



March 18, 2015

Fort Bragg City Council  
City of Fort Bragg  
416 North Franklin Street  
Fort Bragg, CA, 95437

RE: Hare Creek Center Project, Fort Bragg, CA

Dear City Council:

I was recently informed by the proponents of the above referenced project that there are three questions that have been raised with regard to the results of the Traffic Impact Study Report prepared for the project, which is dated March 2014. The general scope of the questions is summarized below, and each of the questions is discussed in detail in the subsequent paragraphs of this letter.

1. Timing of Traffic Counts: There is a question regarding the timing of the traffic counts that were collected for the study, and why the counts were not collected during a time period when area schools were in session;
2. Boatyard Shopping Center Businesses: There is a question regarding a Dollar Tree variety store that recently replaced a Rite Aid pharmacy/drug store in the Boatyard Shopping Center and the potential effect this store may have on area traffic and the results of the Traffic Impact Study; and
3. Level of Service: There is a question regarding the reduction in Level of Service (LOS) from "Future Conditions" to Future plus Project Conditions" at the southbound left-turn/through lane approach at State Route (SR) 20 and Boatyard Drive, and why the study concluded that this reduction is not considered an impact.

Timing of Traffic Counts: The scope of the traffic study and the general timing of the traffic data collection were closely coordinated with the City of Fort Bragg Community Development Department and Public Works Department, and with Caltrans District 1 prior to beginning the study. Caltrans District 1 maintains primary jurisdiction over the intersections analyzed in the study, including SR 1 and SR 20. The traffic counts were collected during the month of August, which is considered by Caltrans and the City as the peak month of traffic for the year in this area of the northern California coast. During other months traffic volumes are generally lower due to a reduction in tourism-related traffic. Traffic counts collected during months other than August are adjusted up to August levels by applying a growth factor provided by the City or Caltrans. During a conference call on May 23, 2013 with Caltrans System Planning and Traffic Operations, a strong preference to collect traffic data during the month of August was expressed by Caltrans representatives. This preference was also expressed by the City Community Development Director in an email correspondence on May 20, 2013 (Attachment 1).

Boatyard Shopping Center Businesses: At the time the Traffic Impact Study was conducted a Rite Aid pharmacy/drug store was doing business in the Boatyard Shopping Center located across the street from the proposed project site. Since the study was completed, Rite Aid left the shopping center and a Dollar Tree variety store began doing business at the former Rite Aid location. There is a question regarding the potential effect this new variety store may have on area traffic and the results of the Traffic Impact Study. The traffic counts collected for the study include traffic generated by the Boatyard Shopping Center. The change in business type from a "pharmacy/drug store" to a "variety store" is not expected to have a statistically significant effect on the peak hour volumes or timing of peak hour traffic for this shopping center. A summary of the peak hour trip generation rates for these land use types from the Trip Generation Manual, 9<sup>th</sup> edition (ITE, 2012) is summarized in the table below.



Land Use Type	Units	AM Peak Hour		PM Peak Hour	
		Average Rate	Standard Deviation	Average Rate	Standard Deviation
Variety Store (814)	1000 SF GFA	3.81	2.74	6.82	3.80
Pharmacy/Drug Store w/o Drive-Through Window	1000 SF GFA	2.94	2.02	8.40	3.51

Source: ITE, 2012

SF GFA = square feet gross floor area

Rate = # trips per unit

As shown in the table, the AM and PM peak hour trip generation rates for these two land use types are very similar, and the standard deviations from the average rates overlap each other. Because the rates are so statistically similar one cannot conclude that there would be a statistically significant change in traffic volumes or in the results of the study associated with the change in land use or business type.

**Level of Service:** The Traffic Impact Study found that the PM peak hour level of service of the southbound left-turn/through lane approach at SR 20 / Boatyard Drive (Study Intersection 4) degrades from a LOS "D" in the "Future Conditions" analysis to a LOS "E" in the "Future plus Project Conditions" analysis. This intersection is a side street stop controlled intersection not along SR 1, where Boatyard Drive is the minor street with stop control and SR 20 is the major street. The study determined that this reduction in LOS is not a significant impact. Policy C-1.1 of the City of Fort Bragg Coastal General Plan (City of Fort Bragg, 2012) establishes minimum level of service standards for side street stop controlled intersections not along SR 1. Policy C-1.1 states:

*Side Street Stop Sign Controlled Intersections not along SR 1: LOS C, or LOS E if there is less than 15 veh./hr. left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.*

While the combined total left turn plus through movement PM peak hour volume exceed the 15 vehicles per hour criteria threshold, the Caltrans rural peak hour Signal Warrant 3 criteria is not met, therefore this intersection approach operates at an acceptable LOS E and there is no impact from the project.

