

# MILL SITE SPECIFIC PLAN

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# **MILL SITE SPECIFIC PLAN**

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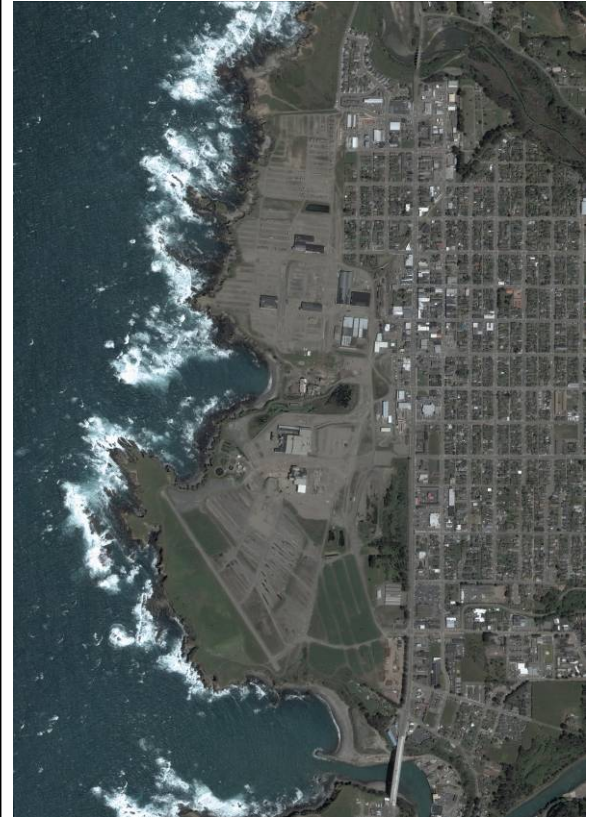
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# Introduction

# 1



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*The Mill Site Specific Plan is the result of a community-based vision for the redevelopment of the old mill site in Fort Bragg that defines the framework for future redevelopment. This chapter describes the purpose of the Mill Site Specific Plan; and provides an overview of the planning process, the community vision, the regulatory context and the Specific Plan contents.*

The City of Fort Bragg and Georgia-Pacific, LLC (Georgia-Pacific) initiated the preparation of Mill Site Specific Plan (Specific Plan) to capture and describe the community's vision for the Mill Site Specific Plan Area (Plan Area) and provide a development framework to guide its future redevelopment. The Specific Plan describes the scale and character of development envisioned for the Plan Area and includes policies and development standards to help ensure that future development is consistent with the community's vision.

This document is sufficiently specific to inform future land use planning efforts and guide redevelopment, while flexible to accommodate the inevitable shift in market conditions, developer interest and community priorities over time.

## 1.1 The Plan Area

### 1.1.1 LOCATION

The Plan Area is located on the western edge of the City of Fort Bragg (see Figure 1-1). The City of Fort Bragg is the largest community on the scenic Mendocino Coast and lies midway between San Francisco and Eureka. Nearby communities include Cleone to the north, the City of Willits to the east, and Caspar and the Town of Mendocino to the south.

