Call/Text: (707)-367-5920
Email: marysellsmendo@gmail.com

Dear Kosh,

My name is Mary Chamberlin. I've worked as a local realtor here on the Mendocino Coast for over 10 years. I have a very keen understanding of market value. I also live at 19300 Harbor Ave. For the record, I am not adamantly against your proposed development. Am I thrilled it will be right outside my front door? Not at all, but I am satisfied with knowing that a reputable company is investing in the long-term housing shortage issues our town has hurdled for decades. That being said, I want to share two thoughts on how to improve your overall value in your development, and improve traffic safety/congestion. While reading my two suggestions below, please refer to my extremely poor sketch on page two.

Regarding layout of development on parcel :

My first thought when I reviewed the building plans was, why would you put the parking lot in between the buildings and the view of the ocean? I believe you would increase the long-term value of your investment by putting the buildings against Harbor Avenue and the parking lot mostly on frontage Road.

1. This would eliminate a parking lot view with the ocean view. In turn this would increase your overall value for the development.
2. With that being said, this would also benefit myself and the rest of the neighbors on Harbor as we would not have a parking lot directly across from our front doors, which would negatively impact the equity in our homes.
3. Relocating the parking lot onto Frontage Road side would also lower overall noise and vehicle lights from the parking lot, and any light pollution from the parking lot.
4. I also believe this would remove the condition for the wall barrier between the parking lot and Harbor Avenue.

Regarding ingress and egress with the parcel:

I believe it would be much safer for all residents in the area if there was a one-way entry into the apartments from Frontage Road and a one-way exit from the apartments onto Harbor Avenue. I believe this would create a more uniform traffic pattern that would help ease congestion at the Ocean View Drive and Highway one intersection.

I greatly appreciate any consideration with my recommendations. Thank you very much.

Mary Chamberlin

N ↑

Harbor Ave

1

2

3

4

5

6

7

ENTRY ONLY

Parking Lot

Parking Lot

Frontage Rd

HWY 1

EXIT ONLY

E.D. Hotel

Ocean View Dr.

S ↓

From: Paul Clark <pclark@fortbraggrealty.co>
Sent: Wednesday, June 11, 2025 10:42 AM
To: cdd
Cc: Paul Clark; cmar@mcn.org; Colin Morrow
Subject: Planning Commission 06112025 Item 6A
Attachments: 1151.pdf

Comment 3

I submit that the density bonus incentives the city council gave to this project was and is not appropriate. This is not and can not be a residential multifamily development. It must be a commercial development with a subordinate residential component. And as such these incentives are not properly done. Further I believe the project would need a variance for the FAR ratios to be exceeded. I do not believe the city council gave them this variance, and if so it was not warranted based on the above.

Paul Clark



AGENCY: City Council
MEETING DATE: Nov 12, 2024
DEPARTMENT: Community Development
PRESENTED BY: Marie Jones Consulting
EMAIL ADDRESS: marie@mariejonesconsulting.com

AGENDA ITEM SUMMARY

TITLE: Hold a Hearing Receive Report and Consider Adopting a Resolution of the Fort Bragg City Council Providing Preliminary Preapproval of Inclusionary Housing Incentives for Proposed Fort Bragg Apartments Project at 1151 South Main Street

ISSUE:

In September of 2024 the City received an application for a 53-unit market rate housing project proposed for 1151 South Main Street. The City has been working with the applicant to address and resolve a variety of items on the project and the Planning and Public Works review of the application is nearly complete. At this time, the remaining outstanding issue for the project is stormwater management.

Until recently, MJC understood that the City's Inclusionary Housing Ordinance did not apply to rental projects due to the 2009 Palmer appeals court decision. As noted in the Inclusionary Housing in Lieu Fee staff report, presented to the City Council on October 28, 2024, subsequent state law and court cases re-established inclusionary housing as a planning tool in 2017. The applicant was notified as soon as this error was discovered, and the applicant was asked to submit a request for incentives for City Council's consideration. The applicant subsequently submitted the attached request for incentives (Attachment 1).

ANALYSIS:

The inclusionary housing ordinance implements the Housing Element of the General Plan, by offering incentives for the development of housing that is affordable to low- and moderate-income households. Per the Coastal Land Use and Development Code (CLUDC), section 17.32.040 developments of greater than 7 units "must construct 15 percent of all new dwelling units in a residential development as affordable units."

Additionally, in recognition that the inclusionary housing requirement reduces the profitability and therefore the feasibility of a project the ordinance includes a mechanism by which the City Council can "pre-approve" planning incentives prior to submittal of the final permit application and consideration of the project by the Planning Commission and City Council, see CLUDC section 17.32.070 below:

17.32.070 - Inclusionary Housing Incentives

A. Process for describing incentives. A residential development that complies with the inclusionary housing requirements in Subsection 17.32.040.A. (Number of units required), through the actual construction of inclusionary units, shall be entitled to the following procedures and incentives.

1. Voluntary conceptual preliminary approval of incentives.

AGENDA ITEM NO. _____

Paoli, Diana

From: Hamid Zarrabi <hamkath40@yahoo.com>
Sent: Wednesday, June 11, 2025 10:24 AM
To: cdd
Cc: HAMID ZARRABI
Subject: Planning Commission meeting June 11, 2025

Follow Up Flag: Follow up
Flag Status: Completed

Comments regarding Planning Commission meeting 6/11/2025. Project at 1151 South Main St.

Dear Council members,

First of all I must ask all of you not to ignore all the public comments and requests that were made in the past, being made now and in the future regarding this project. You did so before and that is why we are here again.

I will start my comments and request by reminding everyone and saying this property is still zoned commercial so all the regulations set forth should apply to all the project and not just in parts. The applicant is now requesting a mixed residential and commercial use. If so, then all the 7 individual buildings should include a commercial space and not just one. If these spaces are to be motel/hotel then all regulations such as operations, staffing and parking requirements for such business should apply.

The lack of necessary noise analysis issue generated by this complex still exists. By saying "one car door slamming in the parking lot is not bad" is not enough. The amount of noise generated by this complex goes way beyond that. The applicant might not realize it but this will have an effect on his business next door. A proper and professional analysis needs to be done.

The applicant is basically stating that he needs to increase the building height from 28 feet to 38 feet in order for his business to be profitable. The city has PRE APPROVED the height increase which is against the already established regulations. At all the previous public hearings regarding this project the issue was opposed several times by the public but ignored by the council members. And, now it is being opposed again. It is shameful to say the city of Fort Bragg is putting the applicants profitability over its citizens request. It looks to me like someone did not do a proper business analysis before going forward with establishing the business.

Another issue that has not been properly addressed is auto and pedestrian traffic that will effect all the surrounding areas and not just the so called "Unnamed Road". Your contractor never mentions Harbor Avenue which will be most effected because of the parking lot location. There should be a proper and official traffic study done for this project and not just here say as it's been done by your contractor over and over again.

Thanks
Hamid Zarrabi

Submitted 11 June 2025. Received by _____

1. Storm drain at Ocean View & Harbor Avenue is plugged from catchment basin through entire length of outflow pipe.
 - a) City staff abandoned responsibility for maintaining the storm drain.
 - b) As a result, I get 20-30gpm of gutter water flowing between my house and garage.
 - c) The city has failed to respond to Underground Search Associates (USA) alerts for utility/construction activity in this area.
2. Applicant has stated they will monitor the re-charge ponds.
 - a) What is the monitoring schedule (Daily, Weekly, Monthly, Semi-annual, Annual) ?
 - b) What contaminants will be monitored?
 - c) When the storm drain at Ocean View & Harbor Avenue fails, where will the re-charge pond overflow be diverted to?
 - d) Where will the recharge pond monitoring results be published, or How will local residents be notified?
 - e) Where will the monitoring sites be located?
 - f) Who is responsible for remediation of water source when recharge overflow contaminates ground water?
 - g) Overflow from recharge ponds should be channeled through underground closed culvert, north to the Pomo Bluffs Park. This will contain all contaminated overflow until it can be safely discharged over the bluff or to a pond in the Noyo Bluffs Park.
3. Light pollution:
 - a) Applicant currently has area lighting that fails "downcast" requirements. Raw light extends 100-500 feet from source all night.
 - b) Applicant should be held to standards for downcast lighting fixtures.
4. Three story structures in this location are totally out of nature for all structures on Todd's Point.
 - a) Three (3) stories is invasive to the privacy of local residents.
 - b) Three stories will dominate the skyline which now is basically unobstructed over residences on Todd's Point.
 - c) Intent to keep the area west of Highway One as a View Corridor is violated by these three stories.
5. **There is no rule, regulation, statute or law that requires this body to**

callously endanger lives of citizens or visitors to Fort Bragg. The intersection at Ocean View & Harbor Avenue is a blind intersection. This intersection is blocked by applicants' hedgerow to the East, and is further obscured by an "S"-shaped approach from Highway One. With this project, there is no way to make this intersection safe.

- a) The increase in traffic from this project, coupled with students and staff related to the college, and the congestion from school busses at the Frontage Road and Ocean View will most certainly cost lives.
- b) A copy of these comments will be available to family insurance companies concerned with injury and/or death, by virtual "Freedom of Information" act.
- c) School busses backing out of this intersection are subject to particular danger involving children of families in the project and elsewhere in Fort Bragg Unified School District boundaries.
- d) A new traffic study needs to be completed during normal college class schedule, Holiday traffic peaks, and early morning / late afternoon sun-blinding events.
- e) Routing the school bus through the entrance to the RV park / Outlet store is extremely dangerous due to the excessive slope encountered while completing a right hand then left hand turn on a steep driveway.
- f) The Ocean View / Frontage Road intersection allows only 50' to merge in to congested traffic pattern, which is extremely dangerous for any school bus picking up or delivering children. A school bus will have to approach the intersection through another "S-curve, Stop, and then turn left with only 50' to the traffic light limit / crosswalk line. A school bus length is greater than the traffic lane on Ocean View, which would then block ALL right hand, left hand, and through-traffic on west-bound Ocean View.

