



**CITY OF FORT BRAGG**

*Incorporated August 5, 1889*

416 N. Franklin Street

Fort Bragg, California 95437

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**INITIAL STUDY AND  
MITIGATED NEGATIVE DECLARATION**

**PROJECT TITLE:** Dollar Tree

**PROJECT NUMBERS:** CDP 5-2013, DR 5-2013, USP 4-2013, LLA 1-2013

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

**CONTACT:** Teresa Spade, Assistant Planner  
(707) 961-2827, ext. 107  
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**LOCATION:** 825 & 845 South Franklin Street  
Fort Bragg, CA 95437  
APNs 018-120-49, 018-120-48

**PROPERTY  
OWNER/AGENT:** Robert Affinito  
31660 Johnson Lane  
Fort Bragg, CA 95437

**APPLICANT:** Walnut Main Group  
2920 Arden Way  
Sacramento, CA 95825

**COASTAL GENERAL  
PLAN DESIGNATION:** Highway Visitor Commercial (CH)

**ZONING:** Highway Visitor Commercial (CH)  
Coastal Zone (CZ)

## PROJECT DESCRIPTION

The proposed project site is located at 825 and 845 South Franklin Street in the Coastal Zone within the City of Fort Bragg, Mendocino County. **See Figure 1, Project Location.**

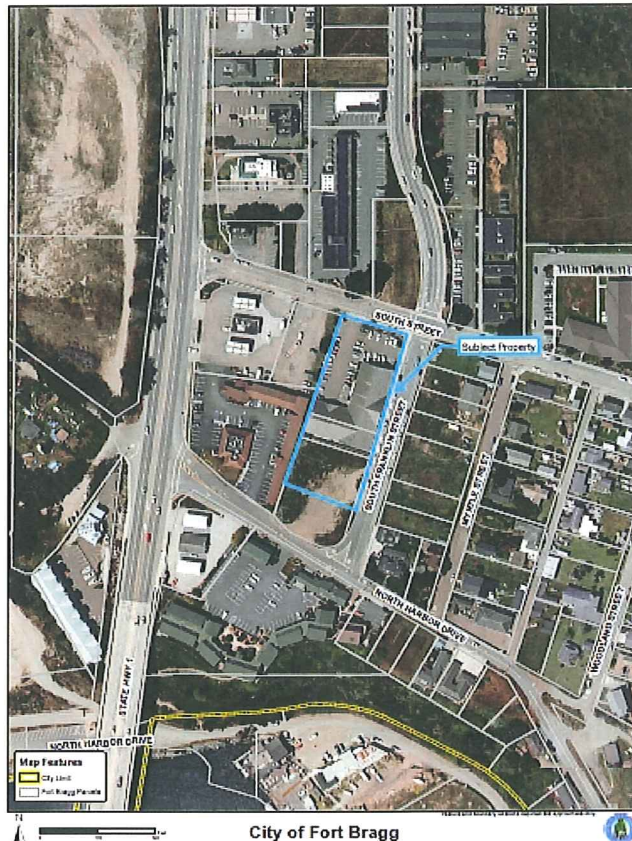


Figure 1. Project location.

The applicant proposes conversion of a portion of an existing structure from “Social Service Organization” use to “General Retail, 5,000 sf or Larger.” The existing building is approximately 16,500 square feet in size, and the proposed retail tenant (Dollar Tree) would occupy approximately 11,000 square feet of the building. No tenant is proposed for the remaining 5,500 SF. Exterior improvements include new sliding doors at the west entry from the parking area, new freight doors and replacement of a glass door with a metal door on the south side, new tempered windows in select areas as shown on the elevations, with glazing to match existing windows, and new signs. A new loading zone and additional parking are to be located on an undeveloped parcel to the south of the building (Figure 3). The project also requires a Lot Line Adjustment so that the additional parking and loading zone are located on the same parcel as the project building.

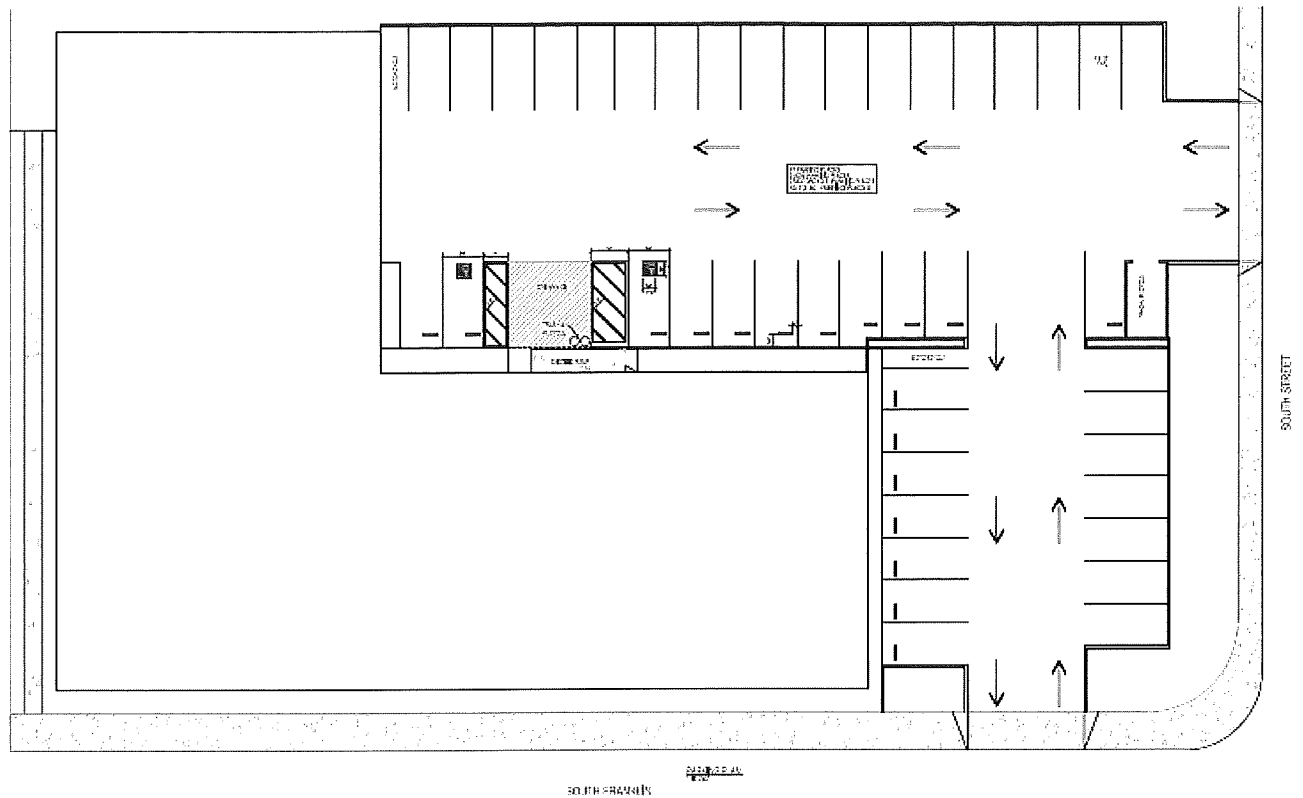


Figure 2. Partial site plan (parcel 1).

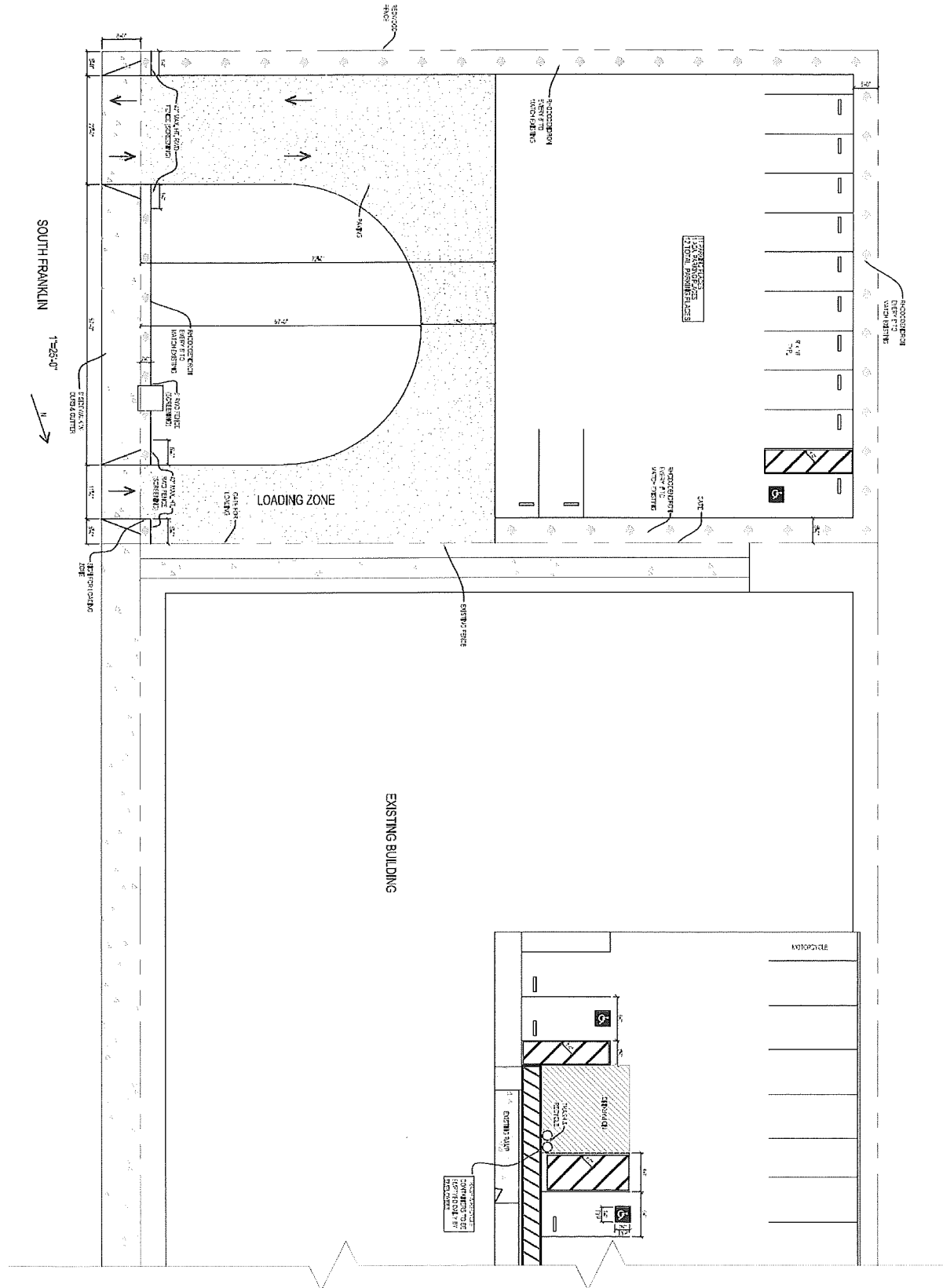


Figure 3. Partial Site Plan: Loading area and additional parking (Parcel 2 and a portion of Parcel 1).