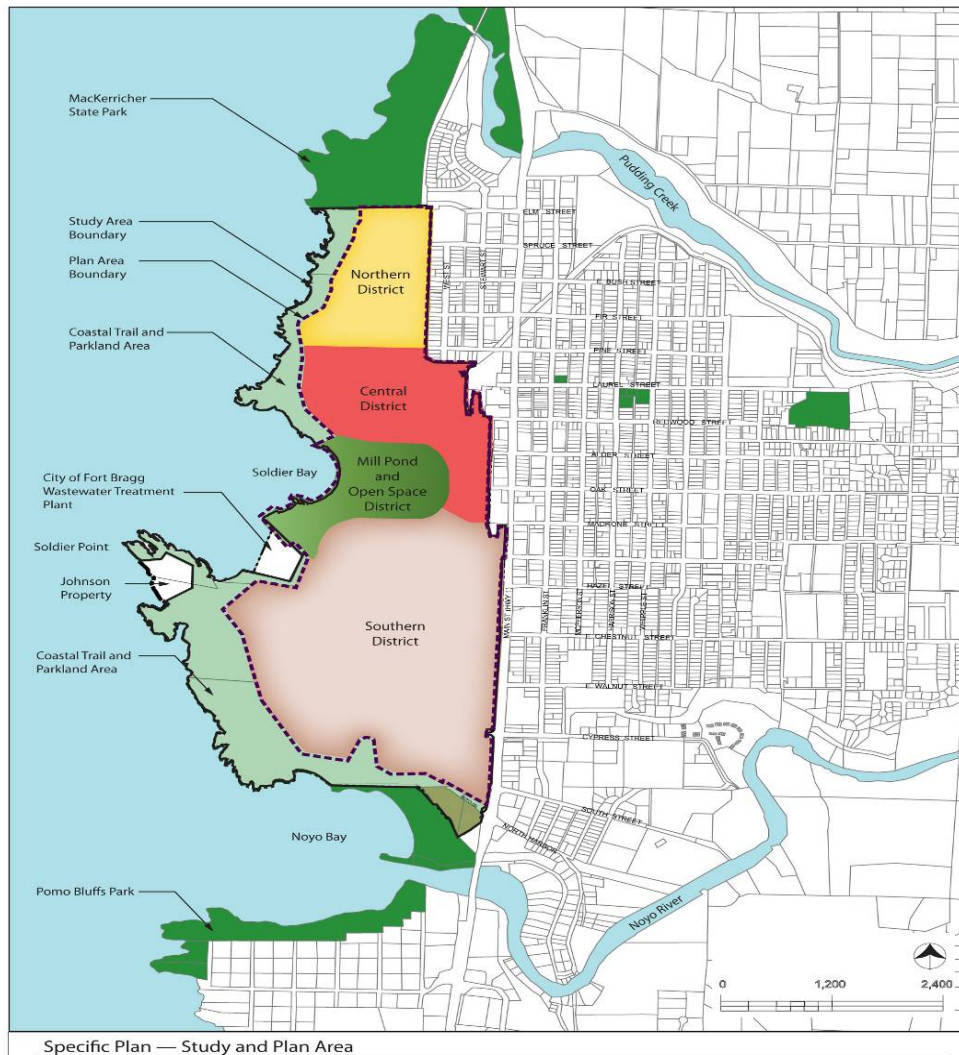


**FIGURE 1-1 PLAN AREA VICINITY**

The Plan Area lies between Highway 1 and the Pacific Ocean. It is bounded by MacKerricher State Park (Glass Beach headlands) to the north and Noyo Bay to the south. The Plan Area is unique among properties in Fort Bragg and throughout the California coast because it is a very large, undeveloped oceanfront parcel located with an incorporated city, with access to utilities and with the possibility for reuse and redevelopment. Its 319 acres extend along 3 miles of Fort Bragg's rugged and scenic coastline.

The Mill Site Specific Plan Study Area (Study Area) includes the Plan Area and the adjacent 82-acre coastal trail and parkland area to the west, as shown in Figure 1-2. (Since 2005, the City of Fort Bragg has been working to create a coastal trail and parkland along the western edge of the Study Area. In January 2010, the City of Fort Bragg acquired 82 acres of parkland and oceanfront property with State of California Coastal Conservancy funding. The design of the trail is well underway and construction is expected to begin in 2012.

*The City purchased part of its new coastal trail and open space property using a \$4.2 million grant from the California Coastal Conservancy. Georgia-Pacific donated a 100-foot-wide corridor encompassing over 57 acres along the site's coastal bluffs for a trail. The corridor is slated to become part of the California Coastal Trail, which will eventually extend 1,200 miles along the entire coastline of California.*



**FIGURE 1-2** **MILL SITE SPECIFIC PLAN STUDY AREA**

## 1.1.2 HISTORY

The timber industry has long been a major economic engine in Northern California. For more than 100 years, the lumber and timber products industry characterized the Plan Area. Due to the size and nature of the timber operations and the historic significance of the industry to the region's economy, the City of Fort Bragg largely developed around the timber operations.



*Mid-20<sup>th</sup> century exterior of ULCo Mill.*

*Courtesy of Noyo Hill House*

Sawmill operations in Fort Bragg began with Macpherson's Lumber Mill, established in 1858 at the mouth of Noyo Bay. A relatively small outfit compared to the eventual peak output at the mill, Macpherson's Mill spearheaded Fort Bragg's transformation from a military outpost to a lumber town. Incorporation of the Fort Bragg Redwood Company on June 26, 1885 marked the beginning of major sawmill operations, which continued until lumber operations were terminated in November 2002. At the peak, the mill employed approximately 2,000 people; in 1998 it employed approximately 500 people and by 2000, approximately 175 people.

The Plan Area, now largely vacant, occupies approximately one-fourth of the City of Fort Bragg and nearly all of the City's access to the ocean. In the years following closure of the mill, Georgia-Pacific has worked closely with state and local agencies to prepare the Plan Area for its transition to other uses. These efforts included environmental assessment and site remediation, demolition of antiquated structures, and preparation of the Mill Site Specific Plan.

## 1.2 The Specific Plan

### 1.2.1 SPECIFIC PLAN PROCESS

The Fort Bragg City Council (City Council) adopted a Statement of Position Regarding Reuse of the Georgia-Pacific Mill Site in 2005. The statement endorses a set of Community-Based Planning Principles for the redevelopment of the Plan Area that were established through a 2004 community outreach process (the Mill Site Reuse Study). The City Council intended that the endorsed planning principles would guide the development of the Specific Plan. The City of Fort Bragg and Georgia-Pacific initiated the Mill Site Specific Plan process in 2007 as a collaborative effort to plan for future development of the Plan Area.