We welcome the opportunity to assist in clarifying the traffic-related questions you have raised on this important project. Should you have any other questions, please do not hesitate to contact me.

Sincerely,  
GHD Inc.



Matt Kennedy, PE, TE  
Project Manager



3/18/2015

References:

City of Fort Bragg (2012). Fort Bragg Inland General Plan. City of Fort Bragg, CA. November 2012.

ITE (2012). Trip Generation Manual, 9<sup>th</sup> Edition. Institute of Transportation Engineers, Washington DC. 2012.

Attachments:

1. Project Email Correspondence between Matt Kennedy, City of Fort Bragg, and Caltrans District 1, May 2013.

## Attachment 1

**Matt Kennedy**

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**From:** Jones, Marie <mjones@fortbragg.com>  
**Sent:** Monday, May 20, 2013 4:32 PM  
**To:** Matt Kennedy  
**Cc:** Goble, Dave  
**Subject:** FW: TIS Scoping Meeting (Men 1/Fort Bragg) Hare Creek

**CompleteRepository:** 8410749  
**Description:** HARE CREEK CENTER TRAFFIC STUDY  
**JobNo:** 10749  
**OperatingCentre:** 84  
**RepoEmail:** 8410749@ghd.com  
**RepoType:** Job

Matt,

Please see Dave Goble's comment below. I would add the City Council in the past has wanted to change this intersection to include bulb-outs and pedestrian features. Additionally in 2011 we have a transportation plan prepared for South Fort Bragg, adopted by City Council, that indicated sidewalks and bicycle lanes be installed by any new development along Main Street, this would include the proposed project. Therefore any proposed new geometry for this location should take into consideration bicycle and pedestrian use and path of travel in addition to auto use.

Also please pay attention to vehicular cueing and the impact of cueing on Ocean Drive and the impacts on driveway access by other vehicles. (I would especially worry about the Dolphin Inn.)

I was not able to review the attachments as they had expired. I am going to assume that they are not considering a traffic circle as we have already discussed and rejected that solution. So access would be from Ocean Drive (correct?).

If the counts are collected during a month other than August I would need to know the month and I can give you an estimated growth factor to account for August traffic levels. Obviously if the counts are conducted in April versus June that would have a significantly different comparable rate than August. It is probably best to conduct the counts in August.

Hope this helps. Call me with any questions.

Thanks,

Marie

Marie Jones  
Community Development Director  
City of Fort Bragg  
707-961-1807

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**From:** Goble, Dave  
**Sent:** Wednesday, May 15, 2013 8:00 AM  
**To:** Jones, Marie  
**Subject:** RE: TIS Scoping Meeting (Men 1/Fort Bragg) Hare Creek

Marie:

The only thing that I'd like to make sure gets evaluated are the turning movements out of Ocean View Drive to identify whether turning movements from the new development would warrant improvements to that intersection. When the motel was developed, they held improvements back to provide adequate space for a right turn pocket when warranted from Ocean View Drive. The City does not own the required right of way, but it could be purchased for development if necessary.

The remainder of the study will focus on State highways and I'll leave that to Caltrans.

Dave

David W. Goble  
Director of Public Works  
City of Fort Bragg  
707-961-2823; Ext. 117  
[dgoble@fortbragg.com](mailto:dgoble@fortbragg.com)

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**From:** Jones, Marie  
**Sent:** Friday, May 10, 2013 1:41 PM  
**To:** Goble, Dave  
**Subject:** FW: TIS Scoping Meeting (Men 1/Fort Bragg) Hare Creek

Dave do you have any comments on the proposed approach, see below, for traffic models for new development at the hare Creek parcel?

Marie

Marie Jones  
Community Development Director  
City of Fort Bragg  
707-961-1807

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**From:** Matt Kennedy  
**Sent:** Friday, April 26, 2013 11:33 AM  
**To:** 'mjones@fortbragg.com'  
**Subject:** FW: TIS Scoping Meeting (Men 1/Fort Bragg) Hare Creek

Hi Chris,

Thank you for taking the time to speak with me this morning, and to provide your feedback on the scope for a revised traffic study for this project. In summary, the project proposed is a 30,000 GSF commercial development adjacent to SR1 in Fort Bragg between the Noyo Bridge and Hare Creek Bridge (See attached vicinity map). The new land uses are general retail space, a discount grocery store, and possibly a small restaurant or sandwich shop like Subway. A site plan is attached (A1 – SITE PLAN.PDF). The previous project site plan is also attached for context. An initial trip generation estimate is summarized in the table below:

ITE Land Use	ITE Land Use Code	1000 GSF	Average ITE Rate			Peak Hour	
			AM	PM	Sat	AM	PM
Discount Supermarket	854	15.0	2.53	8.34	9.65	38	125
Shopping Center	820	13.5	0.96	3.71	4.82	13	50
Fast Food Restaurant w/o Drive-Thru Window	933	1.5	43.87	26.15	63.50	66	39
	<b>TOTALS</b>	<b>30.0</b>				<b>117</b>	<b>214</b>

The trip generation estimate indicates that a traffic study would be required per the Caltrans TIS Guidelines.