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental factors listed below would be affected by this project, as discussed in the checklist on the following pages:

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics         | <input type="checkbox"/> Agricultural Resources             | <input checked="" type="checkbox"/> Air Quality              |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                       |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            | <input checked="" type="checkbox"/> Land Use/Planning        |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing                  |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input checked="" type="checkbox"/> Transportation/Traffic   |
| <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance | <input checked="" type="checkbox"/> Greenhouse Gas Emissions |

**DETERMINATION** (To be Completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
*Signature*

\_\_\_\_\_  
*Date*

Teresa R. Spade, AICP  
*Printed Name*

## ENVIRONMENTAL ISSUES

### I. Aesthetics

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		X		
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

The proposed development is not located in a mapped scenic view area, as shown on Map CD-1, "Potential Scenic Views Toward the Ocean or the Noyo River" (**Figure 4**). The project is not visible from any State Scenic Highway, as neither Highway 20 or Highway 1 are designated State Scenic Highways.

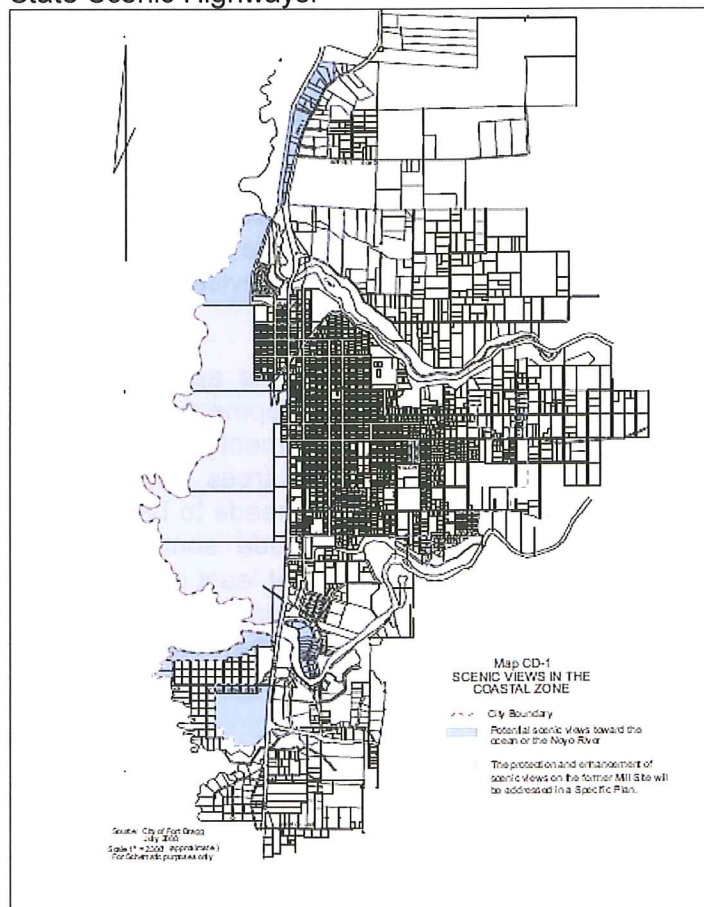


Figure 4. Potential scenic views toward the ocean or Noyo River.

Exterior changes to the building include new automatic sliding glass doors on the west side, new freight doors on the south side, and replacement of a glass door with a metal panel door on the south side. New signs are proposed. Sign colors are green and white. The exterior of the building is proposed to remain a light gray blue with white trim. The proposed green of the signs would not relate well to the building as proposed. Additionally, the proposed six foot height of the detached sign on the northeast corner of the property needs to be reduced to 42 inches because the sign is located in a traffic safety visibility area. A mitigation measure is proposed to tie the sign color in with the building and address sign height issues:

**Mitigation Measure 1:** Prior to issuance of the Coastal Development Permit, the applicant shall apply for administrative design review, to be approved by the Community Development Director. The Design Review shall consist of new approved colors for the exterior of the building to tie the proposed green color of the signs to the building, and a revised sign plan that shall include reduction of the proposed freestanding sign to a height of 42 inches.

The applicant proposes a new loading area and parking lot on the undeveloped property to the south. Storage associated with the loading zone would be located in the building and within the fenced area surrounding the building. Redwood fencing would be installed around the front and south side of the new loading and parking area, effectively buffering the loading zone and parking area from view along the adjacent roads. The north and west sides of the new loading and parking area are buffered from view by existing building walls. Landscaping is also proposed along the perimeter of the parking and loading area.

As discussed in the Land Use section of this analysis, landscaping does not conform to Coastal Land Use and Development Code standards in that landscaped areas need to be wider and include a variety of ground cover, trees and shrubs. Additionally, areas that are not currently proposed for use on the property should receive some sort of landscape treatment until such time as another use is proposed within those areas. Landscaping should be tied with the Runoff Mitigation Plan needed for the grading permit, as landscaped areas can provide for infiltration of runoff for newly paved areas. Mitigation Measure 2 is included to require a revised landscape plan prior to issuance of the Coastal Development Permit for the project:

**Mitigation Measure 2.** Prior to issuance of the Building Permit, the applicant shall submit a revised landscape plan for review by the Community Development Director, in compliance with Coastal Land Use and Development Code requirements. Specifically, the landscape plan shall include a combination of ground cover, trees and shrubs. Additionally, the landscaping strip in the front along Franklin Street needs to be at least 15 feet deep, and all areas that will not be paved should include some type of landscaping treatment. Shade trees need to be provided at a rate of at least one tree per 25 linear feet. Along the south, north and west sides, the landscaping strip shall be at least eight feet deep. Landscaped areas shall be recessed below the surface of the pavement, to allow stormwater runoff from the parking lot to flow into the landscaped area and infiltrate into the ground.

## II. Agricultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>				X
b. <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>				X
c. <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</i>				X

The project site does not have a history of agricultural use and is not zoned for agricultural use. The property is zoned Highway Visitor Commercial (CH). There are no agricultural uses or Williamson Act properties in the vicinity of the use, and the project would not have any foreseeable impacts on agricultural lands.

## III. Air Quality

<i>Where available, the significance criteria by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Conflict with or obstruct implementation of the applicable air quality plan?</i>				X
b. <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>				X
c. <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>		X		
d. <i>Expose sensitive receptors to substantial pollutant concentrations?</i>				X
e. <i>Create objectionable odors affecting a substantial number of people?</i>				X

The City of Fort Bragg is located in the North Coast Air Basin and is within the jurisdiction of the Mendocino County Air Quality Management District. Mendocino County is designated attainment or unclassified for all air quality standards except the state standards for Particulate Matter less than 10 microns in size (PM-10). Development within Mendocino County is required to comply with all applicable provisions of the Particulate Matter Attainment Plan adopted by the Mendocino County Air Quality Management District on March 15, 2005.

Temporary construction impacts are subject to Air Quality Management District Regulation 1 Rule 430 which requires dust control during construction activities. The proposed project includes

grading activities on the undeveloped southern parcel (APN 018-120-48, 845 South Franklin) to accommodate the proposed new parking and loading areas. The area to be disturbed is approximately 12,200 square feet in size, not including landscaped areas.

Section 18.30.080.D of the Land Use and Development Code outlines municipal standards for dust management as follows:

**Dust.** Activities that may generate dust emissions (e.g., construction, grading, commercial gardening, and similar operations) shall be conducted to limit the emissions beyond the site boundary to the maximum extent feasible. Appropriate methods of dust management shall include the following, subject to approval by the City Engineer.

1. **Scheduling.** Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.
2. **Operations during high winds.** Clearing, earth-moving, excavation operations or grading activities shall cease when the wind speed exceeds 25 miles per hour averaged over one hour.
3. **Limiting the area of disturbance.** The area disturbed by clearing, demolition, earth-moving, excavation operations or grading shall be minimized at all times.
4. **Dust control.** Dust emissions shall be controlled by watering a minimum of two times each day, paving or other treatment of permanent on-site roads and construction roads, the covering of trucks carrying loads with dust content, and/or other dust-preventive measures (e.g., hydroseeding, etc.).
5. **Revegetation.** Graded areas shall be revegetated as soon as possible, but within no longer than 30 days, to minimize dust and erosion. Disturbed areas of the construction site that are to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained; and
6. **Containment.** Appropriate facilities shall be constructed to contain dust within the site as required by the City Engineer.

Additionally, Section 18.62.020 of the Land Use and Development Code requires a Dust Prevention and Control Plan to be submitted in conjunction with the grading plan. The required plan content is outlined in Section 18.62.020.B of the Land Use and Development Code as follows:

**Dust prevention and control plan.** A Dust Prevention and Control Plan shall be submitted in conjunction with a grading plan or other plan involving the movement of dirt. The City Engineer may also require the submittal of a Dust Prevention and Control Plan for other development deemed necessary.

**Plan content.** The plan shall demonstrate that the discharge of dust from the construction site will not occur, or can be controlled to an acceptable level depending on the particular site conditions and circumstances.

- a. The plan shall address site conditions during construction operations, after normal working hours, and during various phases of construction.
- b. The plan shall include the name and the 24 hour phone number of a responsible party in case of emergency.



- c. If the importing or exporting of dirt is necessary as demonstrated by the cut and fill quantities on the grading plan, the plan shall also include the procedures necessary to keep the public streets and private properties along the haul route free of dirt, dust, and other debris.
- d. When an entire project is to be graded and the subsequent construction on the site is to be completed in phases, the portion of the site not under construction shall be treated with dust preventive substance or plant materials and an irrigation system.
- e. All phased projects shall submit a plan demonstrating that dust will not be generated from future phase areas.

**Mitigation Measure 3** includes language to assure that the requirements of the Land Use Development Code pertaining to dust control, as outlined above, are addressed.

**Mitigation Measure 3:** In order to minimize dust and keep dust from leaving the project site, a dust prevention and control plan shall be submitted for approval by the City Engineer in conjunction with the grading plan. The dust prevention and control plan shall demonstrate that the discharge of dust from the construction site will not occur, or can be controlled to an acceptable level depending on the particular site conditions and circumstances. The plan shall include the following information and provisions:

3.A - The plan shall address site conditions during construction operations, after normal working hours, and during various phases of construction.

3.B - The plan shall include the name and the 24 hour phone number of a responsible party in case of emergency.

3.C - If the importing or exporting of dirt is necessary as demonstrated by the cut and fill quantities on the grading plan, the plan shall also include the procedures necessary to keep the public streets and private properties along the haul route free of dirt, dust, and other debris.

3.D - When an entire project is to be graded and the subsequent construction on the site is to be completed in phases, the portion of the site not under construction shall be treated with dust preventive substance or plant materials and an irrigation system.

3.E - Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.

3.F - Earth or other material that has been transported by trucking or earth moving equipment, erosion by water, or other means onto paved streets shall be promptly removed.

3.G - Asphalt, oil, water or suitable chemicals shall be applied on materials stockpiles, and other surfaces that can give rise to airborne dusts.

3.H - All earthmoving activities shall cease when sustained winds exceed 15 miles per hour.