Before 2007, the City had guided several planning efforts related to the Plan Area. Key efforts included:

- Georgia-Pacific Mill Site Reuse Study (2004) — funded by the State of California Coastal Conservancy
- Market Study Update (2005)
- City Council Statement of Position Regarding Reuse of the Georgia-Pacific Mill Site (2005)
- Draft Coastal Trail Master Plan (2007)
- Noyo Center Development Program (2008)

The findings of this earlier work informed the Specific Plan process.

The City of Fort Bragg and Georgia-Pacific developed a community outreach strategy early in the Specific Plan process to ensure that a cross-section of the community had access to and were involved in the planning efforts for the Plan Area. Based on input from City staff, the City Council and Georgia-Pacific, outreach consisted of the following:

- Community Workshops
  - #1 Background and Issue Identification
  - #2 Design Charrette
  - #3 Design Concept Evaluation
- Stakeholder/Focus Group Meetings (met with 12 different interest groups)
- Coastal Commission Staff Meetings and Workshops
- Ad-Hoc Committee Meetings
- Planning Commission/City Council Study Sessions
- Project Center
  - Website
  - Georgia-Pacific newsletter



*Community Workshop #2*

Land use concepts and comments that stemmed from the nearly four-year community outreach process were used to inform the Specific Plan process.



### 1.2.2 PURPOSE AND INTENT

The purpose of the Specific Plan is to provide the land use and policy framework for redevelopment of the 319-acre Plan Area. Building upon a wide range of interests and aspirations across the community and region, the Specific Plan provides the framework for a diversity of land uses, including residential, visitor-serving, commercial retail, mixed-use, education and research, industrial and other employment-generating uses, and open space areas including passive and active recreation areas as well as natural reserve areas.

### 1.2.3 GOALS AND VISION

#### A. Goals

A set of Specific Plan goals were identified based upon the planning principles endorsed by the City Council and community input received. The goals describe the ultimate purpose of the Specific Plan and were used to guide the preparation of the Specific Plan. The goals are as follows:

1. Support the shift of Fort Bragg's local economy to a more diverse economy that provides high-quality jobs suited to the local workforce and that includes tourism, artisanship, and industries appropriate to the coastal setting.
2. Encourage vibrant and economically sustainable redevelopment of the Plan Area that offers diverse employment, housing, retail, cultural, and entertainment opportunities.
3. Facilitate entitlements for development in the Plan Area that are economically viable to the owner and developer(s) in order to make needed investments in desired community facilities, open space, and infrastructure.
4. Create a community with places that are easily accessible to pedestrians, bicyclists and drivers alike and well connected to other parts of Fort Bragg.
5. Create an enjoyable public realm with a strong sense of place that takes advantage of the site's unique setting and complements Fort Bragg's coastal town character.
6. Build upon the Plan Area's unique coastal features and resources and improve its environmental health.

#### B. Vision

Building on these overarching goals, the City of Fort Bragg, Georgia-Pacific, and the community created a vision for the Plan Area.

The Mill Site Specific Plan is envisioned to be a sustainable, attractive, mixed-use, pedestrian- and bike-friendly extension of the City of Fort Bragg. It will be a seamless extension of the existing community, continuing the neighborhood fabric of roadways and land use patterns, westward to the coast. With sustainable development as a priority, future development will use resources in a manner that does not compromise the choices and

quality of life for future generations. The Specific Plan's diverse mix of uses will help to spur investment and provide job opportunities for the local economy. The following elements are central to the vision:

- **The Coastline.** After years of being fenced-off private property, the Plan Area will offer views of and access to the coastline for the Fort Bragg community. The multi-use coastal trail will traverse the waterfront bluff top and parkland for the length of the Plan Area. The Coastal Drive will offer views, parking opportunities, and access to the trail for residents and visitors. Streets will be oriented to terminate at the coastline providing unobstructed ocean views.
- **Walkability.** A five-minute walk will connect residents and visitors to the oceanfront multi-use trail, retail and common areas, and the existing downtown. As a pedestrian- and bike-friendly neighborhood, the Plan Area will have sidewalks, bike lanes, and a pedestrian greenway interconnecting the Plan Area and providing direct connections to the coast.
- **Public Spaces.** In addition to generous sidewalks and paths, new development in the Plan Area will provide a community park with a town plaza and farmers' market pavilion, along with a neighborhood park with room for a ball field and tot lot. These features will encourage community gatherings. In addition, the Plan Area will contain wetland enhancement areas and open space connections to Fort Bragg Landing.
- **Central Business District Extension.** A mixed-use shopping and dining district will be centrally located on the Redwood Avenue extension of Fort Bragg's Central Business District (CBD). Wide sidewalks, street trees, and benches will draw shoppers and visitors from the hotels, resorts and other visitor serving uses at the western edge through the shopping district to the Fort Bragg CBD. At the heart of the district, a community park and gathering space will foster a sense of community and provide a space for people to relax, play and interact.
- **Employment and Future Growth.** The Southern District will provide the opportunity for a range of high-quality jobs. The mill site, at its height, employed over 2,000 coast residents. The Southern District of the Plan Area will be a hub for sustainable, high-quality jobs for the 21<sup>st</sup> century. It will also include a significant 80-acre Urban Reserve zone intended to accommodate future growth and uses envisioned by a future community.
- **Open Space and Habit Restoration.** The protection of natural resources and habitats is central to the Specific Plan. Restoration of Maple Creek and the Mill Pond area will significantly improve the habitat value of wetlands and riparian zones in the Plan Area. Wildlife corridors will connect the various open space features of the Plan Area and retain the quality of open space.