Dewey/305_grps/20250611

Submitted by Guy Burnett
19200 HARBOR AVE
Fort Bragg CA
95437
707 961-1614

Paoli, Diana

From: Colin Morrow <cmorrow@vmm-law.com>
Sent: Wednesday, June 11, 2025 3:56 PM
To: cdd; Paoli, Diana
Subject: Public Comment Re 6/11/25 Planning Comission Agenda Item 6(A)
Attachments: 250611_Public_Comment_Ltr.pdf

Greeting:

Please find a public comment attached concerning the above-referenced item.

Thank you,
Colin

--

Colin W. Morrow
Vannucci Momsen Morrow
An Association of Sole Practitioners
P.O. Box 1214
Mendocino, CA 95460
Phone: 707-380-1070
Email: cmorrow@vmm-law.com

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VANNUCCI MOMSEN MORROW

Attorneys at Law
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June 11, 2025

VIA EMAIL

Planning Commission
City of Fort Bragg
Community Development Department
416 N. Franklin St.
Fort Bragg, CA 95437
(cdd@fortbragg.com)
(dpaoli@fortbragg.com)

Re: Public Comment Concerning the Planning Commission's Review of
Agenda Item 6(A) on the June 11, 2025, Agenda, Concerning 1151
South Main Street in Fort Bragg, California

Honorable Planning Commission Members:

I represent Paul Clark, and I write on his behalf in opposition to the approvals sought concerning a proposed wall of residential apartments between scenic Highway One and the coast. Such a barrier of bedrooms is fundamentally incompatible with the California Environmental Quality Act ("CEQA"), the City of Fort Bragg's general plan, and the Coastal Act. The applicant and City have tacitly acknowledged that when this project previously came before the City, it was improperly approved with a blind eye toward significant Coastal Act considerations. This tacit acknowledgement came in the form of the applicant returning to the City for approval of an amended project rather than attempt to defend a woefully defective approval before the Coastal Commission. Though the applicant has offered some inadequate remedies to the Coastal Act issue, this Commission must also revisit the CEQA and general plan issues, which compel denial of the project.

The Project Is Not Exempt From CEQA

The applicant and City rely upon two CEQA exemptions, neither of which apply. The first of these is the so-called "in-fill development projects" exception. (Cal. Code Regs. Tit. 14, § 15332.) This exception does not apply because the project is not "consistent with the applicable general plan designation and all applicable general plan

policies as well as with applicable zoning designation and regulations” insofar as the subject real property was zoned in conformity with the City of Fort Bragg’s General Plan to only have “[r]esidential uses . . . above the ground floor or on the ground floor at the rear of buildings, (General Plan, Part 2(G)). This requirement was ignored. Moreover, approval of that many residential units is likely to add major traffic issues—including vehicle miles driven, additional greenhouse gas emissions from idling in congested traffic, and added noise in proximity to sensitive noise receptors—which would also render the exception inapplicable. Two sensitive noise receptor locations are identified in the map attached hereto as Exhibit A, which is excerpted from the City of Fort Bragg’s general plan. What little mention of noise is present in the staff report is wholly conclusory, with no statements of actual studies or fieldwork having been performed.

The second of these is the so-called “in-fill housing development” exemption. This exception does not apply because—at a minimum—the project is not within one-half mile of a major transit stop. A “major transit stop” is defined as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” I have investigated this, and the cited transit stop in the staff report is only served by one bus route, and the frequency of that bus route is insufficient to qualify as a major transit stop. The relevant local transit authority website materials on point are attached hereto as Exhibit B. The staff report does nothing to explain that the project is near a “major transit stop,” it merely states as much in a wholly conclusory off-hand remark.

Regardless, “a finding of categorical exemption cannot be sustained if there is a ‘fair argument’ based on substantial evidence that the project will have significant environmental impacts, even where the agency is presented with substantial evidence to the contrary.” (*Banker’s Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego* (2006) 139 Cal.App.4th 249, 262, fn. 12.) “This unusual ‘fair argument’ standard of review over a public agency’s decision has been characterized as setting a ‘low threshold requirement for initial preparation of an EIR and reflects a preference for resolving doubts in favor of environmental review when the question is whether any such review is warranted.’” (*Georgetown Preservation Society v. County of El Dorado* (2018) 30 Cal.App.5th 358, 370 quoting *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1316–1317.)

At a minimum, a fair argument can be made that the project is likely to have significant and important effects including vehicle miles driven, additional greenhouse gas emissions from idling in congested traffic, and added noise in proximity to noise sensitive locations.

The Project Is Inconsistent with the General Plan

“[T]he propriety of virtually any local decision affecting land use and development depends upon consistency with the applicable general plan and its elements.” (*Orange*

Citizens for Parks & Recreation v. Superior Court (2016) 2 Cal.5th 141, 153.) “A zoning ordinance that conflicts with a general plan is invalid at the time it is passed.” (*Ibid.*). “An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.” (*Ibid.*) “Because of its broad scope, long-range perspective, and primacy over subsidiary land use decisions, the general plan has been aptly described as the constitution for all future developments within the city or county.” (*Id.* at p. 152.)

General plan consistency at this site is key because the subject real property is located at *the* central arterial in-route to Fort Bragg, directly where visitors from either San Francisco (traveling north via Highways 101 or 1) or the Central/Sacramento Valley (traveling west via Highway 20) enter Fort Bragg.

“The mission of [Fort Bragg’s] Coastal General Plan is to preserve and enhance the small town character and natural beauty that make the City a place where people want to live and visit, and to improve the economic diversity of the City to ensure that it has a strong and resilient economy which supports its residents.” (General Plan, Part 1(D).) This project does the opposite. It creates a homogenous monolith of apartments that undermine the small-town character of Fort Bragg, perpetuates the City’s drift toward a bedroom community, and physically obstructs highway visitors’ views of both the coastline and coastal access.

The mission and vision of Fort Bragg is of “[a] city which seeks to preserve its natural beauty and provide access to the scenic and recreational resources of its natural setting.” (*Ibid.*) Nevertheless, the project obstructs natural beauty as mentioned above. The mission and vision of Fort Bragg is as “[a] city that embraces its role as the primary commercial and service center on the Mendocino coast.” (*Ibid.*) Nevertheless, this project sacrifices real property that was expressly allocated for visitor serving commercial facilities to insular bedroom units. The mission and vision of Fort Bragg is “[a] city which promotes itself as a tourist destination and which provides the necessary infrastructure and services to support a growing population of transient visitors.” (*Ibid.*) Nevertheless, this project rebuffs transient visitors in favor of cloistered bedrooms.

“Highway Visitor Commercial”—as the subject property is zoned—is specifically designated by Fort Bragg’s Coastal General Plan as follows:

This land use designation applies to land uses serving residents and visitors on sites which are located along Highway One and arterials at the entry points to the community. Typical uses allowed in this designation include motels and other lodging enterprises, restaurants, and retail outlets. Residential uses are permitted above the ground floor or on the ground floor at the rear of buildings¹ at a maximum density of up to 24

¹ The choice to use—and approval of—ground floor spaces as residential facilities is a fundamental defect in the project. Moreover, the use of the ground floor for commercial

units per acre with a conditional use permit.

(General Plan, Part 2(G); see also Fort Bragg Municipal Code 17.22.030, subd. (C)(5)(a) ["Secondary uses oriented to local clientele may be permitted *where the primary use of a site is oriented to or serves visitor, regional, or transient traffic*;" (emphasis added)].)

Paired with this, it is a goal of the local coastal plan to "[m]aximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and the constitutionally protected rights of property owners." (General Plan, Goal LU-5.0) Local Coastal Plan policies include that the City of Fort Bragg should "[c]ontinue to provide for and encourage additional visitor-serving commercial facilities," (General Plan, Policy LU-5.1,) and "[e]nsure 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 to accommodate existing, authorized, and probable visitor serving uses," (General Plan, Policy LU-5.2)

It is a policy of the local coastal plan to "[e]ncourage the development of residential uses *in conjunction with commercial enterprises in commercial zones*, where the viability of the commercial activities and visitor-serving uses would not be adversely affected." (General Plan, Policy H-2.2 (emphasis added).)

This project, however, sacrifices all these general plan priorities for dense, urban, and privately held residential units wholly contrary to these general plan priorities. The proper use of the space as a welcoming area for visitor serving facilities—rather than a private wall on the water—is underlined by the zoning. As you can see from the zoning map attached hereto as Exhibit C, this gateway lot is zoned Highway serving commercial, and the residential core is intended to be in the town center and to the east of the highway. This project is the opposite.

The Project Is Inconsistent With the Coastal Act

The policies of the Coastal Act prioritize that "maximum access, . . . and recreational opportunities shall be provided for all the people consistent with public safety needs" (Pub. Res. Code § 30210.) "Development shall not interfere with the public's right of access to the sea" (*Id.* at § 30211.) "Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided.

use would not make the project unfeasible because the City's planner explained at hearing that the applicant had initially been "perfectly happy" with a 56 residential unit project. (Hearing Video, available at <https://www.city.fortbragg.com/government/city-council/council-meeting-live-stream>.) The applicant could still have 56 units with the ground floors committed to visitor serving commercial uses.

Developments providing public recreational opportunities are preferred.” (*Id.* at § 30213.) “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.” (*Id.* at § 30221.) “The use of private lands suitable for visitor-serving 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.” (*Id.* at § 30222.)

These policies embrace—and specifically articulate—the paramount value of coastal access and visitor serving facilities. “[A] core principle of the Act is to maximize public access to and along the coast as well as recreational opportunities in the coastal zone.” (*San Diego Unified Port Dist. v. California Coastal Com.* (2018) 27 Cal.App.5th 1111, 1129.)

The Density Bonus Law “does not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976.” (Gov. Code § 65915.)