3.I - The operator shall take reasonable precautions to prevent the entry of unauthorized vehicles onto the site during non-work hours.

3.J - The operator shall keep a daily log of activities to control fugitive dust.

3.K - Graded areas that are not immediately paved shall be revegetated as soon as possible, but within no longer than 30 days, to minimize dust and erosion. Disturbed areas of the construction site that are to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained.

#### IV. Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>				X
b. <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>				X
c. <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>				X
d. <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>				X
e. <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>				X
f. <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>				X

The proposed parcel is not located in a mapped Environmentally Sensitive Habitat Area as shown on Map OS-1 from the Coastal General Plan (**see Figure 5**). Proposed improvements would not occur in or near any known sensitive habitat areas. The project is not expected to result in impacts to biological resources.

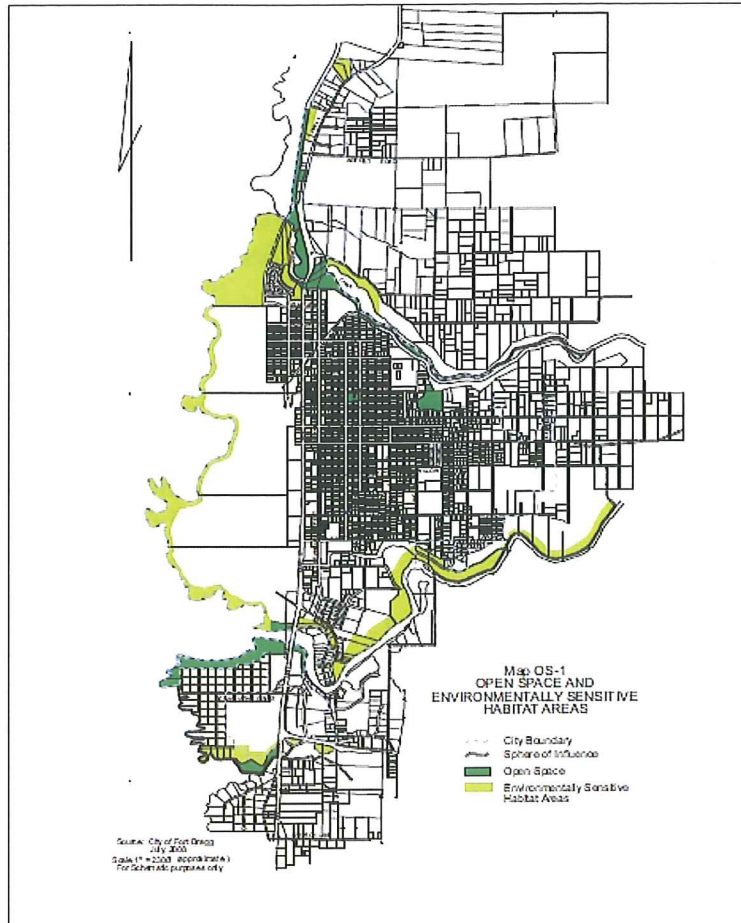


Figure 5. Open space and environmentally sensitive habitat areas.

Improvements including the development of a new loading zone and parking area are proposed on an undeveloped parcel to the south of the subject property. The lot is vegetated with ruderal, low growing weedy plant species and is regularly mowed. There are no native plant communities, wetlands, riparian areas or habitats for any rare or endangered plant or animal species located on the undeveloped property. The proposed improvements will not result in significant impacts to biological resources.

## V. Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X

The existing building was constructed in the 1990s and is not historic in nature. A cultural resources evaluation was performed in 1996 by Katherine Flynn of Archaeological Resource Service, before the property was developed. No resources were identified at that time. The survey included the entire project area, including the lot to the south where the new parking area and loading zone are proposed. A standard condition is included for Coastal Development Permit approval, to assure that if any resources are discovered during project implementation activities, appropriate steps are taken to prevent detrimental impacts. The project is not expected to result in impacts to cultural resources.

## VI. Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
<i>i. Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i>				X
<i>ii. Strong seismic ground shaking?</i>			X	
<i>iii. Seismic-related ground failure, including liquefaction?</i>				X
<i>iv. Landslides?</i>				X
<i>b. Result in substantial soil erosion or the loss of topsoil?</i>				X
<i>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</i>				X
<i>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i>				X
<i>e. Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?</i>				X

The City of Fort Bragg is located along the central Mendocino coast, an area that is known for its seismic activity. Based on published fault maps, there are no active or potentially active faults known to traverse the City. There are four active or potentially active faults that are located within a 60 mile radius of the City. These include: the San Andreas Fault approximately 6 miles offshore of Fort Bragg and the most likely source of earthshaking; the Maacama Fault zone

approximately 21 miles to the east of the City which has the potential to generate strong shaking in the City; the Mendocino Fault zone approximately 60 miles to the northwest which is an extremely active structure; and the Pacific Star Fault which is located between the towns of Fort Bragg and Westport and is currently under study.

As the City of Fort Bragg is in an area known for seismic activity, the project could be subject to strong seismic ground shaking. Building code standards address the seismic safety of buildings. A standard condition of the Coastal Development Permit for the project requires that building permits are obtained where applicable.

## VII. Greenhouse Gas Emissions

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>		X		
<i>b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>		X		

The Global Warming Solutions Act (AB-32), which passed on August 31, 2006, requires that the state's greenhouse gas (GHG) emissions be reduced by 10% below the 1990 GHG level by 2020. The California Environmental Quality Act (CEQA) guidelines were amended in December of 2009 to require GHG impacts to be considered. The Mendocino County Air Quality Management District defers to the Bay Area Air Quality Management District (BAAQMD) CEQA thresholds as an interim measure until the Mendocino County Air Quality Management District (AQMD) develops their own thresholds. A 2010 Air Quality memorandum clarifies how the thresholds differ for our area based on local air quality, and how the thresholds are actually recommended guidance rather than requirements.

The District does not have an adopted Threshold of Significance for construction-related GHG emissions. However, the Lead Agency should quantify and disclose GHG emissions that would occur during construction, and make a determination on the significance of these construction generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals, as required by the Public Resources Code, Section 21082.2. The Lead Agency is encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable (BAAQMD).

The City of Fort Bragg adopted a Climate Action Plan 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.

Commercial refrigeration and freezer units, which would be installed as a part of the project, consume a significant amount of energy. Commercial electricity consumption grew by 250% between 1980 and 2010, compared to a population increase of 39%. Within the commercial sector, foods service has the highest energy use per square foot, due largely to the need for commercial refrigerators and freezers ([Emerson Climate Technologies, January 2013](#)).



Commercial refrigeration and freezer units are subject to energy efficiency regulations and standards. California Title 24 building code imposes the current energy efficiency standards. The current standard is the 2010 federal efficiency standard from the Department of Energy, which is essentially the voluntary 2001 Energy Star standard, based on the top 25% efficiency units produced at that time. As outlined in "Status of energy regulations for commercial refrigeration equipment" by Emerson Climate Technologies, here is how that standard compares to current Energy Star standards:

Here is an example for a typical 24 cubic foot solid-door reach-in commercial refrigerator (maximum daily energy consumption):

**Pre-EEM efficiency:**  $0.1V + 2.04 \text{ kWh/day} = 4.44 \text{ kWh/day}$  (same as 2010 federal minimum standard & Natural Resources Canada NRCan)

**ENERGY STAR 2.0:**  $0.037V + 2.20 = 3.09 \text{ kWh/day}$  (same as 2010 CEE specification) ([Emerson Climate Technologies, January 2013](#))

For a commercial glass door reach in refrigerator, the current standard is  $0.12V + 3.34$  kilowatt hours per day. For a commercial glass door freezer, the current standard is  $0.75V + 4.1$ . The applicant proposes 51 cubic feet of refrigerator space and 251.8 cubic feet of freezer space. Based on current standards, the refrigerator and freezer equipment could potentially expend 9.46 kWh per day for refrigeration and 197.05 kWh per day for freezers. This comes to 75,376 kWh, or 2,962 pounds of CO<sub>2</sub> greenhouse gasses released into the atmosphere per year<sup>1</sup>.

Current ENERGY STAR requirements for commercial glass door cabinets are  $0.11V + 1.5$  for refrigerators and  $.45V + 3.5$  for freezers over 50 cubic feet in size. If refrigerators and freezers meet ENERGY STAR standards, the kWh could potentially be reduced to 46,508 kWh per year. This is a reduction of 28,868 kWh, or 1,127 pounds of CO<sub>2</sub> per year.

Consistent with our greenhouse gas reduction goals, staff recommends **Mitigation Measure 4**, requiring that all refrigeration and freezer equipment installed in the Dollar Tree store must meet current ENERGY STAR standards.

**Mitigation Measure 4:** Prior to issuance of the building permit, the applicant shall provide to the Community Development Department, detailed information on the refrigeration and freezer units to be installed, to illustrate that the units will all be compliant with current ENERGY STAR efficiency standards. Prior to final clearance of the building permit for improvements at the site, and prior to occupancy of the building, the Community Development Department shall inspect the installed equipment to assure that the approved current ENERGY STAR compliant equipment been installed.

## VIII. Hazards and Hazardous Materials

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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<sup>1</sup> This is based on the 2012 PG&E electricity grid mix which is the most current information available. (<http://www.pgecurrents.com/2013/02/20/pge%E2%80%99s-clean-energy-reduces-greenhouse-gas-emissions/>).



a. <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>				X
b. <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>				X
c. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>				X
d. <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>				X
e. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard for people residing or working in the project area.</i>				X
f. <i>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>				X
g. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>				X
h. <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>				X

According to FEMA maps, the project is not located in a 100 year flood area. The project is not located in a tsunami inundation zone according to California Emergency Management Agency maps. The project was reviewed by the Fort Bragg Fire Department and no fire safety issues were identified. The project is not near an airport or airstrip, and does not include the transport, use or disposal of hazardous materials.

## IX. Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Violate any water quality standards or waste discharge requirements?</i>				X
b. <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>				X

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f. Otherwise substantially degrade water quality?				X
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X

Approximately 12,200 square feet of new impervious surface would be created as a result of the proposed loading zone and additional parking area. As such the project is considered a Development of Special Water Quality Concern per the City of Fort Bragg's Coastal Land Use and Development Code Section 17.64.045.A. The project will also require a Runoff Mitigation Plan per Section 17.64.040 of the Coastal Land Use and development code. The goals for the Runoff Mitigation Plan are to minimize impervious surfaces, maximize infiltration of runoff, and reduce parking lot runoff pollution. Additional requirements to meet these goals for Developments of Special Water Quality Concern include submittal of a Water Quality Management Plan, selection of structural treatment control Best Management Practices, and 85<sup>th</sup> percentile design requirements. These additional requirements will assure that construction and post construction measures to reduce runoff and pollution are properly engineered and best suited to the site.