## 1.2.4 PLANNING DISTRICTS

The Specific Plan identifies four distinct districts to help guide implementation of the Specific Plan in a manner consistent with the vision:

- Northern District
- Central District
- Southern District
- Mill Pond and Open Space District

### A. Northern District

The Northern District is envisioned to be a traditional residential neighborhood that extends from the existing West Fort Bragg neighborhood to the coastline and connects to the future mixed-use commercial uses in the Central District.

Safe and inviting streets lined with sidewalks, street trees, and front porches will create a pedestrian-focused walkable neighborhood. A centralized neighborhood park and greenway will provide a sense of community and recreational gathering opportunities.



*Illustrative rendering of green corridor.*

A variety of lot sizes and residential housing types will be developed throughout the Northern District. Single-family homes are encouraged immediately adjacent to the existing West Fort Bragg neighborhood, and higher-density housing is encouraged near Pine Street where the Northern District meets the Central District. The Specific Plan encourages a mix of lot sizes along the western edge, adjacent to the coastal trail and parkland area.

A north/south green corridor is planned through the entire Northern District to allow enhanced pedestrian access within the Northern and Central Districts and provide additional opportunities for stormwater treatment. A neighborhood park and wetland enhancement feature within the greenway will establish a natural focal point in this district.

### B. Central District

The Central District is of critical importance to the overall implementation of the Specific Plan and its vision for a diverse mix of land uses within the Plan Area.

The Central District will include an extension of Fort Bragg's existing CBD via Redwood Avenue. Retail shops, restaurants, and hotels are planned to line vibrant, well-furnished sidewalks enhancing the pedestrian and shopping experience in the expanded CBD. In the CBD extension, mixed-use buildings will frame Redwood Avenue with commercial retail on the ground floor and residences or offices above the ground floor as shown in Figure 1-3. Parking lots will be tucked behind buildings, with pedestrian paseos connecting to Redwood Avenue. Toward the western end of Redwood Avenue, less intense development consisting of visitor-serving accommodations will transition to open space on the coastal trail.

A three-acre community park and gathering space will serve as a community focal point at the heart of this shopping and dining district and connect Redwood Avenue to the Mill Pond open space area. The park will offer opportunities for community events and celebrations (music, festivals, art shows, and picnics). A farmers' market pavilion and plaza area is planned to accommodate additional gathering, entertainment and festivity space, as shown in Figure 1-4.

An industrial arts sub-district is envisioned in the area west of the Skunk Train Depot. This sub-district will provide opportunities for artisan shops, industrial arts production and sales, live/work units, and a cultural and performing arts events space. Reuse of an existing industrial building is envisioned as a potential asset to the industrial arts sub-district.

Visitor-serving commercial uses, including a hotel/resort and conference center, are planned to take advantage of the coastal views at the western edge of the district. Multi-family housing will provide a transition from the Northern District residential area to the Central District shopping and dining core. The resort and residential areas will infuse this shopping and entertainment district with vitality, creating a vibrant mixed-use neighborhood.

### C. Southern District

The Southern District will provide job creation opportunities and preserve land for future development, as the majority of the Southern District is identified as an Urban Reserve Zone. Employment-generating uses will be allowed in the employment, industrial, and highway commercial zone and in the eastern part of this district adjacent to Highway 1.

In the near term, only limited development and interim uses will be allowed within the Urban Reserve zone. The Urban Reserve zone also permits development of a hotel/resort overlooking Noyo Bay and a research and education center between Coastal Drive and the coast in the western portion of the district.



*Illustrative rendering of Coastal Drive at Cypress Street.*





**FIGURE 1-3** ILLUSTRATIVE RENDERING OF REDWOOD AVENUE EXTENSION FROM DOWNTOWN FORT BRAGG INTO THE PLAN AREA



**FIGURE 1-4** ILLUSTRATIVE RENDERING OF COMMUNITY PARK AND FARMERS' MARKET PAVILION ON REDWOOD AVENUE



Cypress Street will be the gateway to the Southern District and the industrial, commercial, and employment zones. Land uses in this area are planned to include auto-oriented light industrial and employment-generating uses, such as office or research and development campuses. The light industrial and commercial land uses anticipated for this area are not intended to be pedestrian-scale or retail-oriented uses, which are accommodated in the Central District.