We are proposing to update the previous traffic study we did for the original version of the project following the Caltrans TIS Guidelines and D1 supplements (attached). Pending your feedback on the scope of the study as summarized in this email, we will be updating turning movement traffic counts at the five study intersections (AM, PM and Saturday Mid-day, see attached figure for intersection locations). We will also be collecting 24-hour tube counts and classifications at the following three locations:

- SR 1 Between Hare Creek Bridge and Intersection 3
- SR 1 Between Noyo Bridge and Intersection 1
- SR 20 between S. Harbor Dr. and Intersection 4

Future traffic volumes would be projected using the attached District 1 growth factor map. In addition to your feedback, I would also like to know what factor(s) (if any) we would use to adjust traffic volumes to the month of August (considered the peak month) if the counts are conducted during a month other than August.

Marie, I left you a voice message earlier this week seeking your input on the study. Please let me know if you have any comments on the scope for the traffic study, or other City requirements for the study.

Many thanks!

Matt

**Matt Kennedy, PE, TE**  
**Project Manager**

**GHD**

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**From:** Arseneau, Troy A@DOT [<mailto:troy.arseneau@dot.ca.gov>]  
**Sent:** Wednesday, April 24, 2013 11:13 AM  
**To:** Matt Kennedy  
**Cc:** Jackman, Rex A@DOT; Brunton, Eric S@DOT; Dosch, Christopher L@DOT  
**Subject:** TIS Scoping Meeting (Men 1/Fort Bragg)

Matt,

Got your telephone message. We typically arrange our pre-TIS scoping meetings through our System Planning Branch (Rex Jackman, 707-445-6412). He is out of the office, but Christopher Dosch is Acting for him and can be contacted at 707-441-4542. I am cc'ing him this email, and I have spoken to him on the telephone. Thanks.

Troy

-----  
Troy A. Arseneau, P.E., T.E., PTOE  
District Traffic/TMP Manager/ICE Coordinator

Chief, Traffic Operations Branch  
Caltrans District 1 - Eureka  
Tel: 707-445-6377 / Cell: 707-496-1562  
Email: [troy\\_arseneau@dot.ca.gov](mailto:troy_arseneau@dot.ca.gov)  
PO Box 3700, Eureka, CA 95502-3700  
<http://www.dot.ca.gov>  
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# DBL Debra B. Lennox, AIA

## Art & Architecture

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3/19/15

Fort Bragg City Council  
City of Fort Bragg  
416 N. Franklin St.  
Fort Bragg, CA 95437

Re: Hare Creek Center Appeals

Dear Council members & City Staff:

I am writing on behalf of our project as the representative for Bill & Greg Patton for the proposed Hare Creek Center. The vote at the Planning Commission meeting regarding the Design Review was taken at the last minute at the end of a very emotional meeting. We did not have adequate time to respond to the Commissioners' questions about the project and feel that with better communication, we can answer those questions and possibly make some modifications. I am confident that with further refinement, you will find that this project is a worthy new addition to the architecture of Fort Bragg.

Bill & Greg have spent years trying to propose a project that will be acceptable to the City and coastal residents for their property on 1250 Del Mar Drive. There has been so much public misinformation and confusion about this project, I would like to clarify the basis for the design decisions we have made while complying with a very comprehensive City General Plan & Coastal Land Use Code incorporating the Citywide Design Guidelines, South Main Street Access & Beautification Plan, as well as CALTRANS' street requirements. The 21 Mitigation Measures and 17 Special Conditions proposed by staff were not lightly considered.

We have been working on this project for 1-1/2 years. There are currently two street frontages, Highway One & our proposed access road, labeled Bay View Drive (we prefer Hare Creek Drive). As mentioned in the Staff Report, we initially rotated the buildings 90 degrees to Highway One in order to meet Design Guidelines. After our first submittal, we added loading dock driveways for circulation around the buildings. Our parking lot has been re-designed many times, and now it is pedestrian friendly, universally accessible, with extra handicap parking access along our covered canopy walkways. We have added a sidewalk on each side of the property in the Caltrans right of way as well as along Hare Creek Drive. No other

properties in this area are as accessible and safe. We are at the vanguard of the South Main Beautification Plan, improving the experience of pedestrians and bicyclists as well as shoppers that are driving to our site. We provide bike racks under our canopy as well.