**Mitigation Measure 5** is included to require a Runoff Mitigation Plan, including a Water Quality Management Plan and structural treatment control Best Management Practices approved by the Public Works Director prior to issuance of the grading permit for the project:

**Mitigation Measure 5:** Prior to issuance of the grading permit, the applicant shall submit for approval by the Public Works Director, a Runoff Mitigation Plan, including a Water Quality Management Plan and including structural treatment Best Management Practices in order to minimize impervious surfaces, minimize construction impacts to water quality, maximize infiltration of runoff, and reduce parking lot runoff pollution.

## **X. Land Use and Planning**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Physically divide an established community?</i>				X
<i>b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>			X	
<i>c. Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>				X

### **a. The project will not divide an established community.**

**b. Zoning Standards.** The purpose of the Highway and Visitor Serving (CH) zoning district is described in Section 17.22.010.E of the Coastal Land Use and Development Code 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. The CH zoning district implements and is consistent with the CH land use designation of the Coastal General Plan.

The proposed land use, “general retail – 5,000 sf or larger,” is a principally permitted use in this zoning district and consistent with the purpose of the CH district.

Parking, Loading, and Landscaping. The proposed new parking and loading areas and associated landscaping and fencing are subject to zoning standards outlined in the Coastal Land Use and Development Code.

Parking - One parking space is required for every 300 square feet of floor area. Since the portion of building to be occupied by Dollar Tree would be approximately 11,000 sf, 37 parking spaces are required. Additionally, the remaining 5,500 square feet of building that will not be used by Dollar Tree will require dedicated parking space for a future use. Approximately 18 parking spaces will be required for the portion of structure that would not be occupied by Dollar Tree. A total of 55 parking spaces are needed to serve the proposed and future uses of the existing building.

As currently configured, 40 parking spaces are present, including a compact space.

Parking circulation is comprised of two dead end parking lots with inadequate pedestrian pathways. Parking stalls and driveway widths appear to meet minimum size requirements, however backing towards the store entryway would be the common configuration in the west lot, and the east lot may present challenges for circulation during peak hours due to the dead end configuration. When the parking configuration was designed, the intent was to separate the

employee parking area from visitor parking. That configuration is not appropriate for the proposed use.

The applicant submitted a revised plan that includes both reconfiguration of the existing parking lot and the addition of a new parking area on the property located directly to the south of the existing building. The reconfigured parking area is shown in Figure 2 and the new parking area is shown in Figure 3. As shown on the plans, a total of 55 parking spaces are proposed, consistent with the required number needed.

Section 17.36.090.F of the Coastal Land Use and Development Code requires outdoor lighting in parking areas in compliance with Section 17.30.070 Coastal Land Use and Development Code. The submitted plan does not show details pertaining to exterior lighting of the new parking area.

Section 17.36.040.D of the Coastal Land Use and Development Code requires at least one RV parking space per 40 off-street vehicle parking spaces. No RV parking spaces are shown on the plans.

**Mitigation Measure 6** is added to require revised plans to be submitted, to include a parking area lighting plan and at least one RV parking space, and also to require development of the parking areas as proposed prior to occupancy of the building.

**Mitigation Measure 6:** A revised parking and circulation plan shall be submitted to the satisfaction of the Community Development Director, including a parking area lighting plan and showing one off-street RV parking space. The parking and circulation plan shall be developed on the site prior to final inspection of building permits for and prior to occupancy of the portion of building it will serve.

Section 17.36.090.A.2 of the Coastal Land Use and Development Code requires non-residential parking to be located on the same parcel as the uses served or within 300 feet of the parcel if shared parking or public parking facilities are used to meet parking requirements. The proposed new parking, which has been added to serve the empty portion of building at a future time, is not located on the same parcel as the proposed Dollar Tree Store. Therefore a Lot Line Adjustment is required to eliminate the boundary line between the two properties, so that the new 12 parking spaces, the new RV parking space and the loading zone will be on the same parcel as the use. Mitigation Measure 7 is added to require a recorded deed (and payment of real property taxes), eliminating the lot line between the subject parcels, prior to issuance of the Coastal Development Permit.

**Mitigation Measure 7:** Prior to issuance of the Coastal Development Permit, the applicant shall record a deed, eliminating the lot line between parcels 018-120-49 and 018-120-48. All property taxes due shall be paid prior to recordation, as evidenced by a preliminary title report submitted to the satisfaction of the Community Development Director.

Loading - The building and site were designed for social services office use, therefore there is not a loading zone currently present at the site. The applicant proposes a new loading zone to be located on the undeveloped property to the south of the subject building. Loading zone requirements are outlined in Section 17.36.110.B of the Coastal Land Use and Development Code as follows:

**B. Standards for off-street loading areas.** Off-street loading areas shall be provided in compliance with the following.

1. **Dimensions.** Loading spaces shall be a minimum of 12 feet in width, 40 feet in length, with 14 feet of vertical clearance.
2. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety; lighting shall also comply with the requirements of Section 17.30.070 (Outdoor Lighting).
3. **Location.** Loading spaces shall be:
  - a. As near as possible to the main structure and limited to the rear two-thirds of the parcel, if feasible;
  - b. Situated to ensure that the loading facility is screened from adjacent streets;
  - c. Situated to ensure that loading and unloading takes place on-site and in no case faces a public street, or is located within a required front setback, adjacent public right-of-way, or other on-site traffic circulation areas;
  - d. Situated to ensure that all vehicular maneuvers occur on-site. The loading areas shall allow vehicles to enter from and exit to a public street in a forward motion only; and
  - e. Situated to avoid adverse impacts upon neighboring residential properties and located no closer than 100 feet from a residential zoning district unless adequately screened, and authorized through Design Review approval in compliance with Section 17.71.050.
4. **Loading ramps.** Plans for loading ramps or truck wells shall be accompanied by a profile drawing showing the ramp, ramp transitions, and overhead clearances.
5. **Screening.** Loading areas shall be screened from abutting parcels and streets with a combination of dense landscaping and solid masonry walls with a minimum height of six feet.
6. **Striping.**
  - a. Loading spaces shall be striped, and identified for loading only.
  - b. The striping and "loading only" notations shall be continuously maintained in a clear and visible manner in compliance with the approved plans.
7. **Surfacing.**
  - a. All loading areas shall be surfaced with asphalt, concrete pavement, or comparable material as determined by the City Engineer and shall be graded to dispose of all surface water to the satisfaction of the City Engineer.

- b. All grading plans relating to the loading facilities shall be reviewed and approved by the City Engineer before any work can commence.

The proposed new loading zone would be located along the southeasterly side of the building as shown in **Figure 3**. The limits of the loading zone are not clearly delineated on the plans. Exterior lighting as required is not shown on the plans. Due to limitations associated with the configuration of the existing building, including the location of the door to the store room, and the limitations in size for the neighboring property, the most workable configuration places the loading zone in the front half of the property and such that it faces the street. Section 3.C above requires that the loading zone in no case front the street.

Section 17.36.110 allows for modifications to loading zone requirements with Use Permit approval:

Off-street loading spaces shall be provided as required by this Section. The Director may modify these requirements through Minor Use Permit approval (Section 17.71.060), where the Director first determines that the operating, shipping, and delivery characteristics of the use do not require the number or type of loading spaces required by this Section.

Per Section 17.71.060.C.2.b, a Minor Use Permit application shall be determined exempt from the California Environmental Quality Act (CEQA) in compliance with State law and Chapter 17.72 (Environmental Impact Assessment and Mitigation Monitoring) or it shall be processed as a Use Permit. The project is subject to CEQA analysis, therefore a Use Permit is required rather than a Minor Use Permit. Section 17.71.060.C.1 Coastal Land Use and Development Code indicates that Use Permits shall be approved or disapproved by the Planning Commission.

A Use Permit is therefore requested for modifications to loading zone requirements.

Storage normally associated with the loading area would be located behind the existing fenced area on the south side of the existing building. The proposed new loading area would consist of a striped loading zone where trucks would enter the site from the one way north entry on the undeveloped parcel which is for loading only. The truck would park in the loading area, which is completely off the street and outside of setbacks, and would turn around and exit the site in a forward direction from the two way entry that serves the proposed new parking area as well as the loading zone.

**Mitigation Measure 8** requires submittal of a revised parking and circulation plan, showing the loading zone striped and identified for loading only, and showing proposed outdoor lighting required for the loading area.

**Mitigation Measure 8:** Prior to issuance of the Coastal Development Permit, a revised parking and circulation plan shall be submitted and approved by the Community Development Director. The new plan shall include striping in the vicinity of the loading zone area and shall include a loading zone lighting plan. The loading zone and associated driveways shall be paved prior to issuance of the building permit for the building improvements, and prior to occupancy.

#### Landscaping

Section 17.36.090.E Coastal Land Use and Development Code requires landscaping to be provided in parking lots in compliance with 17.34 (Landscaping Standards). Also, per Section



17.38.110.B.5 Coastal Land Use and Development Code, loading areas must be screened from abutting parcels and streets with a combination of dense landscaping and solid masonry walls with a minimum height of six feet.

Adequate landscaping is present around the existing parking area except that the existing propane tank could be better screened. As shown in **Figure 3**, landscaping and fencing are proposed around the perimeter of the new parking area and loading zone. Relevant landscaping requirements and standards from Section 17.34 CLUDC are as follows:

**17.34.040: Landscape and Irrigation Plans**

E. **Statement of surety.** When required by the Director, security in the form of cash, performance bond, letter of credit, or instrument of credit, in an amount equal to 150 percent of the total value of all plant materials, irrigation, installation, and maintenance shall be posted with the City for a two-year period. The Director may require statements of surety for phased development projects, a legitimate delay in landscape installation due to seasonal requirements (including adverse weather conditions) and similar circumstances where it may not be advisable or desirable to install all approved landscaping before occupancy of the site.

**17.34.050: Landscape Location Requirements**

Landscaping shall be provided in all areas of a site subject to development with structures, grading, or the removal of natural vegetation, as follows.

- A. **Setbacks.** The setback and open space areas required by this Development Code, and easements for utilities and drainage courses shall be landscaped, except where:
  - 1. Occupied by approved structures or paving;
  - 2. They are retained in their natural state, and the review authority determines that landscaping is not necessary to achieve the purposes of this Chapter.
- B. **Unused areas.** Any area of a project site not intended for a specific use, including a commercial pad site intended for future development, shall be landscaped unless retained in its natural state, and the review authority determines that landscaping is not necessary to achieve the purposes of this Chapter.
- C. **Parking areas.** Parking areas shall be landscaped as follows.
  - 1. **Landscape materials.** Landscaping shall be provided throughout the parking lot as a combination of ground cover, shrubs, and trees.
  - 2. **Curbing.** Areas containing plant materials shall be bordered by a concrete curb at least six inches high and six inches wide. The review authority may approve alternative barrier designs to protect landscaped areas from damage by vehicles, and to allow infiltration of parking lot stormwater runoff into landscaped areas.