#### **D. Mill Pond and Open Space District**

This district will provide for the restoration of the Mill Pond Complex (23 acres) to natural conditions including seasonal wetlands, a perennial stream, riparian habitat and coastal grassland and shrub habitats. The primary purpose of the Mill Pond Complex is to enable the removal of the dam and the restoration of the former Maple Creek that connected the Maple Street riparian area with the beach at Fort Bragg Landing. When completed, the restoration will provide stormwater treatment and detention benefits, habitat, and ocean and beach access, and opportunities for passive recreation.

### **1.2.5 RELATIONSHIP OF SPECIFIC PLAN TO OTHER CITY PLANS AND PROGRAMS**

California Government Code Sections 65450 through 65457 grant local planning agencies the authority to prepare a Specific Plan for the purpose of establishing systematic methods to implement the General Plan.

The Fort Bragg Coastal General Plan (Coastal General Plan) and Coastal Land Use and Development Code (Coastal LUDC) designate the majority of the Plan Area as Timber Resources Industrial (IT). Coastal General Plan Policies LU-7.1 and LU-7.2 specifically require the preparation of a Specific Plan prior to rezoning of lands that are designated Timber Resources Industrial. The Mill Site Specific Plan fulfills that requirement.

The Specific Plan policies will be added to the Coastal General Plan and the Specific Plan development standards will be added to the development standards in the Coastal LUDC as part of an amendment to the Fort Bragg Local Coastal Program (see below). The Specific Plan provisions will be identified in those documents with the Specific Plan logo.

All development in the Mill Site Specific Plan Area must also comply with the Citywide Design Guidelines. The Citywide Design Guidelines include certain guidelines that only apply within the Plan Area.

All subsequent development projects and related activities in the Plan Area must be consistent with this Specific Plan, the Coastal General Plan, and the Coastal LUDC. All development projects must comply with the policies and standards contained in the Coastal General Plan and Coastal LUDC. Refer to Chapter 8, Implementation and Phasing.

## **A. Local Coastal Program**

The Fort Bragg Local Coastal Program (LCP) — comprised of the Coastal General Plan, Land Use and Development Code and Zoning Map — outlines the policies, standards and regulations with which all development in the City’s Coastal Zone must conform. The Coastal General Plan sets policies on a wide range of topics including land use, resources protection, storm water management, transportation, community design, safety, energy, and sustainability.

The Plan Area lies entirely within the Coastal Zone. The Specific Plan establishes land use categories and zoning districts that will be incorporated into the LCP through an amendment to the LCP.

## **B. Coastal General Plan**

The Coastal General Plan constitutes the Land Use Plan of the City’s LCP and sets forth specific land use designations for all properties within the City that are within the Coastal Zone. These designations are classified into major land use categories, including Residential, Commercial, Industrial, and Other (e.g., harbors, open space, agriculture, etc.). The Coastal General Plan also describes the specific types of uses intended for each category, and depicts them on the City’s Land Use Designations Map.

The Coastal General Plan currently designates most of the Plan Area as Timber Resources Industrial (IT). A few smaller portions of the Plan Area have designations other than IT. These include two small rectangular tracts of land along the Plan Area’s eastern boundary designated Central Business District (CBD) and Heavy Industrial (IH). These designations are similar to the land use designations of adjacent parcels outside the Plan Area boundary.

A Specific Plan must be consistent with the local agency’s adopted General Plan. An amendment to the Coastal General Plan to change the land use designations and incorporate applicable policies from the Specific Plan, will be required as part of the City Council’s consideration of the Specific Plan.

## **C. Coastal Land Use and Development Code**

The Fort Bragg Coastal LUDC constitutes the Implementation Program of the City’s LCP. The Coastal LUDC clarifies the policies of the Coastal General Plan by classifying and regulating land uses and development occurring on properties within the City’s Coastal Zone boundary.

Consistent with the Coastal General Plan land use designation, the majority of the Plan Area is currently zoned for IT uses. Similarly, a few small tracts of land within the Plan Area have other zoning classifications. For example, two small tracts of land along the eastern boundary of the Plan Area are zoned CBD and IH, matching the zoning of adjacent parcels

not within the project boundary. A triangular tract at the Plan Area's southeastern-most tip is zoned Highway Visitor Commercial (CH).

An amendment to the Coastal LUDC to incorporate the new zoning districts and development standards from the Specific Plan will be required as part of the City Council's consideration of the Specific Plan.