Bill & Greg have been very supportive of the sustainable measures I have proposed for this project. As a LEED accredited architect, I am thrilled to be able to use my expertise to incorporate rainwater collection, photovoltaic technology, daylighting measures, & energy efficient lighting & mechanicals. Our site plan as designed by Lee Welty uses bioswale rain gardens & permeable pavers to filter parking lot runoff as well as a sophisticated stormwater management program that will meet all the necessary CALGREEN requirements for a commercial project of this size. These measures are not inexpensive, and it is almost unheard of for this type of building to embrace these types of technologies that are designed to save energy and provide a healthy environment for the users of these buildings.

This project also exemplifies my preference for a simple, clean "form follows function" architecture. We are invoking the imagery of the ranch or farm with our trellises & water storage tanks as well as the clean lines of the gable profile that break up the mass of the buildings. The trash enclosures and accessory buildings are designed to resemble small outbuildings typically found on a ranch. The history of the property is that of a dairy farm, so we determined this was an appropriate visual reference to use for the building design. In addition, we propose an extensive landscaping plan prepared by our expert Landscape Architect, George Salvaggio of WRA, that includes flowering vines and small trees whose changing leaves and flowers would showcase the changing of the seasons.

However, since the Planning Commission meeting and listening to the public comments, we have reconsidered the landscaping plan and will conform to the requirements that all of the plantings be native. We also added a double row of screen trees south of Building B that will mix with the existing shore pines to create a visual buffer of that south elevation. (See Attachment 7 revised A3.2.) We have already pushed back Bldg C 5 feet per Special Condition 8 and added a landscaping strip of native bushes to screen that building as well. These measures should "soften" the appearance of the buildings, together with our green facade plantings that were already proposed.

I have conducted an investigation into the history of the buildings of Fort Bragg as well as looking at the larger buildings in the City that may be compared to this project. I am planning a PowerPoint presentation for the City Council meeting on Monday, March 23rd that will incorporate my review of Fort Bragg architecture and also provide additional visual information about the local buildings that have influenced my design. I will also discuss the project as viewed from the front entrances (as well as from the Highway) to elaborate on the experience of going to the project as well as driving past it.

Thank you for your consideration.

Sincerely,

Debra Lennox  
architect





Fort Bragg City Council  
City of Fort Bragg  
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March 18, 2015

Re: CDP 8-13  
Design Review (DR 7-13)  
Use Permit USP 5-13  
Lot line Adjustment  
Hare Creek Center  
LLA3-2014

Clarification of Submittal

City Council Members:

It has come to our attention through inquiry and the appeal of the Planning Commission decision, that several grading and drainage concepts of our plan are not fully understood. The two general concepts are the Project Road and the Ground Water Recharge.

Project Road:

The project road is proposed to be located on the west side of the development and runs the length of the project. This road is the extension of Harbor Drive and has always been thought to be a good division between the Highway Visitor Commercial Zone and Residential type of zoning to the west.

For this project we were asked by City Staff to include a future roadway circulation. This shows up on our Topographic Map and our Offsite Improvement Plan as a dashed line. This is not a part of this project. In the past we had designed a road with a cul-de-sac and the City Staff at that time wanted the roadway hooked up to the existing roadway going west. We are now only proposing a turnaround at the south end of the project.

Other comments concerning the roadway stated that the top of the hill with the Coast and Geodetic Monument would be removed. This is not the case and if one would look at our grading plan they would see that the roadway is east of the hill top.

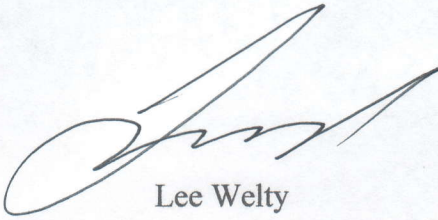
Ground Water Recharge:

The Hydrologic Study provided by Nolan Associates was used in the staff report to give additional information developed on the property relative to ground water recharge. This report was written for a much larger proposed project and it was found that the project did not have a negative impact on the ground water for the area.