3. **Runoff detention, retention, or infiltration.** The design of landscaped areas for parking lots shall consider, and may, where appropriate, be required to include provisions for the on-site detention, retention, and/or infiltration of stormwater runoff, which reduces and slows runoff, and provides pollutant cleansing and groundwater recharge. Where landscaped areas are designed for detention, retention, and/or infiltration of stormwater runoff from the parking lot, the following provisions shall apply:
  - a. **Recess landscaped areas.** Landscaped areas shall be recessed below the surface of the pavement, to allow stormwater runoff from the parking lot to flow into the landscaped area and infiltrate into the ground.
  - b. **Provide curb cuts.** Curb cuts shall be placed in curbs bordering landscaped areas, or else curbs shall not be installed, to allow stormwater runoff to flow from the parking lot into landscaped areas.
4. **Perimeter parking lot landscaping.** All surface parking areas shall be provided a fence, or landscape buffer between the parking area, and streets and adjoining properties, and the open areas between the property line and the public street right-of-way shall be landscaped.
  - a. **Adjacent to streets and only where allowed by Section 17.36.090 or preexisting conditions.**
    - i. A parking area for a nonresidential use adjoining a public street, where allowed by Section 17.36.090.C (Parking Design and Development Standards - Location) shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the applicable zoning district or 15 feet, whichever is more.
    - ii. A parking area for a residential use, except for a single-family dwelling or duplex, shall be designed to provide a landscaped planting strip between the street right-of-way and parking area equal in depth to the setback required by the applicable zoning district.
    - iii. The landscaping shall be designed and maintained to screen cars from view from the street to a minimum height of 36 inches, but shall not exceed any applicable height limit for landscaping within a setback.
    - iv. Screening materials may include a combination of plant materials, earth berms, solid decorative masonry walls, raised planters, or other screening devices which meet the intent of this requirement.
    - v. Shade trees shall be provided at a minimum rate of one for every 25 linear feet of landscaped area, or other spacing

as determined by the review authority to be appropriate to the site and surrounding development.

- vi. Plant materials, signs, or structures within a traffic safety sight area of a driveway shall comply with Section 17.30.060.E (Height limit at street corners).
- b. **Adjacent to side or rear property lines.** Parking areas for nonresidential uses shall provide a perimeter landscape strip at least eight feet wide (inside dimension) where the parking area adjoins a side or rear property line. The requirement for a landscape strip may be satisfied by a setback or buffer area that is otherwise required. Trees shall be provided at the rate of one for each 25 linear feet of landscaped area, or other spacing as determined by the review authority to be appropriate to the site and surrounding development.
- c. **Adjacent to structures.** When a parking area is located adjacent to a nonresidential structure, a minimum eight-foot wide (inside dimension) landscape strip shall be provided adjacent to the structure, exclusive of any building entries, or areas immediately adjacent to the wall of the structure that serve as pedestrian accessways. The required width of the landscape strip may be reduced by the review authority where it determines that overall site area is insufficient to accommodate allowable structures and required parking.

#### 5. Interior parking lot landscaping.

- a. **Amount of landscaping.** 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. The review authority may grant an exception for small, infill parking lots where compliance with this standard is not feasible without significantly reducing the number of parking spaces. Trees not less than five feet in height and 15-gallon container in size shall be planted throughout the parcel and along any street frontage. At a minimum, one shade tree shall be provided for every five parking spaces.
- b. **Location of landscaping.** Landscaping shall be evenly dispersed throughout the parking area, as follows.
  - i. Orchard-style planting (the placement of trees in uniformly-spaced rows) is encouraged for larger parking areas.
  - 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.
  - 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.

#### **17.34.060: Landscape Standards**

- A. **Landscape design.** The required landscape plan shall be designed to integrate all elements of the project (e.g., buildings, parking lots, and streets) to achieve their aesthetic objectives, desirable microclimates, stormwater runoff infiltration objectives, and minimization of water and energy demand.
1. **Plant selection and grouping.** Plant materials shall be selected for:
    - a. water demand and drought tolerance; adaptability and relationship to the Fort Bragg environment, and the geological and topographical conditions of the site; color, form, and pattern; ability to provide shade; and soil retention capability.
    - a. Plants having similar water use shall be grouped together in distinct hydrozones.
    - b. The protection and preservation of native species and natural areas is encouraged, and may be required by conditions of approval as a result of project review in compliance with the California Environmental Quality Act (CEQA).
    - c. Fire prevention shall be addressed on sites in any wooded or vegetated area of the City identified by the Fire Department as being fire prone, by reducing fuel between development areas and naturally vegetated areas, as identified by the Director.
  2. **Minimum dimensions.** Each area of landscaping shall have a minimum interior width of eight feet within the residential and commercial zoning districts, and five feet in the industrial zoning districts. These dimensions may be reduced where the review authority determines they are infeasible because of limited site area. Wherever this Development Code requires a landscaped area of a specified width, the width shall be measured within any curb or wall bordering the landscaping area.
  3. **Height limits.** Landscape materials shall be selected, placed on a site, and maintained to not:
    - a. Exceed a maximum height of 42 inches within a traffic safety visibility area required by Section 17.30.060.E, except for one or more trees with the lowest portion of their canopy maintained at a minimum height of six feet above grade; or
    - b. Interfere with the proper operation of solar energy equipment or passive solar design on adjacent parcels.

4. **Protective curbing.** Required landscaping shall be protected with a minimum six-inch high concrete curb, except where adjacent to bicycle paths, or where the landscaped area is designed to infiltrate stormwater runoff from adjacent impermeable surfaces, or where otherwise deemed unnecessary by the Director.

The applicant proposes a new loading area and parking lot on the undeveloped property to the south. Storage associated with the loading zone would be located in the building and within the fenced area surrounding the building. Redwood fencing would be installed around the front and south side of the new loading and parking area, buffering the loading zone and parking area from view along the adjacent roads. The north and west sides of the new loading and parking area are buffered from view by existing building walls. Landscaping is also proposed along the perimeter of the parking and loading area. As proposed, landscaping does not conform to Coastal Land Use and Development Code standards in that landscaped areas need to be wider and include a variety of ground cover, trees and shrubs. Additionally, areas that are not currently proposed for use on the property should receive some sort of landscape treatment until such time as another use is proposed within those areas. Landscaping should be tied with the Runoff Mitigation Plan needed for the grading permit, as landscaped areas can provide for infiltration of runoff for newly paved areas. Mitigation Measure 2 is included to require a revised landscape plan prior to issuance of the Coastal Development Permit for the project:

**Mitigation Measure 2.** Prior to issuance of the Coastal Development Permit, the applicant shall submit a revised landscape plan in compliance with Coastal Land Use and Development Code requirements. Specifically, the landscape plan shall include a combination of drought resistant ground cover, trees and shrubs. Additionally, the landscaping strip in the front along Franklin Street needs to be at least 15 feet deep, and all areas that will not be paved should include some type of landscaping treatment. Drought resistant shade trees need to be provided at a rate of at least one tree per 25 linear feet. Along the south, north and west sides, the landscaping strip needs to be at least eight feet deep. Landscaped areas shall be recessed below the surface of the pavement, to allow stormwater runoff from the parking lot to flow into the landscaped area and infiltrate into the ground.

#### Public Improvement Requirements

Section 17.30.090 of the Coastal Land Use and Development Code requires construction of improvements to each public street frontage of the site. Improvements including sidewalk, curb and gutter, and payment of drainage fees are warranted for the undeveloped parcel where new parking and loading are proposed. Installation of drainage facilities may be warranted as determined by the City Engineer, in reviewing grading plans.

As shown on the site plan, a new sidewalk with curb and gutter are proposed along the subject property. The new curb, gutter and sidewalk will need to be developed to City standards and will be reviewed by the City Engineer as a part of the grading permit process.

**Mitigation Measure 9** is included to require payment of drainage fees and installation of street frontage improvements, including curb, gutter and sidewalk improvements, prior to issuance of the building permit for improvements to the structure, and prior to occupancy.

**Mitigation Measure 9:** Prior to issuance of the building permit for structural improvements, and prior to occupancy of the building, the applicant shall pay drainage fees, and shall obtain a grading permit for curb, gutter, sidewalk, driveway, loading zone,

and parking lot improvements as applicable, and shall construct such improvements to the satisfaction of the City Engineer.

### **Consistency with Coastal General Plan Policies.**

Section 17.22.030.A of the Coastal Land Use and Development Code outlines general permit requirements for commercial district land uses as follows (pertinent part):

A Coastal Development Permit shall be required for all development, including a change in land use in compliance with Section 17.71.045, and such CDP shall be fully consistent with all applicable provisions of the certified LCP. A land use may also require a Design Review approval (Section 17.71.050), a Building Permit, and/or other permits required by the Municipal Code.

As the proposed development is a change in land use from "social service organization" general services to "general retail" retail trade, a Coastal Development Permit is required. Additionally, due to proposed exterior changes, Design Review is required. A Use Permit is required for exceptions to loading zone requirements, and a Lot Line Adjustment is required to eliminate the boundary line between the two separate parcels, so that parking and loading will occur on the same property as the use they serve.

### **Consistency with Coastal General Plan Policies.**

Policy LU-4.1 of the Coastal General Plan requires:

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.

Big box retail is defined in the Coastal General Plan as follows:

A large formula retail establishment that is generally located on an arterial or collector roadway, requires a site of one acre or larger, and generally contains one or several businesses or structures totaling 30,000 or more square feet. They may operate as stand-alone facilities, but also in a type of shopping center called a "power center" or "value mall" having common characteristics including large warehouse-sized buildings and a reliance on auto-borne traffic. Warehouse retail stores that emphasize the packaging and sale of products in large quantities or volumes, some at discounted prices, where products are typically displayed in their original shipping containers. Patrons may be required to pay membership fees.

The proposed Dollar Tree does not qualify as big box retail as it is less than 30,000 square feet.

A formula business is defined in the Coastal General Plan as "...a business which is required by contractual or other arrangement to maintain standardized services, décor, uniforms, architecture, signs or other similar features. This shall include, but not be limited to retail sales and service, and visitor accommodations."

Dollar Tree is a formula business. Accordingly the staff report for this project includes an analysis regarding the location, scale and appearance of the proposed Dollar Tree store.

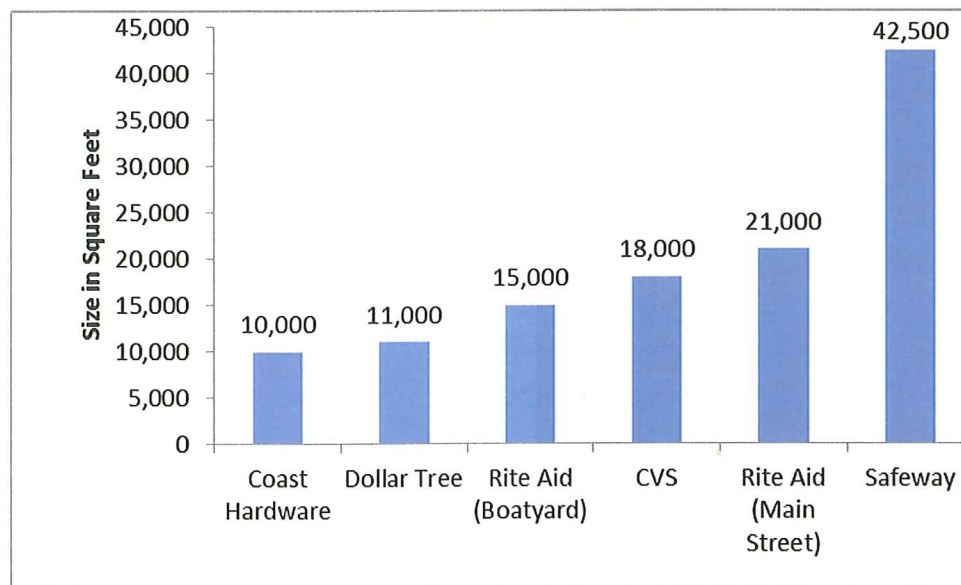


Additional analysis examines the proposed business potential impact on the economic vitality of established commercial businesses, and its consistency with the small town, rural character of Fort Bragg.