Here, however, this project will defeat these aims. It will hijack a substantial 2.6 acre tract of land that is particularly situated to serve—and designated by prior conscious zoning for—visitor serving commercial facilities. Having a three story wall of private bedrooms also creates a visual barrier to coastal access contrary to Public Resources Code section 30251. Although the area is not labeled as a highly scenic viewshed, the ocean is clearly visible from Highway 1 through the lot, and this view (and notice to the public) of coastal access would be destroyed.

The applicant’s very minor changes in relation to coastal access do little to change the project’s flaws. As to the pedestrian path and signage, this is not a pedestrian focused area—it is a vehicle focused area—there is nothing to suggest signs will be visible to cars or that cars will have anywhere to park to use the pedestrian path. A major issue that is not addressed by any of the very minor concessions is that visual notice of public coastal facilities will be walled off from drivers by this project.

Traffic Considerations Compel Denial

The project is situated upon an arterial roadway that brings Fort Bragg most of its visitors.

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

(General Plan, 5-C.)

The primary intersection serving the project is Ocean View Drive and Highway 1. The City's own prior analysis has concluded that even prior to this project, the level of service at this intersection was in decline. (General Plan, Table C-3.)

Numerous local coastal plan policies focus on the importance of traffic considerations. It is a policy to "[e]nsure that the amount and phasing of development can be adequately served by transportation facilities." (General Plan, Policy C-21.) To service this policy, the City Council is to "[r]eview development proposals for their direct and cumulative effects on roadway Level of Service standards. During the development review process, City staff will determine whether traffic studies need to be carried out and the scope of such studies. (General Plan, Program C-1.2.1.) The City is to "provide consistent standards for the City's street system." (General Plan, Policy C-2.4.)

The local coastal plan is clear that "[t]raffic 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." (General Plan, Policy C-2.6.) These requirements are further in accord with—and parallel—the policy objectives of the Coastal Act.

Nevertheless, no traffic study has been required, and the City wholly—and improperly—delegated what scant mention of traffic there is to CalTrans, who declined to do a traffic study.

Conclusion

For the foregoing reasons, we respectfully pray that this honorable Planning Commission deny the submitted project as woefully defective.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Colin W. Morrow', with a long horizontal flourish extending to the right.

Colin W. Morrow

EXHIBIT A

Map N-1 Sensitive Noise Receptors

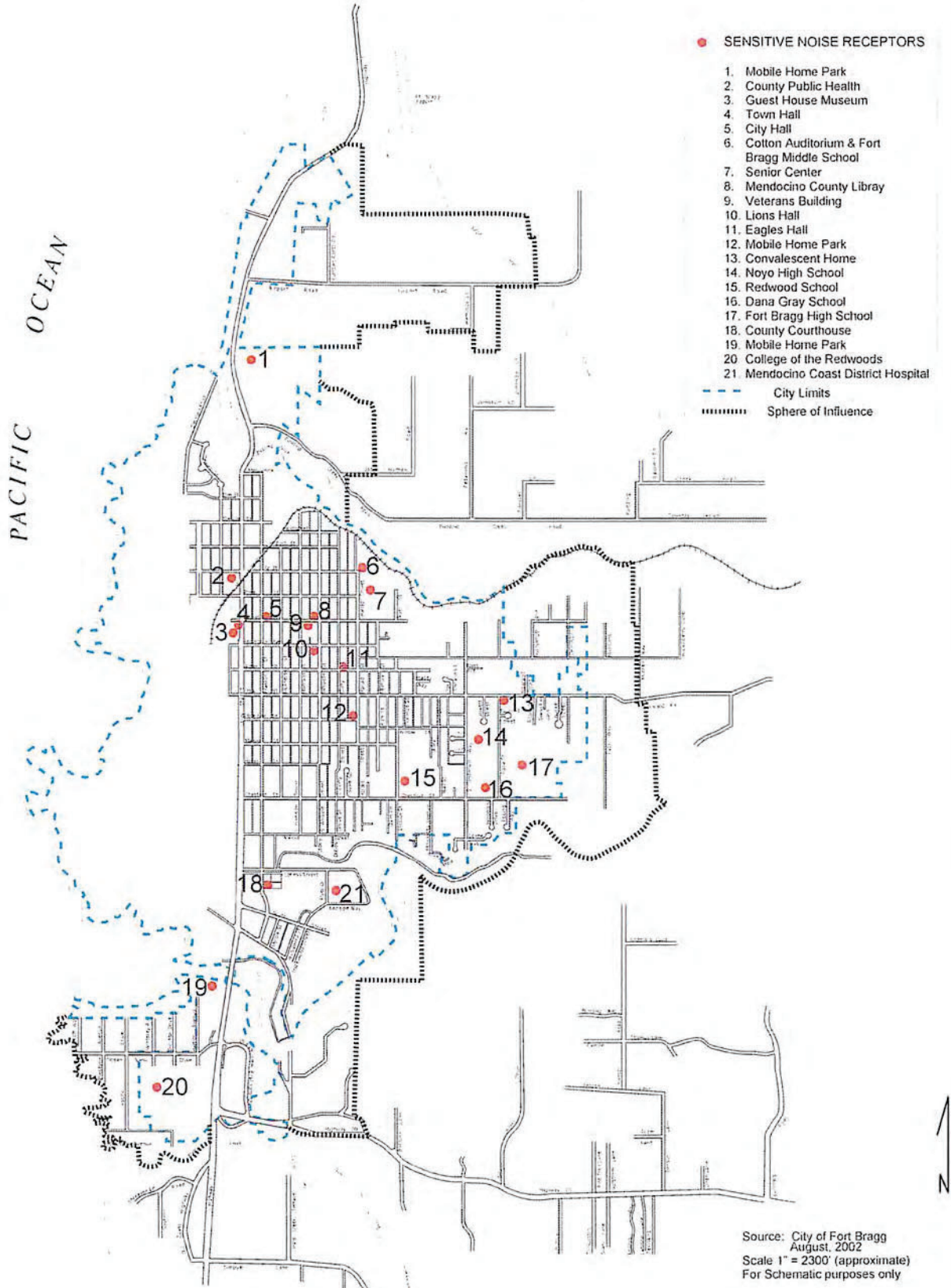


EXHIBIT B

System Alert: [Route 65 CC Rider Schedule Connect with North State Express](#)

1-800-696-4MTA

En español

PLAN YOUR TRIP**Start**

Address, placename, or intersection

End

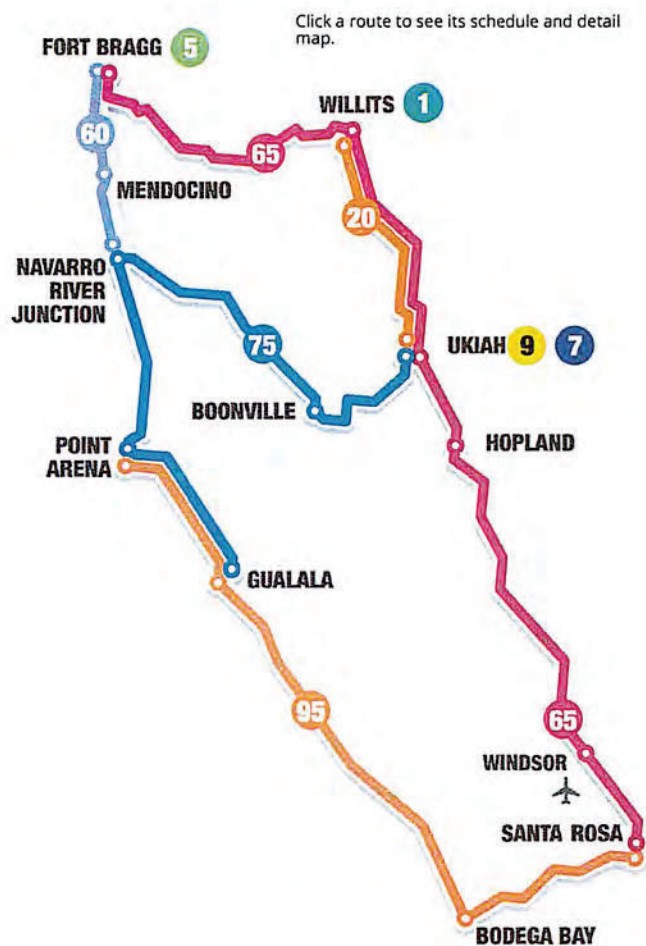
Address, placename, or intersection

When

Leave at 6/11/2025 11:36 AM

Get Directions

Get Directions

[More about transit in Google Maps and on your mobile phone.](#)**Service Alerts****New Stop Alert!**[Route 65 CC Rider Schedule Connect with North State Express — Now Connects Monday – Saturday —](#)[When severe weather events impact Mendocino County 2024](#)[West Road and Highway 101 Bus Stop Relocation](#)**News**[All New Electric Bus Serving Ukiah](#)[Willits Community Workshop — Haehl Creek Village](#)[Ukiah Transit Center and Short-Range Transit Development Plan \(SRTDP\) – Project Update](#)[Four Northern California transit agencies join forces to buy contactless open-loop fare payment systems off of California's purchasing agreements](#)[Public Transit a Safe Way to Travel During the COVID-19 Pandemic](#)[When a Ukiah Dialysis Clinic Lost Power, MTA Transport Was Critical](#)[Two Customers Cite MTA's New Dial-A-Ride for Better Service](#)[MTA Offers Travel Training](#)[With Gas Prices Sky-High, It Pays to Take the Bus](#)[Six Top Hike/Bike Adventures, No Car Needed](#)**Board Meetings**[MTA Regular Board Meeting- May 28, 2025](#)

[Cancelled Regular Board Meeting - April 30, 2025](#)[MTA Regular Board Meeting- March 26, 2025](#)[Sign up for Service Alerts](#)[Subscribe](#)**MTA SERVICE INFORMATION**[Maps & Schedules](#)[Fares](#)[How to Ride](#)[Holidays](#)[Accessibility](#)**OTHER SERVICES**[Dial-A-Ride](#)[Summer Youth Pass](#)[Connecting Services](#)[App Center](#)[Developer Data](#)**AGENCY INFORMATION**[About MTA](#)[MTA Careers](#)[Inside MTA](#)[Related Organizations](#)[Contact](#)[MTA Customer Service](#)[Advertising](#)[Board of Directors](#)[Board Meetings](#)[Planning Documents](#)[Title VI Program](#)[Enterprise System Catalog](#)[Procurements](#)

Mendocino County, California. MTA's service area encompasses about 2,800 square miles including the Mendocino Coast and Inland communities. The transit system includes a network of long distance, commute and local fixed routes, plus Dial-A-Ride services in Ukiah and Ft. Bragg. MTA provides service throughout the county, including the communities of Albion, Anchor Bay, Bodega, Bodega Bay, Boonville, Calpella, Caspar, Elk, Fort Bragg, Fort Ross, Freestone, Gualala, Hopland, Jenner, Manchester, Mendocino, Navarro, Philo, Point Arena, Redwood Valley, Santa Rosa, Sea Ranch, Stewarts Point, Ukiah, Willits, and Windsor.