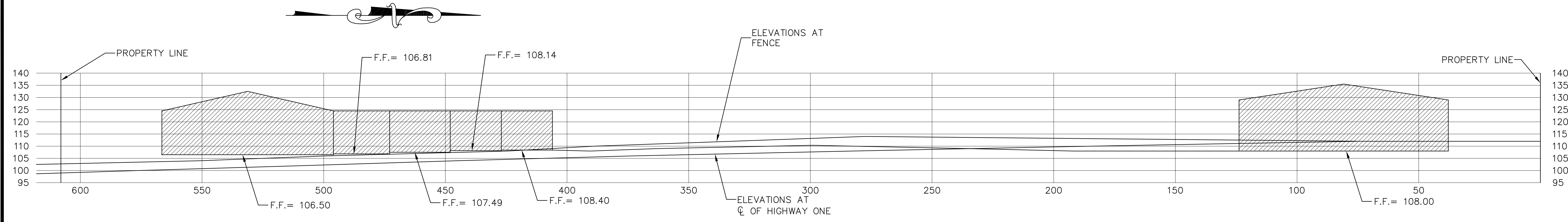
Fort Bragg City Council  
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In the case of our proposed project, it is much smaller and as pointed out in the staff report we are treating and infiltrating 100% of the project water. The project water is defined as the difference in storm water runoff between the development and undeveloped property.

Sincerely Yours

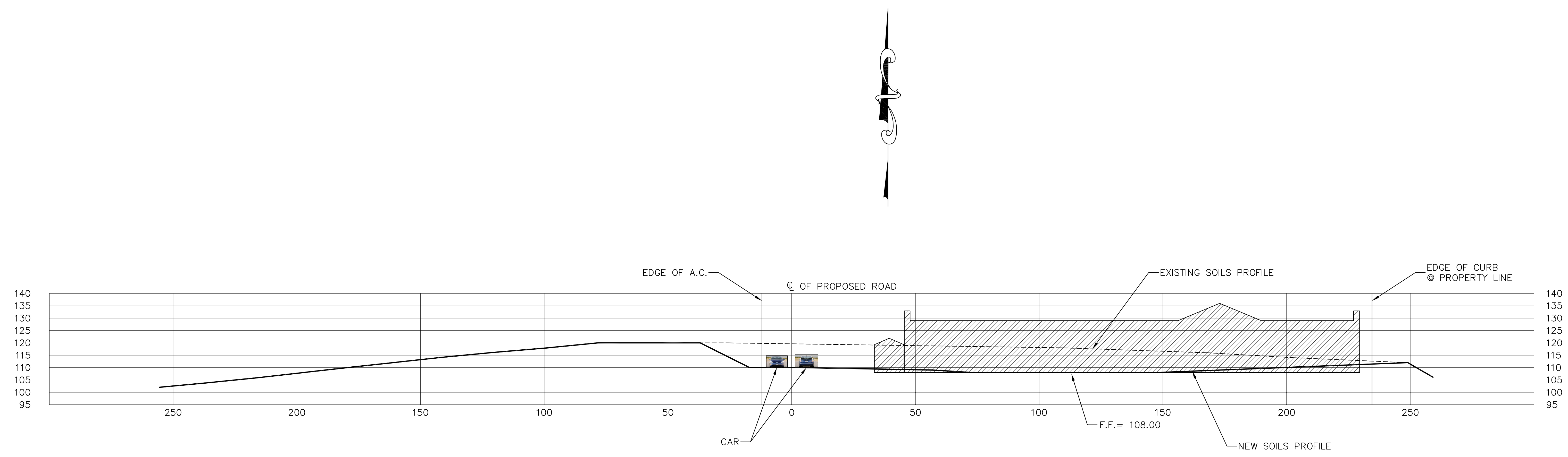
A handwritten signature in black ink, appearing to read 'Lee Welty', with a large, stylized initial 'L'.

Lee Welty



PROFILE LOOKING WEST FROM HIGHWAY ONE

1:20 2



SECTION @ STATION 25+77.23

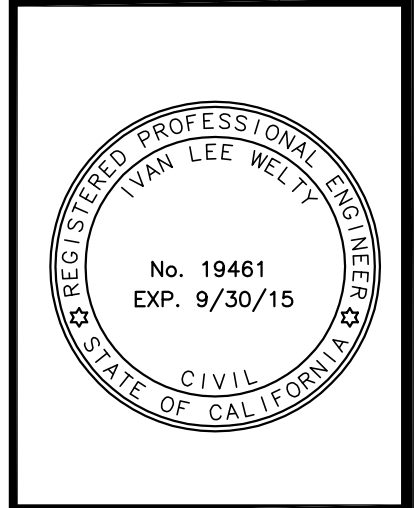
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**HARE CREEK DEVELOPMENT**  
**GROUP II COMMERCIAL REAL ESTATE**  
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