#### **D. Citywide Design Guidelines**

The Fort Bragg Citywide Design Guidelines are intended to (1) promote a desired level of future development quality; (2) clarify expectations for high-quality design; (3) serve as a source for evaluation criteria for project review; (4) provide a method to help ensure objectivity, consistency, and predictability in the design review process; and (5) promote a clear identity and sense of place for the entire community of Fort Bragg. These guidelines, which are in addition to but not part of the LCP, acknowledge the valued architectural characteristics and development patterns within Fort Bragg today. The guidelines, therefore, do not seek to impose an overriding style or an artificial theme. They do seek to assist in promoting the positive design characteristics existing throughout Fort Bragg that make it a unique place.

The Citywide Design Guidelines apply to both the Coastal and Inland Areas of Fort Bragg and will be applied to all development within the Plan Area during review of proposed projects (new construction, additions, remodeling, and relocation). The design elements of each project (including site design, architecture, landscaping, signs, and parking design) will be reviewed through the City's Design Review process. Certain design guidelines will be identified in the Citywide Design Guidelines as only applying within Mill Site Specific Plan Area.

### **1.2.6 SPECIFIC PLAN ORGANIZATION**

The Specific Plan is organized into the following chapters:

- **Chapter 1 – Introduction.** Outlines the Specific Plan goals and vision, defines the Plan Area, provides a brief history of the Plan Area and the community outreach process undertaken in preparation of the Specific Plan, discusses the purpose of the Specific Plan, outlines the authority for adopting the Specific Plan and its relationship to existing regulatory documents, and provides an overview of the contents of the Specific Plan.
- **Chapter 2 – Land Use Development Standards.** Defines the land use designations and zoning classifications created by the Specific Plan; includes the Land Use Plan and development limitations; and identifies land use policies, development standards and allowable land uses for development within the Plan Area.

- **Chapter 3 – Multi-Modal Circulation, Streetscape, and Stormwater.** Describes the transportation and circulation plan that provides for automobiles, transit, pedestrians, and bicycling and the connection of streets, parkways, trails, and bicycle lanes, and details associated policies for stormwater management.
- **Chapter 4 – Sustainable Design Plan.** Provides direction for integrating sustainable development strategies into future development in the Plan Area.
- **Chapter 5 – Open Space, Parks, and Resource Conservation.** Details policies for preserving, restoring and developing open space, parks, coastal access, and natural areas for natural resource protection.
- **Chapter 6 – Hazards.** Establishes policies to protect the community from risks associated with site hazards.
- **Chapter 7 – Utilities and Public Services.** Provides an overview of public facilities and utilities in the City of Fort Bragg and identifies improvements necessary to implement the Specific Plan.
- **Chapter 8 – Implementation and Phasing.** Provides implementation measures for improvements and a discussion of project phasing.
- **Chapter 9 – Glossary and List of Acronyms.** Provides definitions of terms and acronyms used in the Specific Plan or otherwise relevant to the Specific Plan.

Policies, programs, and development standards are provided throughout the Specific Plan to help regulate and guide the form and character of development. Policies are included within each chapter and are numbered in accordance with the section topic (e.g., Policy LU-1, Policy LU-2, Policy MM-1, and Policy MM-2). Consistent with the Coastal General Plan's definition of a policy, policies in the Specific Plan are action-oriented requirements that bind the City's action and establish a standard of review to determine whether land use and development decisions are consistent with the Specific Plan. Programs are actions, activities, or strategies that will be carried out by the City or a project sponsor (as stated within each program) in response to a specific policy. Development standards are included in tables within each relevant chapter. Development within the Plan Area is also subject to the existing Citywide Design Guidelines.

- 2.1 Land Use Framework
  - 2.1.1 Land Use Plan
  - 2.1.2 Land Use Designations and Zoning Classifications
- 2.2 Development Limitations
- 2.3 Development Standards and Allowable Land Uses
  - 2.3.1 Northern District
  - 2.3.2 Central District
  - 2.3.3 Southern District
  - 2.3.4 Mill Pond and Open Space District





*This chapter provides the land use framework, policies, and development standards to ensure realization of the community's land use vision for the Mill Site. These policies and standards build upon existing policies, regulations, and guidelines of the Fort Bragg Coastal General Plan and the Coastal Land Use and Development Code (Coastal LUDC)*