[Site Credits](#)

System Alert: [Route 65 CC Rider Schedule Connect with North State Express](#)

1-800-696-4MTA

The Coaster

The Coaster Northbound Weekday

Stop	Run #1	Run #2	Run #3	Run #4
Navarro River Junction	8:55am	—	—	4:50pm
Albion Store	9:05am	—	—	5:00pm
The Woods	9:15am	12:30pm	3:45pm	5:10pm
Little River Market	9:20am	12:35pm	3:50pm	5:15pm
Little Lake St & Kasten St	9:25am	12:40pm	3:55pm	5:20pm
Main St & Lansing St	9:30am	12:45pm	4:00pm	5:25pm
Caspar Beach	9:36am	12:51pm	4:06pm	5:31pm
Caspar	9:42am	12:57pm	4:12pm	5:37pm
Mendocino College Coast Center	9:47amRR	1:02pmRR	4:17pmRR	5:42pmRR
Boatyard Drive	9:48am	1:03pm	4:18pm	5:43pm

[Site Credits](#)

System Alert: [Route 65 CC Rider Schedule Connect with North State Express](#)

1-800-696-4MTA

11/11/2025

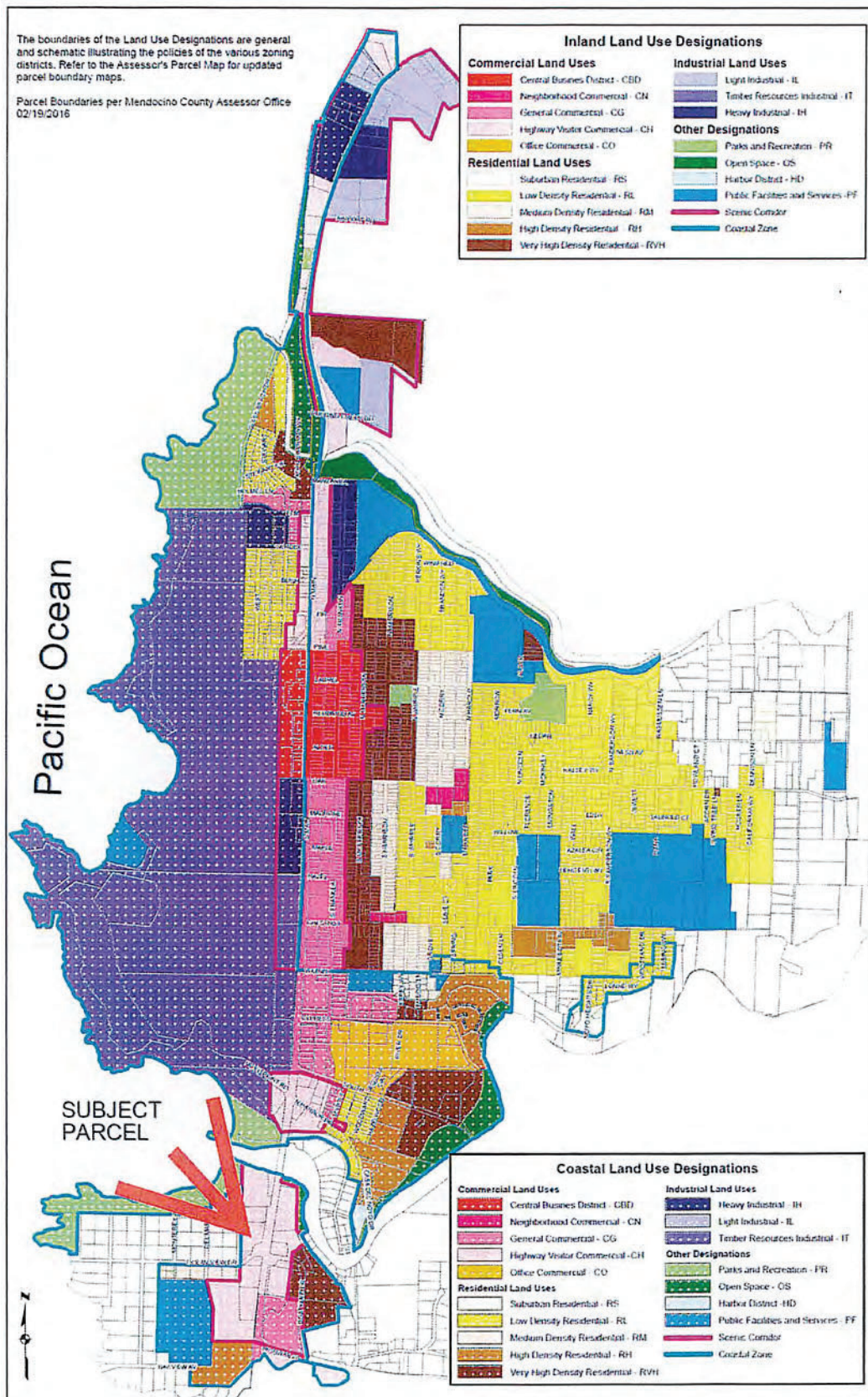
11/11/2025

The Coaster Southbound Weekday

Stop	Run #1	Run #2	Run #3	Run #4
Boatyard Drive	7:40am	11:57am	2:57pm	3:57pm
Caspar	7:45am	12:03pm	3:03pm	4:03pm
Caspar Beach	—	12:09pm	3:09pm	4:09pm
St. Anthony's Church	7:55am	12:19pm	3:19pm	4:19pm
Little Lake Rd & Gurley Ln	8:00am	—	3:27pm	—
Little Lake St & Kasten St	8:05am	12:20pm	3:32pm	4:20pm
Main St & Lansing St	8:15am	—	—	4:25pm
Little River Market	8:20am	12:25pm	3:37pm	4:30pm
The Woods	8:25am	12:30pm	3:45pm	4:35pm
Albion Store	8:35am	—	—	4:40pm
Navarro River Junction	8:45am	—	—	4:50pm

[Site Credits](#)

EXHIBIT C



From: [Jacob Patterson](#)
To: [cdd; City Clerk](#)
Cc: [Whippy, Isaac](#); pclark@fortbraggrealty.co; marysellsmendo@gmail.com
Subject: Additional Written Public Comment for Proposed Todd's Point Housing Complex
Date: Monday, June 16, 2025 5:27:15 PM

Planning Commission,

I want to retract a portion of my oral comments at the 6/11/25 meeting where I stated that I thought this project was exempt from CEQA but still requires noise and traffic and transportation safety analyses. Now that I have read the letter from Colin Morrow, I agree with his analysis that the two categorical exemptions Marie tried to rely on for this project are not actually applicable for the same reasons that Colin outlined in the letter he submitted. This project requires a CEQA review and one has not been prepared. That shouldn't be surprising since this one of the most significant proposed developments in the City of Fort Bragg since the Glass Beach subdivision back in the 1990s. If a project this significant is exempt, why wouldn't every project be exempt? Don't forget that the default for all projects is a proper CEQA review (e.g., IS/MND or EIR) not an exemption from further review.

It is telling that the last project proposed at this location, the AutoZone in 2019, didn't attempt to rely on a categorical exemption, including the same in-fill exemption Colin analyzed and correctly determined was not applicable to this project. The project size is within the requirements for the infill exemption and it is surrounded by existing development but the fatal flaw is the lack of consistency with the Coastal General Plan, not just the land use district but specific policies mentioned in other comments (e.g., the requirement for a traffic and transportation analysis comes from a CGP policy as do the noise exposure thresholds and noise study). Just like the AutoZone proposal, this project requires a CEQA review. In that case, they determined an IS/MND was adequate rather than a full EIR. It is clear to me that at least an IS/MND is required but it is possible this would require a full EIR just like the nearby Grocery Outlet project did. The infill housing exemption can't apply anywhere in Fort Bragg because we don't have any qualifying transit stops, let alone one within the prescribed distance from the project site.

Normally, the Planning Commission should be able to rely on the adequacy of the staff and legal work but reliance in this case would be misplaced. As I mentioned, if you follow the staff recommendation regarding CEQA and regarding approving the entitlements, all you are doing is setting up what is likely to be a successful appeal to the Coastal Commission and/or a successful legal challenge.

Please take caution. Unlike the other commenters who appear opposed to this project, I am not opposed. In fact, I welcome more housing to Fort Bragg. What I am opposed to, however, is sloppy and deficient planning. Unfortunately, that is what we have for this project. If you want to see additional housing in Fort Bragg and in this location, you should refuse to approve this project and direct staff to perform the necessary analysis and to work with the applicant to adjust the project proposal to make it fully consistent with the Coastal General Plan and CLUDC.