Keeping this vision in mind, it is important to assure that new business is in keeping with the small town character, and does not detract from commerce in the Central Business District, which provides much of the City's small town character, sense of community, and tourist retail experience.

Dollar stores keep prices low through cost cutting measures like selling items in smaller sizes, buying liquidated stock, selling brands that do not have an overhead associated with advertising, and importing from China ([Clark, HowStuffWorks.com](http://Clark.HowStuffWorks.com)).

*Size and Scale* - The size of the proposed Dollar Tree is consistent with the size of existing formula retail stores as shown in **Figure 6**. Sizes shown in the table are approximate, as this information was derived from Google Earth measurements. Likewise the scale of the building is consistent with other larger format retail buildings throughout Fort Bragg. As this building is a repurposed office building, the scale and design of the building are more in keeping with the character of Fort Bragg than other comparably sized retailers.



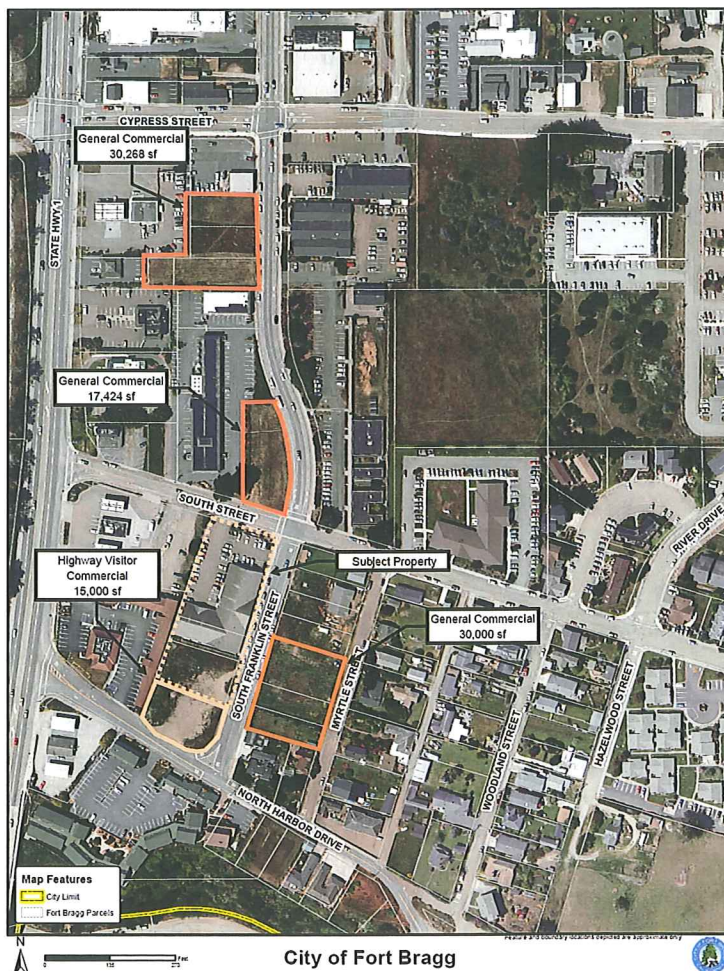
**Figure 6.** Size comparison of existing formula retail stores with proposed Dollar Tree.

*Local economic impact* - Staff prepared an analysis to determine the potential impact of the Dollar Tree on existing retail businesses in Fort Bragg. The typical Dollar Tree (nationwide) has \$182 in sales per square foot of retail space. If the proposed Dollar Tree performs as well as the average Dollar Tree it will gross approximately \$2 million in sales per year ( $\$182 \times 11,000$  SF). The following businesses would likely experience some drop off in sales if the Dollar Tree opens: Coast Hardware, Rite Aid, CVS, Safeway, Purity, Harvest, Racine's, Mendo Mill, Fort Bragg Outlet and Rossi's. These businesses have combined annual sales of \$99,308,000 in 2012. Thus the Dollar Tree could capture as much as a 2% share of this total business. However, the relative impact of the Dollar Tree on grocery stores and lumber yards will be minimal. If these sales are removed from the list, the remaining stores have total sales of \$20,095,088; and given the proposed Dollar Tree's potential sales, the Dollar Tree could absorb up to 10% of the sales to local variety stores.

*Cumulative impacts* - The proposed location for the Dollar Tree store is in an existing commercial area outside of the Central Business District which is not yet built out. There is a small potential for future cumulative impacts that could be potentially detrimental to commerce in the Central Business District. Such impacts would be inconsistent with the Coastal General Plan Policy LU-4.1 which requires:

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.

As the Dollar Tree is a formula business, if other auto-oriented formula businesses are developed in close proximity to the proposed Dollar Tree, a downsized version of a "Power Center" could occur, which could potentially detract from commerce in the Central Business District. As shown in **Figure 7**, there are several undeveloped commercially zoned properties in close proximity to the proposed Dollar Tree store location.



**Figure 7.** Undeveloped commercial properties in the vicinity of the proposed Dollar Tree store.

Staff believes the likelihood of the development of a power center here would be relatively low. However if the project is approved and a Dollar Tree store is opened in this location, decision

makers should carefully consider any future formula business development in close proximity to the Dollar Tree store.

Based on this analysis, the proposed Dollar Tree will not conflict with the City's Coastal Land Use and Development Code or Coastal General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect.

## **XI. Mineral Resources**

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

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

## **XII. Noise**

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

No significant changes in noise impacts are expected to result from the project. Temporary noise impacts are common during construction and are expected to result during construction activities.



### XIII. Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>				X
<i>b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>				X
<i>c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>				X

The proposed project would not induce population growth either directly or indirectly. The proposed project does not involve the development of new housing units or the development of utilities for new housing units and does not cause the displacement of existing units.

### XIV. Public Services

<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Fire protection?</i>				X
<i>Police protection?</i>				X
<i>Schools?</i>				X
<i>Parks?</i>				X
<i>Other public facilities?</i>				X

The proposed modifications are not expected to result in a change in need of fire or police protection services, and will not have impacts to schools, parks or other public facilities.

### XV. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>				X

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
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The project is not expected to increase the use of public parks or other recreational facilities. The project does not include recreational facilities or require the construction of recreational facilities.

#### **XVI. Transportation/Traffic**

Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?)			X	
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Result in inadequate parking capacity?				X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Impact to local roads - A traffic study was conducted in July of 1996 for the Coastal Development Permit (CDP 7-96) that facilitated the construction of the subject building and associated parking area and landscaping. The traffic study observed trip generation at the existing social services office which was located at the Avila Center. The study observed trip generation rates a little heavier (29.3 trips/1,000 sf/day) than rates associated with general offices (24.6) and clinics (23.8). The estimated peak rate was estimated at 52.7 trips/1,000 sf a day.

According to current information provided by Steve Weinberger of W-Trans, the social services use generated approximately 310 to 398 trips on average per day (20.7 to 26.5 trips/1000 sf),

which is in the ballpark of the 1996 traffic study. The new use is estimated to generate around 850 trips per day, which is more than double the vehicle trips of the previous use<sup>2</sup>.

The City engineer considered the increase in traffic volumes and found that the project will not have a significant impact on circulation or Levels of Service on City streets and intersections.

As discussed in the Land Use section of this analysis, the applicant proposes additional parking and a loading zone to accommodate the new use and other portions of the existing building.

## XVII. Utilities and Service Systems

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>				X
<i>b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>				X
<i>c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>				X
<i>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>				X
<i>e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>				X
<i>f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>				X
<i>g. Comply with federal, state, and local statutes and regulations related to solid waste?</i>				X

a, b, d, and e. The City currently has adequate water and sewer services to serve the retail use. Water and sewer use is not expected to increase from the previous use as an office.

c. The City's Coastal land Use and Development Code includes regulations for the projects of Special Water Quality Concern (which this project would be) and compliance with these regulations will reduce impacts to less than significant for stormwater management.

<sup>2</sup> The rate for the Dollar Tree use was assumed to be somewhere in between the shopping center rate with a 25% deduction for pass-by trips (1,213 trips per day) and that for specialty retail use (488 trips per day). Mr. Weinberger recommended an average of the two rates. The rates are derived from the ITE 9<sup>th</sup> Edition of the Trip Generation Manual.



### XVIII. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>				X
b. <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</i>			X	
c. <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>				X

The project is not expected to result in significant impacts to the environment, and is not expected to have substantial impacts on human health. The proposed location for the Dollar Tree store is in a commercial area outside of the Central Business District which is not yet fully built out. There is a small potential for future cumulative impacts, due to construction of additional large format retail and the potential to create an alternative "power center" that could be potentially detrimental to commerce in the Central Business District. As discussed in the Land Use section of this analysis, staff believes the likelihood of this occurring to be relatively low, however if the project is approved and a Dollar Tree store is opened in this location, decision makers should carefully consider any future formula business development in close proximity to the Dollar Tree store.

The following mitigation measures are included to assure project impacts are less than significant:

**Mitigation Measure 1:** Prior to issuance of the Coastal Development Permit, the applicant shall apply for administrative design review, to be approved by the Community Development Director. The Design Review shall consist of new approved colors for the exterior of the building to tie the proposed green color of the signs to the building, and a revised sign plan that shall include reduction of the proposed freestanding sign to a height of 42 inches.

**Mitigation Measure 2.** Prior to issuance of the Coastal Development Permit, the applicant shall submit a revised landscape plan in compliance with Coastal Land Use and Development Code requirements. Specifically, the landscape plan shall include a combination of drought resistant ground cover, trees and shrubs. Additionally, the landscaping strip in the front along Franklin Street needs to be at least 15 feet deep, and all areas that will not be paved should include some type of landscaping treatment. Drought resistant shade trees need to be provided at a rate of at least one tree per 25 linear feet.

Along the south, north and west sides, the landscaping strip needs to be at least eight feet deep. Landscaped areas shall be recessed below the surface of the pavement, to allow stormwater runoff from the parking lot to flow into the landscaped area and infiltrate into the ground.

**Mitigation Measure 3:** In order to minimize dust and keep dust from leaving the project site, a dust prevention and control plan shall be submitted for approval by the City Engineer in conjunction with the grading plan. The dust prevention and control plan shall demonstrate that the discharge of dust from the construction site will not occur, or can be controlled to an acceptable level depending on the particular site conditions and circumstances. The plan shall include the following information and provisions:

3.A - The plan shall address site conditions during construction operations, after normal working hours, and during various phases of construction.