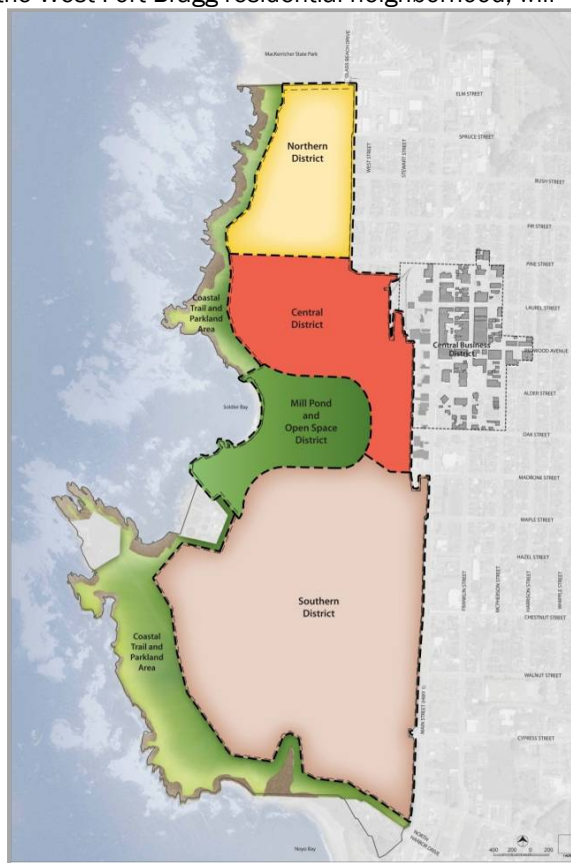
## 2.1 Land Use Framework

This section describes the district-based framework for the urban form and structure of the Plan Area. Each district is intended to serve distinct specific land use goals while seamlessly connecting to and relating to the other districts and the existing city. Each of the four distinct districts, shown in Figure 2-1, includes specific land use designations and zoning to help ensure that new development is well-integrated with established Fort Bragg neighborhoods and land use patterns.

The **Northern District**, planned as an extension of the West Fort Bragg residential neighborhood, will support a mix of residential densities and types, a neighborhood park, and limited neighborhood commercial uses.

The **Central District** will serve as a western extension of the existing downtown while complementing and supporting existing downtown uses. This lively mixed-use district will include commercial, visitor-serving, light industrial/live-work, and higher-density residential uses. A resort, conference facility, and other visitor-serving uses will be located along the coast. The extension of Redwood Avenue will connect the downtown, resort, industrial arts, community park, and coastline. The community park will accommodate a farmers' market and other community events, thereby anchoring activity in this district.

The **Southern District** will provide expanded opportunities to increase the community's employment base. This district will offer significant space for new research, education, commercial, and light industrial uses. The Southern District will also reserve 80 acres as an Urban Reserve zone for future, longer-term planning and development opportunities that will arise as market op-



**FIGURE 2-1 DISTRICT MAP**

opportunities emerge for this area. In the near term, only interim uses, a research and education center, and a hotel/resort are permissible within the Urban Reserve zone.

- The **Mill Pond and Open Space District** will provide open space, native habitat, public access, ocean and beach access, and opportunities for passive recreation. This district will provide for the restoration of the Mill Pond Complex (approximately 20 acres) to a more natural system including daylighting of Maple Creek and the restoration and creation of seasonal wetlands, riparian habitat and coastal grassland and shrub habitats. The Maple Creek restoration project will provide beneficial native riparian and upland habitat and stormwater treatment and detention benefits.