Regards,

--Jacob

Paoli, Diana

From: Annemarie <aweibel@mcn.org>
Sent: Wednesday, June 18, 2025 1:16 AM
To: Paoli, Diana
Subject: public comments planning commission 6-18-25 for Proposed Todd"s Point Housing Complex item 6a
Attachments: CDP 8-24.pdf; Fort Bragg View Corridor_04.14.17.2.pdf; 1151 S. Main Site Plan_ Retail A + B 06.01.17.pdf

Dear Commissioners,

Please deny this project. It should have included an MND, or an EIR.

I was involved when a project for Auto Zone was proposed for that site.
Luckily that did not happen.

I am resubmitting what I submitted on 3-21-2025: Technical Comments regarding the CDP 8-24, Design Review, Use Permit, and Sign Permit for multifamily rentals at 1151 South Main Street

I know since then there were appeals. I received a notice from the Coastal Commission, but it seems that the developer instead prefers to make a few changes than deal with the Coastal Commission.

I was not able to attend the meeting on the 11th, but was glad to find out that you did not vote on it.

I have read all the public comments and agree with everyone that this project needs to be denied. I am unfortunately not able to attend again.

Please deny this project.

Sincerely, Annemarie Weibel

Technical Comments regarding the CDP 8-24, Design Review, Use Permit, and Sign Permit for multifamily rentals at 1151 South Main Street

I am opposed to this growth inducing, high rise development at the gateway to Fort Bragg with many unresolved cumulative impacts. It would be precedent setting for the mill site and other developments. We already have the North Cliff Hotel!

Inaccurate Description of the Project Site: The staff report on page 4 refers to North Harbor Drive which is not in the project site. And on page 9 Harbor Road was mentioned instead of Harbor Avenue. Nor is Kemppe Way anywhere close by.

It is inaccurate for the City to indicate that "the City has determined that the development incentives requested will not have any adverse effects on coastal resources." This development with construction vehicles and renter's vehicles would access the site via Highway 1, which may likely have potentially significant impacts on public access, recreational, and other Coastal Act high priority traffic use of Highway 1 in the area. Ocean View Drive serves as the only public street, shown on the certified LCP land use map, that connects the public, visitor-serving, and private developed uses on Todd's Point with Highway 1. Establishment by the City of an alternative public street to connect Todd's Point with Highway 1 would require the City to analyze the potentially significant environmental, coastal resource, and public access-recreational impacts of any such alternative road, and the changes in the kinds and intensities of use it may likely entail, as part of this project and amend the certified LCP (e.g., land use and zoning maps) to specify the location and capacities of such an alternative street, before acting on the CDP. There was no traffic analysis done for this project, neither for the Auto Zone and potential Dollar Store. The Auto Zone project relied on a faulty traffic analysis done for the Hare Creek mall and the Auto Zone project relied on it. Citizens for Appropriate Coastal Developments (CACLU) pointed out that that the Traffic Study was faulty (not done on a holiday, 4th of July, Salmon BBQ for example and also done while local schools and the college were not in session). We did our own Traffic Study and submitted our results in our appeal of the Mitigated Negative Declaration (MND), and/or in our response to the Draft Environmental Impact Report (DEIR). The Hare Creek Commercial Center Project Traffic Impact Study was collected in August 2013, which is more than twelve years ago and needs to be redone. According to Michael Baker International's Traffic Study memo from 12-23-2016 "Traffic studies do have a limited "life", and updates to the data and analysis may be necessary to satisfy AHJ requirements."

It is inaccurate for the City to mention that this project will have no impact on a special community or neighborhood.

There needs to be an area reserved where **during construction** machinery and vehicles can be hosed off in order not to spread oil and invasive plants on site. No information was given how to eliminate/reduce problems during construction (air pollution, noise, hazardous contamination, dust, traffic, etc.)

Vague Description of the Project Site: To propose a gift shop for this development is ridiculous. What people need especially in an emergency are matches, candles, batteries, toilet paper, water, basic food items, basic drug store items, etc. There are enough gift shops in Fort Bragg for the wealthy people and tourists.

Incomplete and/or Inaccurate Description of Existing Conditions: The project site is within the area reported to be utilized by white-tailed kites (*Elanus leucurus*), a California fully protected native raptor

species. LCP land use plan Policy OS-5.1 requires the preservation of this species and its habitat. We know that a bird survey will be done before commencing the work, but the mandated biological evaluation was not talking about any California fully protected native raptor species. See Code Section D and Code section c, In-Fill). In-Fill projects are mandated to consider biological resources. If the 2018 and 2024 biological studies did not include the white-tailed kites then another survey needs to be done before the City Council approves the project. Eliminating well established native trees also helps eliminate the animal species that live close to these trees. Policies CD-1.11, OS-5.1, and OS-5.2 all indicate the importance of minimizing removal of natural vegetation, but the recommendation by CDFW is too vague, as is Policy CD-1.11 that mentions "to the extent feasible". The staff reports lists at least six trees will be removed. Being successful with new trees in this harsh, salty, and windy environment is not easy and takes a long time. Why have the four trees not been identified? Will they only be retained if they are Bishop pine trees? See Audubon bird count from 12-30-2023 where 12 white-tailed kites were seen in Fort Bragg: <https://ebird.org/tripreport/173997>.

What impact on wildlife will this development have? A partial list includes great blue herons, wild turkey, geese, hares, skunks, opossums, raccoons, about 15 deer, coyotes, frogs, salamanders, snakes, lizards, gophers, mice, osprey, owls, red-tailed hawks, turkey vultures, woodpecker, robins, meadowlarks, flickers chickadees, Stellar's jays, hummingbirds, swallows, finches, wrens, gulls, ravens, peregrine falcons, egrets, and white-tailed kites. A heard of deer have been grazing in the Todd Point area for years. Construction and resultant increase in traffic, light, noise, and human presence will impact all wildlife in the region.

As an In-Fill development the CDP other than biological resources also needs to address the legally mandated resources: viewshed, access to coast, and archaeological resources. The paragraph about visual resources in the staff report only addresses CD-1.1, CD-1.1.1, CD-1.3, CD-1.4, CD-2.5, and CD-1.5. The open space and scenic character of this area warrant a detailed analysis on how the development has been sited and designed to minimize visual impacts. The applicant should analyze these impacts and develop feasible alternatives, if applicable. Specifically, the applicant should clarify how much existing blue water view is being retained and how much is being lost to demonstrate how the project is consistent with the above mentioned policies.

Information about the **playground** indicate that play areas should not be located near public streets, parking, or entry areas unless physically separated by appropriate walls, fencing, or dense landscaping. We agree that children should not play next to moving vehicles and be close to entry areas for safety reasons, and also should not be exposed to breathing in bad air, and exposed to noise from cars. They should also not be fenced in. Why would you want to lock children in? As the playground can't be supervised by all residents from their apartments the residents need to accompany their children anyway. The project leaves it up to the Community Development Department to determine where the play area would be located. This is not appropriate. The public is also not informed about the possible dimension of the fence/potential enclosure of the playground. Therefore it can not be assessed if it is aesthetically (visually) pleasing. Currently the plans show that the playground would be very close to Highway 1 where there would be lots of noise (also from emergency vehicles) and bad air. This makes no sense. How can a Planning Commission vote on an Incomplete Description of Existing Conditions.

The project elements (components) omit any description and photos of the length of the proposed **6-foot-high 50% "open wood" fence** that would be placed along the northern and southern property boundaries. What kind of mitigation is proposed for the negative visual aspects of the fence? Where are photos of it? Can plants hide the fence? Where can item 7 of the plan set be found?

The project elements (components) omit any description and photos of the length of the proposed **5-foot-high soundwall**. What kind of mitigation is proposed for the negative visual aspects of the soundwall? Can plants hide the soundwall? The noise generated by this project will lower the property value of especially the three single-family homes located directly to the west of the project. How will they be compensated?

The staff report indicates that this apartment complex is designed for people from very **low income**. Even the 13 apartments are not for people with "very low income" as Ms. Oakes explained in her presentation to the Planning Commission. This information is not the same as the one in the Special Conditions which lists that 8 units need to be affordable for households of very low income. Which one is true? Apparently **disabled people** can rent the apartments level with the ground. What about friends/visitors if they are disabled? What if someone becomes disabled. There is no plan for an elevator.

The staff report does not analyze how **landscaping policies** like CD-1.6, CD-1.11, CD 2.7, OS-5.1, and OS 5.2 should be implemented by the applicant to insure that the landscaping plan is consistent with the above-mentioned landscaping and visual resources policies in order to support native habitat, including existing trees, while ensuring scenic areas are not blocked by landscaping. First of all the Scotch broom needs to be removed as a condition of the CDP approval.

The project plan does not show how the **rooftop photovoltaic systems** would look like.

The few photos depicting the **view towards the ocean** removes the project from its coastal and ocean visual environment. Further, the project buildings, ancillary development, and landscaping are proposed to be sited and designed to impede, rather than, protect public views to and along the ocean and scenic coastal areas. The proposed development does not minimize the alteration of natural land forms, is not visually compatible with the character of surrounding areas, and does not contribute to restored and enhanced visual quality in the City's Highway 1 and Highway 20 southern coastal gateway. The scenic and visual qualities of the City's southern coastal area gateway need to be protected. The skyline, the horizon, the view of the ocean and the Lost Coast need to be protected. The Auto Zone proposal analyzed the view corridor to the ocean and placed the proposed buildings (Auto Zone and Dollar Store) so that there would still be a view of the ocean.

Geology and Soils: A complete and up-to-date geotechnical report is needed because soil geology of the area is unknown. The project lists a geotechnical study which was not shared with the public. As there is a seismic profile of the area (a fault runs from the mouth of Noyo Harbor through Todd Point) – how does project design address seismic standards, especially since project is in close proximity to a fault line? The project does not address **grading**. How much grading would happen (cubic yards/cubic feet)? How much would be exported and how much imported? Where will the exported soil be reused as it is most likely good fertile soil from the former dairy farm. As this area used to be a dairy farm it seems that any soil should be used on site as it would be agriculturally valuable. The project does not address the makeup of the soil.