3.B - The plan shall include the name and the 24 hour phone number of a responsible party in case of emergency.

3.C - If the importing or exporting of dirt is necessary as demonstrated by the cut and fill quantities on the grading plan, the plan shall also include the procedures necessary to keep the public streets and private properties along the haul route free of dirt, dust, and other debris.

3.D - When an entire project is to be graded and the subsequent construction on the site is to be completed in phases, the portion of the site not under construction shall be treated with dust preventive substance or plant materials and an irrigation system.

3.E- Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.

3.F- Earth or other material that has been transported by trucking or earth moving equipment, erosion by water, or other means onto paved streets shall be promptly removed.

3.G- Asphalt, oil, water or suitable chemicals shall be applied on materials stockpiles, and other surfaces that can give rise to airborne dusts.

3.H - All earthmoving activities shall cease when sustained winds exceed 15 miles per hour.

3.I - The operator shall take reasonable precautions to prevent the entry of unauthorized vehicles onto the site during non-work hours.

3.J - The operator shall keep a daily log of activities to control fugitive dust.

3.K- Graded areas that are not immediately paved shall be revegetated as soon as possible, but within no longer than 30 days, to minimize dust and erosion. Disturbed areas of the construction site that are to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained.

**Mitigation Measure 4:** Prior to issuance of the building permit, the applicant shall provide to the Community Development Department, detailed information on the refrigeration and freezer units to be installed, to illustrate that the units will all be compliant with current ENERGY STAR efficiency standards. Prior to final clearance of the building permit for improvements at the site, and prior to occupancy of the building, the Community

Development Department shall inspect the installed equipment to assure that the approved current ENERGY STAR compliant equipment been installed.

**Mitigation Measure 5:** Prior to issuance of the grading permit, the applicant shall submit for approval by the Public Works Director, a Runoff Mitigation Plan, including a Water Quality Management Plan and including structural treatment Best Management Practices in order to minimize impervious surfaces, minimize construction impacts to water quality, maximize infiltration of runoff, and reduce parking lot runoff pollution.

**Mitigation Measure 6:** A revised parking and circulation plan shall be submitted to the satisfaction of the Community Development Director, including a parking area lighting plan and showing one off-street RV parking space. The parking and circulation plan shall be developed on the site prior to final inspection of building permits for and prior to occupancy of the portion of building it will serve.

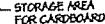
**Mitigation Measure 7:** Prior to issuance of the Coastal Development Permit, the applicant shall record a deed, eliminating the lot line between parcels 018-120-49 and 018-120-48. All property taxes due shall be paid prior to recordation, as evidenced by a preliminary title report submitted to the satisfaction of the Community Development Director.

**Mitigation Measure 8:** Prior to issuance of the Coastal Development Permit, a revised parking and circulation plan shall be submitted and approved by the Community Development Director. The new plan shall include striping in the vicinity of the loading zone area and shall include a loading zone lighting plan. The loading zone and associated driveways shall be paved prior to issuance of the building permit for the building improvements, and prior to occupancy.

**Mitigation Measure 9:** Prior to issuance of the building permit for structural improvements, and prior to occupancy of the building, the applicant shall pay drainage fees at the current rate at time of payment, and shall obtain a grading permit for curb, gutter, sidewalk, driveway, loading zone, and parking lot improvements as applicable, and shall construct such improvements to the satisfaction of the City Engineer.

## Attachments

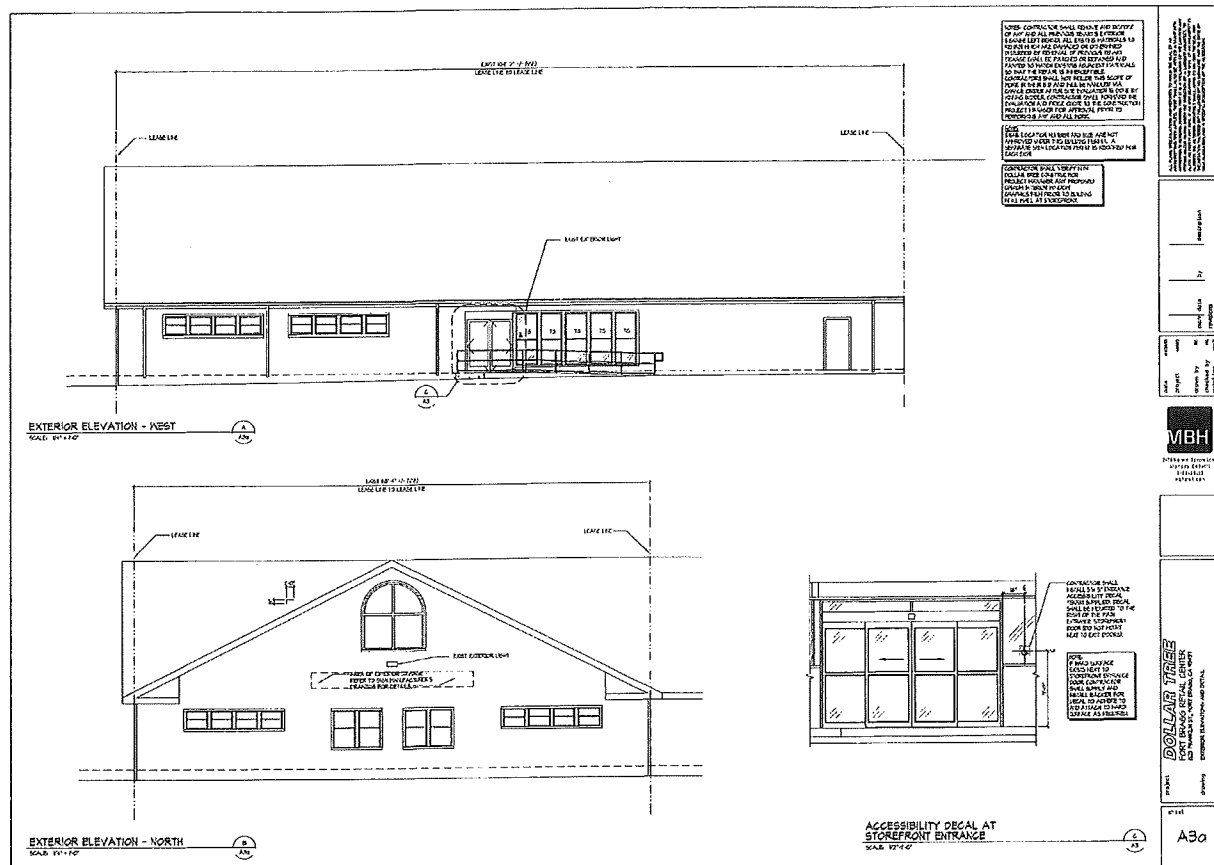
Attachment 1	Proposed Interior Improvements
Attachment 2	Existing Landscape Plan
Attachment 3	Elevations – East and South
Attachment 4	Elevations – North and West
Attachment 5	Proposed West Entry Sign
Attachment 6	Proposed North Elevation Sign
Attachment 7	Proposed Freestanding Sign

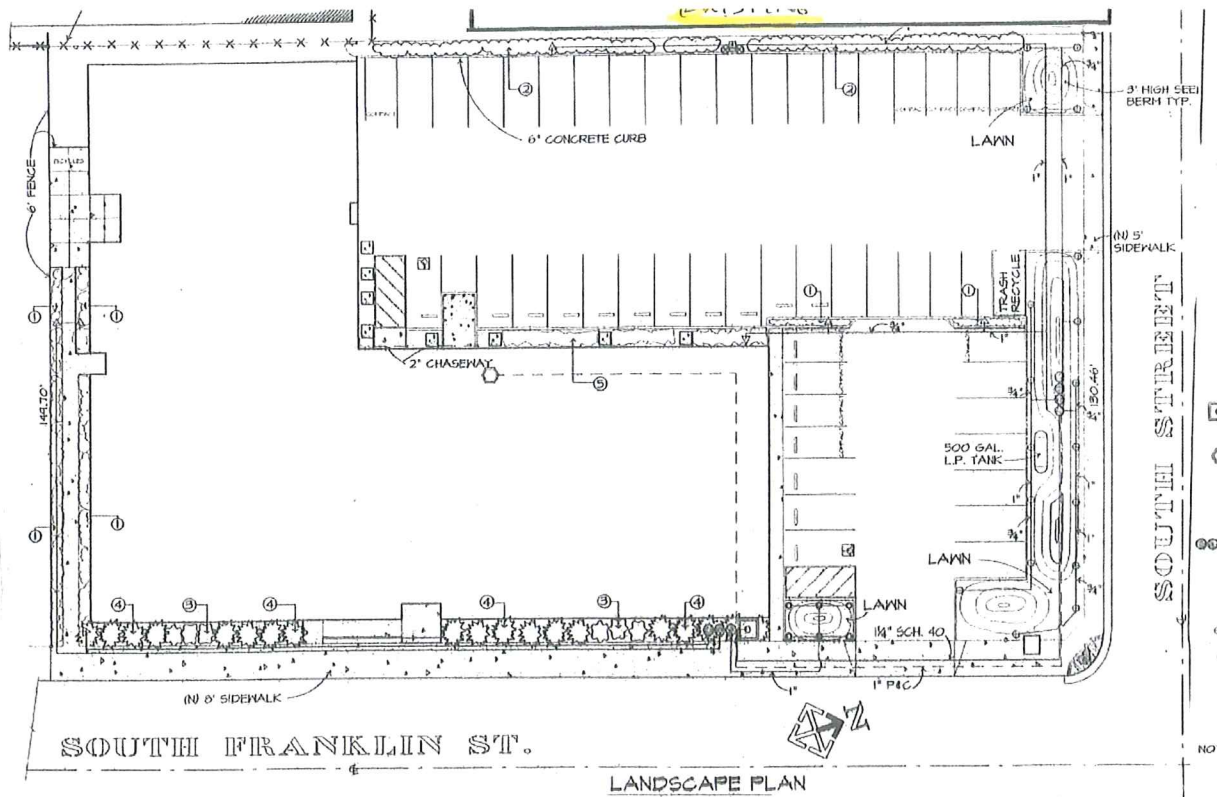


SCALE: NTS









# PLANT LEGEND

- ① ARGOTIS (PURPLE), AFRICAN DAISY 14\" C-C 1 GAL.
- ② BUXUS SPP., BOXWOOD 28\" C-C 1 GAL
- ③ CHOISYA, ORANGE MEXICAN ORANGE, 4'-6' C-C 4 GAL.
- ④ RHODODENDRON, WHITE-FRAGRANT 4'-6 C-C 4 GAL.
- ⑤ VIBURNUM DAVIDII, SPRING BOUQUET, 3' C-C 1 GAL

ALL LAWN AREAS, MEDALLION DWARF FESCUE, SOD  
SOIL- ALL AREAS MUST BE AMENDED WITH A 2\" LAYER OF NON-NEED COMPOST LIGHTEN SOIL FOR RHODODRENS WITH 4 POUNDS PER PLANT OF PEAT MOSS, TOP DRESS PLANTS WITH A 13-13-13 W-TRACE.