This area was rezoned in 1995 to allow for this type of development, with the city hoping to increase its tax base. **No consideration was given to the cumulative impact of development on Todd Point or on the gateway to the city.**

Hazards and Hazardous Materials: Are the proposed buildings designed to minimize geologic, fire, and other potential risks to life and property?

Is the foundation of the proposed buildings and other structures on the site designed to safely meet applicable seismic standards, the historic seismicity (peak ground acceleration, shaking, etc.) of the Fort Bragg area, and the potential seismicity of any blind thrust faulting in the area? Can hazardous materials potentially leach from the building materials, including asphalt, pavers, and other substances used to construct parking lots and sidewalk areas? Will pesticides, herbicides, and poisons be used to control insects, weeds, and vermin? If so, what substances will be used and how will they be prevented from getting into ground water supplies? A hazardous materials management plan needs to be prepared and presented. Trash receptacles need to be removed to the east side of the project (noise, rodents, insects, odors).

Groundwater Recharge and Water Balance: Was an analysis of the impact of changing climatological conditions and long-term drought, and the impact of the project on the aquifer and shallow wells in the area done? They need to be done. Todd Point residences are having issues with their shallow 35 ft. wells which includes running dry, and having salt-water intrusion. Some residents share wells. Will low flush toilets be installed and energy saving showers in order to minimize water consumption? How will this project affect wells in the immediate area? Why has the city not addressed the concerns of their own staff (Dick LaVen & Dave Goble, 2003) with regards to the water situation at Todd Point? Who will pay if residents at Todd Point run out of water or discover toxins in their water? How might the project alter existing groundwater recharge at the site and in the general area? What are the current and projected groundwater levels, including during peak rain events and rain fall seasons, to the west of the project site during the economic life of the project and beyond? This analysis should include projected changes in sea level including and discharge of storm water into the ground.

Storm Water Runoff: Excavation, compaction, paving, and subsequent runoff from the buildings, access road and parking lots must be thoroughly assessed, including potential toxic load. How might the project alter the existing drainage pattern of the site or area, including erosion or siltation on- or off-site? It is important to identify and address non-point pollution in the design of the project. What is the potential for pollution of the groundwater sources to the Todd Point residential area to the immediate west of the proposed development during construction and operation of the project, and how will liability be assigned if wells are contaminated with toxins from the project? Are there any areas that might collect storm water runoff and serve as a breeding ground for mosquitoes? If so, how will this be mitigated?

Land Use and Planning: How does this project affect the coastal trail?

Noise: Fort Bragg city planning maps show only the college as a sensitive noise receptor, and not the charter school, and the preschool next to the development, or any of the nearby residences.

Recreation: With projects seaward of the first continuous public road in addition to the land use and coastal zoning standards, the Coastal Act's public access and recreation policies apply. Traffic impacts from the project during peak seasonal and hourly demand on Hwy 1 capacity at the Ocean View Dr. intersection and at the Hwy 1 / Hwy 20 intersection constitute the relevant tests for measuring project

impacts on coastal recreational access along Hwy 1 where public recreational traffic has priority over general shopping center commercial traffic.

Transportation and Traffic: How will traffic at Harbor Ave. be managed given the close proximity to the intersection of Hwy 1 and Ocean View Dr., the need for motel guests at Emerald Dolphin Inn to walk across Ocean View Dr. to access services and amenities, and the proximity of Del Mar Dr., where a college, charter school, and 1 preschool is located? This seems like a major bottleneck that could cause significant backups onto Hwy 1, and delay ingress and egress to the entire Todd Point area. The setting sun blinds people as they drive west on Ocean View Dr. Will the increase in traffic cause increased accidents? Would it include potentially deadly impacts on pedestrians? Hare Creek Bridge, which was built in 1947, is old, narrow, crumbling, and without earthquake retrofits. Yet Hare Creek Bridge is not on the agenda of bridges needing to have shoulders widened and new bridge rails installed. Hare Creek Bridge needs to be replaced, but it is not on any Caltrans schedule for replacement. The high curbs, narrow sidewalk, and crumbling railings on Hare Creek Bridge already make it unsafe for pedestrians and bicyclists. The increased traffic along Hwy 1 brought about by this project will only exacerbate this situation. Given the substantially deteriorated and substandard condition of Hare Creek Bridge, it would not be safe during earthquakes. A tsunami would affect the Hare Creek Bridge. People who live south of the bridge could not access the hospital. Absent replacement of that bridge prior to project approval, the bridge cannot accommodate the project, and the project lacks the requisite public transportation infrastructure to support it without potentially significant adverse effects on protected public resources (water quality, fisheries, and environmentally sensitive habitat). **A complete and up-to-date traffic study needs to be done, assessing traffic at a variety of times and circumstances and accounting for the impact of new developments that will increase vehicular traffic.**

Geologic Hazards: The project site is located within the area of the North Coast segment of the San Andreas Fault System, which locally is bounded by the San Andreas Fault Zone on the west and the Maacama Fault Zone on the east. The USGS has estimated that the San Andreas Fault System has a 10% probability of generating a $\geq M6.7$ earthquake between 2000-2030 (Mendocino County General Plan EIR sec. 4.6. Geology, Soils, and Mineral Resources, at 4.6-5) and the estimated maximum capable earthquake magnitude for the Maacama Fault is $M7.3$. In addition, the region located off Cape Mendocino, is characterized by thrust faults, capable of strong and extended seismic shaking; the 1700 earthquake on the Cascadia Subduction Zone is estimated to have been a $M9.0$ event. A geology and soils impact is considered significant pursuant to CEQA if implementation of the proposed project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, seismic-related ground failure, including, but not limited to, liquefaction, and if the development is located on expansive soil, and/or if the development is located on soil that would become unstable as a result of the project and potentially result in lateral spreading, subsidence, liquefaction, or collapse. See 2009 USGS Earthquake Design Map.

As no reference was made about geotechnical borings we don't know if the project site may contain an unknown quantity of fill that is, or may likely consist of, improperly placed and improperly compacted earthen and other materials. These earthen materials are "moisture sensitive" and "moderately compressible under saturated conditions", a site geological hazard. Structures within the general vicinity have experienced excessive post-construction movement when the foundation soils become

near-saturated. The project description therefore does not accurately or completely identify the project's grading (cut and fill) volumes, and on that basis precludes accurate, complete, and objective environmental review of the project, or adequately analyzed, designed, or described mitigations (e.g., in light of the project proposal for infiltration of intercepted storm water runoff from impervious structural surfaces). If any fill was placed it would be important to know if it was placed subsequent to February 3, 1973 (the effective date of the coastal development permit regulatory program), either under the 1972 Coastal Zone Conservation Act, or the 1976 Coastal Act.

The project does not describe or analyze the composition and location of buried utility and other structures, and their adjoining soils or other materials on the project site. The project fails to disclose, or analyze, whether any of these buried structures contain any hazardous materials, or even their location(s). The project description, in relevant part, should therefore be revised, based on a complete (representative) set of subsurface geotechnical borings and the revised project when complete, be recirculated for public review. The project elements (components) omit any description of the size and location of potable water pipes, size and location of on-site and any off-site stormwater retention structures. Why did this project not include detention ponds that could become nature areas?

Dave Goble, former Director of Public Works, addressed in his letter from 2003 drainage/erosion concerns at the end of Cliff Way—it has a City drain pipe which Goble said will need to be upsized and maintained as development occurs in the Todd Point area. When communicating with John Smith's former boss at Public Works the public was told that this was not relevant until a development would happen. Now we have a proposal and the City needs to look into it before this project gets under way. Sewer connections would require a public utility easement within the right of way of the unnamed frontage road. Percolation capacity or perimeter overland flow controls are not indicated for the stormwater system. Why not? There is no description about the catchment tanks. How big are they? Can they be painted to blend in?

Parking Access: It should not be assumed that parking can also happen outside the property as this area also provides access to the public, visitor-serving, and private developed uses on Todd's Point with Highway 1. How many of the parking spaces are designated for visitors? The bus station for the MTA and the School Bus should be covered.

Vehicle Access: There was no traffic study completed for the Auto Zone/Dollar Store project. They referred to the faulty traffic study of the Hare Creek mall. In it it was indicated that "Widening the eastbound approach to the intersection of SR1 and Ocean View Drive by adding a right turn lane mentioned in the Mitigated Negative Declaration (MND) for the Hare Creek mall (see page 54/369). The DEIR was required to fully disclose and analyze this intersection. To the extent that the Hare Creek project had to rely on this right turn lane development to mitigate peak hour or peak day traffic generated by the Hare Creek mall to below a level of significance. The DEIR would have been required to analyze those effects and mitigations, rather than incur impermissible piece-meal environmental review and deferred mitigation of this project. The DEIR also failed to disclose the ownership of the land on which the right turn lane was proposed, or any analysis of its current or lawful (permitted) environmental condition(s). As further discussed below, the Project circulation scheme is based on superannuated (outdated) data and was inadequate to connect the strip mall to Highway 1, without directly or cumulatively incurring unmitigated significant adverse traffic impacts. Given the existing and planned traffic capacity limitations of Highway 1, including, but not limited to the area of its intersection with Ocean View Drive, the project would have impermissibly functioned to significantly adversely effect and preclude Coastal Act priority public access and recreation, commercial recreation, and visitor-serving land uses in the affected area. The same is true for this housing development at 1151

South Main Street. We believe that the project would result in a significant effect on traffic, noise and air quality. (Code Section c, In-Fill) How will traffic flow affect ingress and egress to the entire Todd Point area, especially the passage of emergency vehicles? Based on the traffic study for the Hare Creek mall the City's roads were nearing capacity. Now with additional traffic the City would violate its own standards.

Pedestrian Access: The Hare Creek project did not analyze the impacts to pedestrians attempting to travel to or from the project, nor to cross the frontage road without a complete or adequate network of pedestrian infrastructure (sidewalks and marked crosswalks). It also did not address the inadequate off-site infrastructure or lack thereof, including failing to require fair-share contributions to the future installations of such infrastructure. Herewith the project at 1151 South Main Street we are in the same situation. The staff report refers to a sidewalk. In order to guarantee safety more sidewalks would have to be proposed now and not after the City Council approves the project. The public has the right to know the location of all the necessary sidewalks, their elevation, and any proposed grading, safety barriers, and other improvements to render such sidewalks functional and safe. They have to be in place before people move in. The development at 1151 only mentions a sidewalk on the west side of Frontage Road. There is no safe way for hotel guests and cleaning people to cross the street from the Emerald Dolphin Inn to the office and mini golf. That needs to be resolved.

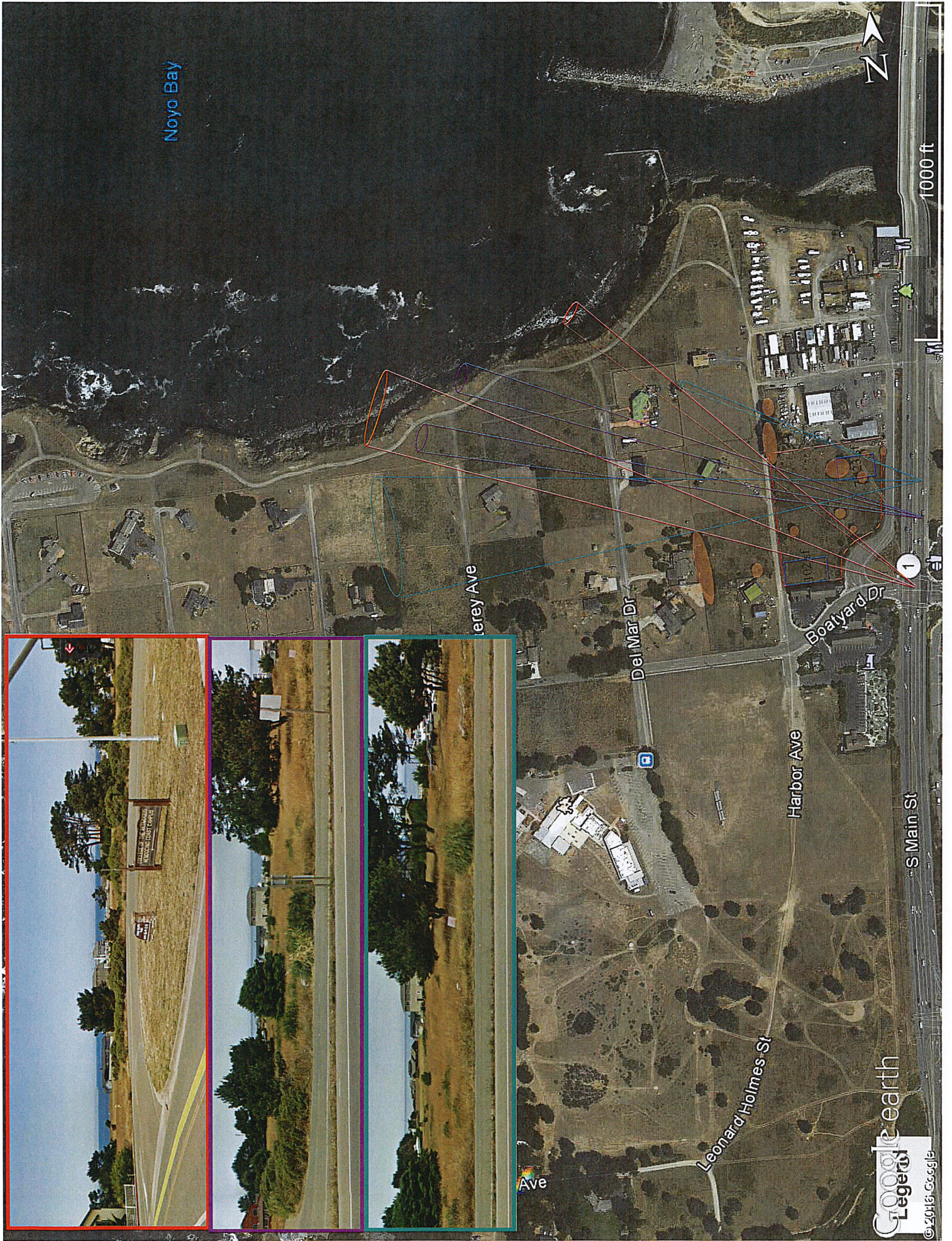
Bicycle Access: Having 11 bike racks does not seem to be enough. Are the bike racks covered? Why would there only be two motorcycle parking places available? Although the public was explained that the City only had limited mandated resources they needed to be concerned about like: viewshed, access to coast, archaeological, and botanical resources, it seems to me that the City still needs to follow its own City mandates like Air Quality and Greenhouse Gas (GHG) Emissions.

There will be an increase in greenhouse gas emissions due to increase in vehicular trips which requires **a complete and up-to-date air quality and GHG analysis**. As there is a preschool next door there is a need to study impact on air quality in relation to it. What limits to emissions will be in place during construction (control of particulates, like dust and diesel, and GHG emissions of large equipment. Does this project help or hurt city in meeting new state and local standards for GHG emissions (40% below 1990 levels by 2030)?

(Code section a, In-Fill) according to the staff report apparently complies with the General Plan and the City's LCP. **As an In-Fill development the CDP also needs to completely address the legally mandated resources:** viewshed, access to coast, as well as archaeological, and botanical resources.

I am incorporating in my comments by reference the minutes, the video, the written and verbal comments in regards to this project that was heard by the Planning Commission on 3-12-2025.

Sincerely, Annemarie Weibel



Peters, Sarah

From: Leslie and Jerry Kashiwada <kashiwa@mcn.org>
Sent: Wednesday, June 18, 2025 10:51 AM
To: cdd
Subject: Multi-use project at 1151 S. Main Street

To the Fort Bragg Planning Commissioners:

The proposed multi-use project at 1151 S. Main Street presents several important issues. These have been well addressed by multiple people in the public comments, but I want to add my voice of concern.

The size and scale of the project is out of character for the area. There are no 3-story buildings anywhere in Fort Bragg, other than the Harbor Lite Lodge and the illegally-constructed North Cliff Hotel, both of which are not at street level so don't appear to be 3-story buildings from Main Street. To place seven 3-story buildings at the south entrance to the city will have an outsized visual impact. The Emerald Dolphin Inn is 2 stories, while all other commercial buildings in the area are 1 story. The project site is described as having urban development on all four sides, but the land to the west consists of single-family houses on large lots or undeveloped vacant lots. This project will have an outsized impact on the residences adjacent to the site visually and with regards to density of inhabitants.

There are many issues beyond height and scale, including traffic and noise (including placement of parking), maintaining a view to the ocean, retaining legacy trees (whether Bishop pine or shore pine), and risk of contamination of nearby shallow wells. Other concerns, such as compliance with zoning (i.e., commercial use on the first floor of each building, not just Bldg 4), access for school buses, and whether or not this meets the needs of the community have not been adequately addressed.

As mentioned in several other public comments, the exemption from CEQA review seems to have been improperly applied. Therefore, I strongly encourage you to require an IS/MND or EIR with NEW traffic and noise studies, biological review, and cumulative impacts.

Thank you for your time and attention,

Leslie Kashiwada

Peters, Sarah

From: Daney Dawson <daneyd@mcn.org>
Sent: Wednesday, June 18, 2025 1:10 PM
To: cdd
Cc: roseanchorage@gmail.com
Subject: Multi use project 1151 S Main Street

Fort Bragg Planning Commissioners:

The proposed project is inappropriate in size and scale.

There will be deleterious impacts to the surrounding neighborhoods, which are mostly single family homes.

The traffic generated will create congestion at the Hwy 1- Main St. intersection- in a 2011 traffic study, traffic was already shown to restrict LOS at certain times of day. The Fort Bragg General Plan policy C-1.3 does not permit "new development that would result in the exceedance of roadway and intersection Levels of Service Stands unless revisions are incorporated in the proposed development project which prevent the LOS from deteriorating below the adopted LOS standards."

Section D of the GP states that: "Land use and transportation must be coordinated so that the capacity of the transportation system will accommodate the traffic generated by the development of the community."

With the proposed development of the Noyo Headlands, the cumulative impact of out-sized developments in Fort Bragg will overwhelm public services such as water, sewer, fire, police, traffic, as well as impact the small town character and community which we enjoy.

The GHG emissions from out sized development will not meet state or local standards for GHG emission reduction. A commercial center at the outskirts of downtown will generate traffic. The Fort Bragg Climate Action Plan called for a reduction in GHG emissions by 30% by 2020.

I do not know if these goals have been met, but I think not.

In addition, the FB LCP Mission Statement, section D states that Fort Bragg is a city that "supports efforts to preserve and strengthen the vitality of commerce in its central business district."

I urge you to deny this permit, or send the developer back to the drawing board with the goal of downsizing, and eliminating the plan for commercial development.

Thank you

Daney Dawson
50 year resident of the coast

Paoli, Diana

From: Ali Van Zee <yourali747@gmail.com>
Sent: Wednesday, June 18, 2025 1:49 PM
To: cdd
Cc: Paoli, Diana
Subject: 6/11/25 PC Mtg., Item No. 6A, 1151 S. Main Amendments 2019 Auto Zone MND

City Council Members, Planning Commission and staff,

You have heard from a plethora of coast citizens with regard to this proposed project with many opposed to the size and scope, lack of EIR, dismissal of CEQA regs as if they don't matter, etc etc.