MULCH ALL SHRUBS & GROUND COVER AREA TO A DEPTH OF 3\".

SUBMIT ALL TAGS FOR PROOF OF AMENDMENTS, PLANTS, SOD TO ARCHITECT

## SPRINKLER LEGEND

= TAP INTO MAIN WATER SOURCE AFTER METER, IF PRESSURE EXCEEDS 65 PSI, INSTALL REGULATOR AT 65 PSI

= 1-1/4\" FIBECO DOUBLE CHECK ASSEMBLY, INSTALL 16\" ABOVE GROUND WITH COPPER INLETS WITH UNION ON BOTH SIDES OF DCA

= 1 STATION RAINDIAL CONTROLLER HARDWIRED IN UTILITY ROOM, ALL ELECTRICAL CONNECTIONS TO CODE, USE NI-CAD BATTERY.

= 1\" Pvc WITH MULTI-STRAND 18 GAUGE WIRE WITH DBY CONNECTIONS AT ALL R.C.V. LOCATIONS.

= RCV LOCATIONS MUST BE INSTALLED BELOW GROUND LEVEL IN PLASTIC IRRIGATION BOXES, EACH BOX MUST HAVE BALL VALVE, THIS VALVE THREADED INTO MAIN LINE, ALL VALVES 1\" 206 ATF RICHDEL, 1/4\" MESH WIRE & GRAVEL BELOW QUICK COUPLER VALVE INSTALLED NEXT TO VALVE BOX.

= HUNTER PGP 4\" POP-UP WITH 3/4 SWING JOINT ASSEMBLY.

= RAIN BIRD 4\" POP-UP WITH 1/2 SWING JOINT ASSEMBLY.

= DRIP-STUB - F.I.P. ADAPTER W/ 20 PSI REGULATOR, 1/2\" DRIP LINE W/ VORTEX EMITTERS TO ALL SHRUBS & GROUND COVERS, INSTALLED BELOW MULCH, 5\" GAL. PLANTS - 5 EMITTERS, 1 GAL. PLANTS - 3 EMITTERS, GROUND COVERS - 12\" C-C

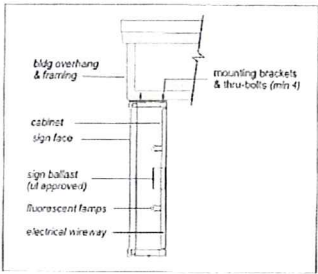
OTE.

1/4\" Ø PVC SUPPLY MAY BE RELOCATED AT LANDSCAPE CONTRACTORS OPTION





Sign A: S/F Illuminated Pendant Mount Sign  
Scale 1"=1'-0"  
cabinet: aluminum construction paint "DT" green  
sign face: white lexan with vivid green #156 vinyl bkgd overlay



Sign Cabinet Mounting Detail

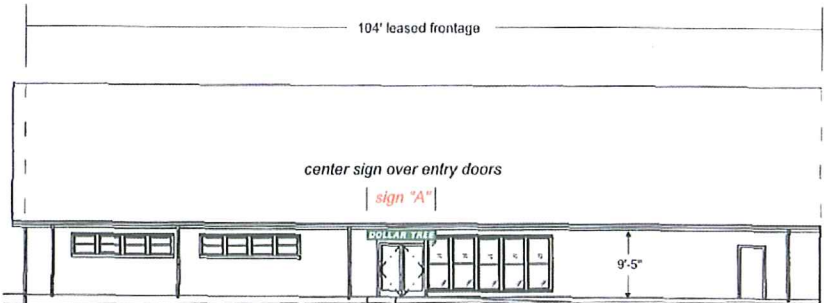
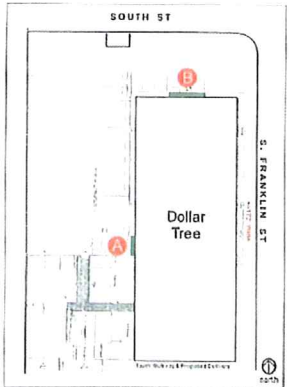


Photo Elevation (front view) / Scale 3/32"=1'-0"



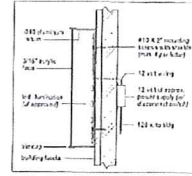
SITE PLAN

UNITED SIGN SYSTEMS			JOB INFO			FILE	ELECT.	SPECIFICATIONS	CITY CODE
 5201 Pentecost Dr. Modesto, Ca. 95358 1-800-481-SIGN FAX (209) 543-1326 CSCL # 718565 DESIGN MANUFACTURING INSTALLATION MAINTENANCE	JOB # 14510	DEAL # 7626	SALESPERSON: DAVID RANDOLPH	REVISIONS: 4-10-13 bsm 5-10-13 bsm 5-21-13 bsm 6-18-13 bsm	SCALE: NOTED	120 Volt <input type="checkbox"/> 277 Volt <input type="checkbox"/> Other <input type="checkbox"/>	Sign A: Led Illuminated Pan Channel Sign	City of Modesto, California Sign A: 11' x 5' (11' x 5' sign)	
	CLIENT: DOLLAR TREE	CONTACT: DATE: 4-4-13	DRAWN BY: BAWAD PAGE 1 OF 3	FILE NAME: DOLLAR TREE- fort bragg		white acrylic with vivid green #156 vinyl overlay, ul approved green led illumination 5' deep bronze returns with bronze 1" pinup			
	PROJECT LOCATION: FORT BRAGG RETAIL CENTER 825 S. FRANKLIN STREET FT. BRAGG, CA	CLIENT APPROVAL	DATE						
		LANDLORD APPROVAL	DATE						

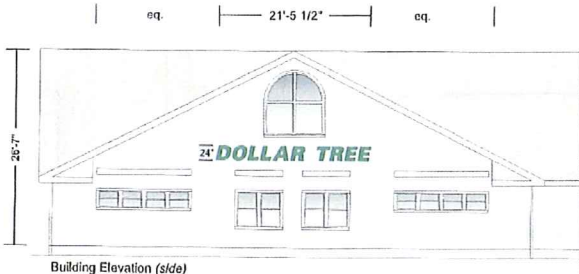
21'-5 1/2"



**Sign B: Led Illuminated Pan Channel Sign**  
Scale 1/2"=1'-0"




### Photo Elevation

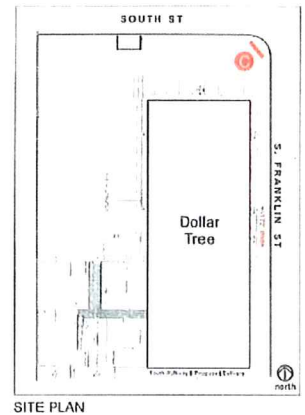
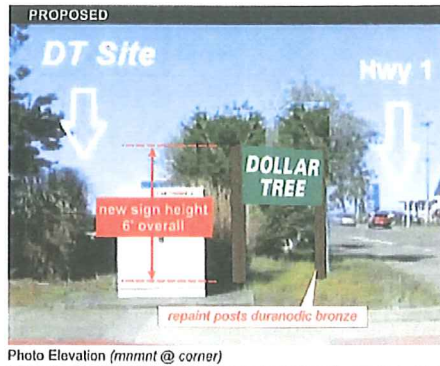
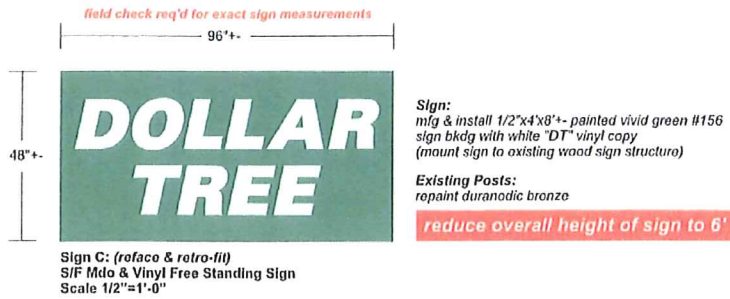


**Building Elevation (side)**



## SITE PLAN

 <b>UNITED</b> <b>SIGN SYSTEMS</b>  CSCL # 719955	5201 Pentacost Dr. Modesto, CA. 95356  1-800-481-SIGN FAX (209) 543-1328	<b>JOB INFO</b>		<b>FILE</b>		<b>ELECT.</b>		<b>SPECIFICATIONS</b>	<b>CITY CODE</b> 1. All work must meet or exceed the following specifications. 2. All work must be done in accordance with the City of Modesto specifications. 3. All work must be done in accordance with the City of Modesto specifications.
		JOB #14510 DIAL #7616 CLIENT: DOLLAR TREE CONTACT: DATE: 4-1-12 PROJECT LOCATION: 1041 BRASO RETAIL CENTER 325 S. FRANKLIN STREET FTE, LOS ANGELES, CA	SALES/PERSON: DAVID RABENLOFF DRAWN BY: BARMAD PAGE 2 OF 3  CLIENT APPROVAL _____ DATE _____ UNDERLAY APPROVAL _____ DATE _____	REVISIONS: 4-16-13 AM	SCALE: NOTED  FILE NAME:  DOLLAR TREE front bragg	120 Volt 277 Volt Other _____ 410 Box above 410 Box below 410 Box below	Sign B: Led Illuminated Pan Channel Sign  white any led with valid green #166 vinyl overlay, if approved green led illumination 5" deep bronze returns with bronze 1" trimcap		
DESIGN MANUFACTURING INSTALLATION MAINTENANCE									



<p><b>UNITED SIGN SYSTEMS</b></p> <p>5201 Pentacost Dr.  Modesto, Ca. 95356  1-800-481-SIGN  FAX (209) 543-1326</p> <p>C.S.C.L. # 718555</p> <p>DESIGN MANUFACTURING INSTALLATION MAINTENANCE</p>	<p><b>JOB INFO</b></p> <p>JOB # 14610 DEAL # 7626  CLIENT: DOLLAR TREE  CONTACT:  DATE: 4-4-13  PROJECT LOCATION:  FORT BRAGG RETAIL CENTER  825 S. FRANKLIN STREET  Ft. BRAGG, CA</p> <p>SALESPERSON: DAVID RANDOLPH  DRAWN BY: BAWIAD  PAGE 3 OF 3</p> <p>CLIENT APPROVAL _____ DATE _____  LANDSCAPE APPROVAL _____ DATE _____</p>	<p><b>FILE</b></p> <p>REVISIONS:  5-10-13 BAW  5-21-13 BAW  6-14-13 BAW</p> <p>SCALE: NOTED</p> <p>FILE NAME:  DOLLAR TREE-  fort bragg</p>	<p><b>ELECT.</b></p> <p>120 Volt <input type="checkbox"/>  277 Volt <input type="checkbox"/>  Other _____</p> <p>are all above  125/175 checked  prior to any mfg</p>	<p><b>SPECIFICATIONS</b></p> <p>See Drawing for Specifications</p>	<p><b>CITY CODE</b></p> <p>Per City of Modesto, Department of Public Works  Sign C, 100 sq ft  all new existing signs</p>
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