I am heartily in agreement with the comments submitted by Annemarie Weibel and Leslie Kashiwada. I also stand behind the studied comments of Jacob Patterson (Page 55 of your published comments for this project), with one exception: I do not endorse this project in its current location.

Putting a behemoth cluster of structures on the WEST side of Highway One and blocking off more views of our Coast is ruinous to the character of our unique area. As I have advocated in the past, there are more suitable sites on the East side of the Hwy as it approaches town with water and electricity already in place AND it could be set back off the Highway more so as not to "crowd" the road.

This project, along with the monstrous Grocery Outlet project, smack of the worst kind of privileged cronyism - something our struggling community doesn't need and for which we take to the streets weekly now.

We need to create more affordable housing, that is clear. But there are a number of other sites more suitable.

We need to make Fort Bragg more attractive, not less. We need trees downtown and through our City neighborhoods to create a sense of calm, breathable space, a nicer place to gather than gritty sidewalks and streets.

Relocate and scale back this project and use the savings to increase the attractiveness of Fort Bragg.

Thanks,

Ali Van Zee
(Fort Bragg resident)

~We survive together, or not at all~

Planning Commission Mtg 18 June 2025; pgs 1-~~6~~4

**All of the critical information submitted by the public should be reviewed
BEFORE a vote on this project.**

Topic 1/ Traffic: There is no rule, regulation, statute or law that requires this body to callously endanger lives of citizens or visitors to Fort Bragg. The intersection at Ocean View & Harbor Avenue is a blind intersection. This intersection is blocked by applicants' hedgerow to the East, and is further obscured by an "S"-shaped approach from Highway One. With this project, there is no way to make this intersection safe, especially since projected traffic on Harbor Avenue will increase x25; for reference, that is larger than during the annual Fireworks celebration, on a DAILY basis.

1a) The increase in traffic from this project, coupled with students and staff related to the college, and the congestion from school busses at the Frontage Road and Ocean View will most certainly cost lives.

1b) A copy of these comments will be available to family, insurance companies, and anyone concerned with injury and/or death, by "Freedom of Information" act.

1c) School busses backing out of this intersection are subject to particular danger involving children of families in the project and elsewhere in Fort Bragg Unified School District boundaries.

1d) A new traffic study needs to be completed during normal college class schedule, Holiday traffic peaks, and early morning / late afternoon sun-blinding events.

1e) Routing the school bus through the entrance to the RV park / Outlet store is extremely dangerous due to the excessive slope encountered while completing a right hand then left hand turn on a steep driveway.

1f) The Ocean View / Frontage Road intersection allows only 50' to merge in to congested traffic pattern, which is extremely dangerous for any school bus picking up or delivering children. A school bus will have to approach the intersection through another "S-curve, Stop, and then turn left with only 50' to the traffic light limit / crosswalk line. A school bus length is greater than the traffic lane on Ocean View, which would then block ALL right hand, left hand, and through-traffic on west-bound Ocean View.

Topic 2/ Plumbing:

2a) Storm drain at Ocean View & Harbor Avenue is plugged from catchment basin through entire length of outflow pipe.

City staff abandoned responsibility for maintaining the storm drain.

As a result, I get 20-30gpm of gutter water flowing between my house and garage.

The city has failed to respond to Underground Search Associates (USA) alerts for utility/construction activity in this area.

2b) Applicant has stated they will monitor the re-charge ponds.

What is the monitoring schedule (Daily, Weekly, Monthly, Semi-

annual, Annual) ?

What contaminants will be monitored?

When the storm drain at Ocean View & Harbor Avenue fails, where will the re-charge pond overflow be diverted to?

Where will the recharge pond monitoring results be published, or How will local residents be notified?

Where will the monitoring sites be located?

Who is responsible for remediation of water source when recharge overflow contaminates ground water?

Overflow from recharge ponds should be channeled through underground closed culvert, north to the Pomo Bluffs Park. This will contain all contaminated overflow until it can be safely discharged over the bluff or to a pond in the Noyo Bluffs Park.

2c) Infiltration/Percolation/Recharge Ponds; City staff and consultants are aware of the dangers presented by these ponds, but have chosen to disregard them and conceal the issues from Planning Commission and City Council. It is inappropriate to install infiltration/percolation/recharge ponds on this project site.

The overlaying "Fractured Franciscan Bedrock" is a poor percolation filter. The "Forever Contaminants" concentration in the ponds are not filtered out or digested by the plants and animals anticipated to populate this biology experiment. They will just be tortured, chemically burned and poisoned.

The historical test drilling/wells/bore holes are also known to City Staff and Consultant, but have not been located on site plan. It is essential that the direct conduits to the water table be plotted BEFORE a vote on this project.

During a high rain event of 1" per hour 15,000 to 30,000 gallons of runoff will be channeled into the ponds. Much of this water would be pumped in the catchment pit and into the open drainage channels. This concentrated effluent would be prime source for water table contamination. Currently, this drainage system has FAILED, and all of this excess capacity for the ponds would be pumped out and run directly onto resident's property. This issue needs to be resolved BEFORE a vote on this project.

2d) The existing catchment and drainage culverts that will receive this effluent are plugged solid. City has concealed this fact, and the reason the system has failed, and that the City is afraid to correct/maintain the system. This is remarkably disingenuous, but consistent with its manipulation of critical facts in the project process.

Mr. Smith, please inform the Planning Commission, the public, and the applicant of the reason why the City will not correct the drainage system at Ocean View and Harbor Avenue **BEFORE a vote on this project.**

A tight culvert system designed to accept the pond's effluent needs to be installed north-bound with gravity drainage to Pomo Bluff Park BEFORE a vote on this project.

Given the obstacles in the path of flow, the storm drain system at Ocean View and Harbor Avenue cannot be made to current engineering standards. This failure of maintenance and corrective measures may VIOLATE City of Fort Bragg MS-4 Permit. Increased traffic at this intersection will cause

accelerated sediment accumulation in the catchment basin and culvert, causing flooding to residents. Corrections need to be completed **BEFORE** a vote on this project.

The applicant and city should fully disclose the actions they will take when local wells and water table become useless. This solution needs published **BEFORE** a vote on this project.

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Topic 3/ Off-Site Parking; This project will generate a need for 200 additional parking opportunities. Given 25' allotment per vehicle, this will require 5000 linear feet of parking (nearly one mile long if everyone were parking off-site). If only 100 vehicles park on Harbor Avenue, that makes 2,500 linear feet or ½ mile of parked cars, trucks, and inoperative vehicles.

3a) These properties are nearly one acre each, and they need more than one clearly defined 15' access point to their properties, with placement designated by each landowner.

3b) Any unauthorized vehicle parked on private property shall be towed at expense of vehicle owner (not landowner). Applicant shall require an appropriate "towing deposit" for each vehicle a renter owns or is buying. That deposit shall be used to pay the tow company. Abandoned vehicles shall be towed after 72 hours.

3c) City police shall respond and tag abandoned or un-used vehicles within 24 hours of notification. These conditions need to be in the rental contract or codified by the city **BEFORE a vote on this project**. As a point of reference, on a daily basis, this represents more vehicles than the Police/Fire departments allow during Fireworks celebration.

Topic 4/ This area is Zoned Commercial for VISITOR use; but the vast majority of space for this project is planned as residential, not "visitor" lodging as it should be per Land Use documents. Additionally ...

As of 10 June 2025, How many applicant's employees are currently living in any motel owned, operated, or managed by applicant or his family/associates?

How many of the applicant's many city-wide employees are currently eligible for subsidized housing?

HOW MANY OF THE APPLICANT'S EMPLOYEES ANTICIPATE LIVING IN THESE APARTMENTS?

Will this housing project really address the needs of LOCAL residents?
We need to discover these answers BEFORE a vote on this project.

Topic 5/ Three story structures: 3-story structures are totally out of nature for all structures on Todd's Point.

Three (3) stories is invasive to the privacy of local residents.

Three stories will dominate the skyline which now is basically unobstructed over residences on Todd's Point.

Intent to keep the area west of Highway One as a **View Corridor** is violated by these three stories.

Topic 6/ Light pollution:

Applicant currently has area lighting that fails “downcast” requirements. Raw light extends 100-500 feet from source all night, and continuously shines directly into our home – all night, and every night of the year.

Applicant should be held to standards for downcast lighting fixtures.

All lighting on the proposed project should clearly identify height of support poles, arc of illumination, and manufacturer make and item number of all lighting components, in order to confirm standards for “downcast lighting”.

This issue needs corrected **BEFORE** a vote on this project.

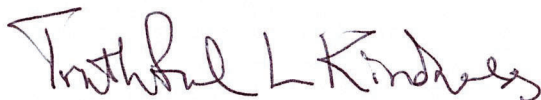
Topic 7/ Rentals: Maintenance and public safety for this property is an important aspect, and would become very scattered and unreliable if this property transferred from a RENTAL basis to a fragmented ownership basis. So Applicant and future owners must commit (sign a contract) to maintain the status of “apartments”, instead of converting to condominiums or resident-owned units for 50 years. In addition, the applicant accepts responsibility for a 50-year period of proper maintenance and public safety standards on the entire complex. An agreement for these conditions need to be found BEFORE a vote on this project.

Topic 8/ Question accuracy of Applicant statement re “Finances”; The applicant clearly stated that he did not realize the project was not financially feasible as originally submitted. A profit would not be possible without subsidies, incentives, and a third story? I find it difficult to believe that a developer would invest time, money, and effort that would not provide an appropriate return, so, is it really the case? The financials prior to the public funding/assistance/incentives should be reviewed. This information needs to be clarified **BEFORE** a vote on this project.

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Conclusion: There is no harm or foul to postpone vote until each board member can review the submitted documents and testimony, and have the assurance that their vote is based ALL available information – and not pressured for a quick response.

Respectfully submitted by

Truthful L. Kindness



... and Guy R. Burnett



19200 Harbor Avenue, Fort Bragg CA 95437