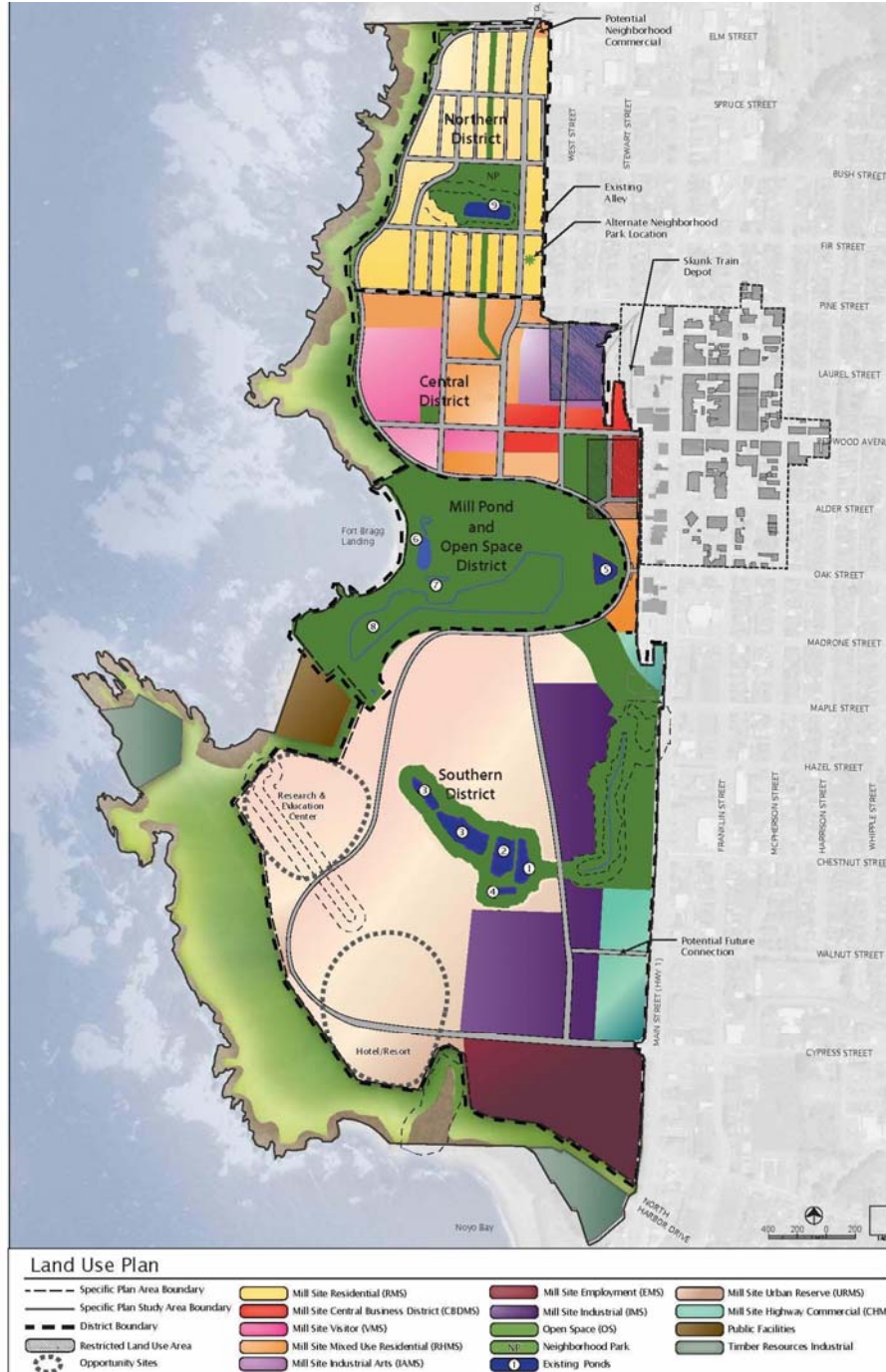
### 2.1.1 LAND USE PLAN

The Specific Plan establishes twelve new land use designations and zoning classifications to guide and regulate development within the Plan Area. As shown on the Land Use Plan, Figure 2-2 (NOTE: Figure 2-2 is subject to change) the applicable land use designations and zoning classifications are as follows:

- **Northern District**
  - Mill Site Residential (RMS)
  - Neighborhood Commercial (CN)
  - Parks & Recreation (PR)
- **Central District**
  - Mill Site Central Business District (CBDMS)
  - Mill Site Residential High Density (RHMS)
  - Mill Site Visitor (VMS)
  - Mill Site Industrial Arts (IAMS)
  - Parks & Recreation (PR)
  - Open Space (OS)
- **Southern District**
  - Mill Site Highway Commercial (CHMS)
  - Mill Site Industrial (IMS)
  - Mill Site Employment (EMS)
  - Mill Site Urban Reserve (URMS)
  - Open Space (OS)
- **Mill Pond and Open Space District**
  - Open Space (OS)

**FIGURE 2-2 LAND USE PLAN —~~SUBJECT TO REVISION~~**

Please note that the street grid illustrated below reflects changes made to accommodate the restoration of Maple Creek. The street grid in the remaining figures of this draft Specific Plan will be updated to match this street layout.



### 2.1.2 LAND USE DESIGNATIONS AND ZONING CLASSIFICATIONS

Each land use designation and zoning classification is described below.

- **Mill Site Residential (RMS).** This land use designation extends from the existing West Fort Bragg neighborhood to the coast. Permitted housing types include single-family, duplex, triplex, townhouse, and limited apartment units. The allowable density range is 3 to 15 units per acre, and only 210 units are allowed in total in this designation. The designation will accommodate a variety of housing types and a mix of lot sizes. Limited neighborhood-serving commercial may be permitted in the designated area at the end of Elm Street. The corresponding zoning classification for this land use designation is Mill Site Residential (RMS).
- **Mill Site Mixed Use Residential (RHMS).** This mixed-density land use designation permits a variety of housing types, including duplexes, triplexes, townhouses, live work, co-housing, and apartment units located in proximity to parks and public services. Limited neighborhood-serving commercial uses such as convenience stores, cafés, and restaurants are conditional uses on individual parcels or in small clusters of retail establishments. Density can range from 12 to 30 units per acre. The maximum allowable number of units is 290 residential units for this designation. The corresponding zoning classification for this land use designation is Mill Site Residential High Density (RHMS).
- **Mill Site Central Business District (CBDMS)** This land use designation establishes a pedestrian-oriented mixed-use extension of the existing downtown. The designation, located on either side of Redwood Avenue near the downtown core, encourages lively mixed-use development. Residential uses, of 15 to 30 units per acre, are encouraged on upper floors and/or on the ground floors at the rear of buildings. The maximum number of allowable residential units is 46 units in this designation. The corresponding zoning classification for this land use designation is Mill Site Central Business District (CBDMS).
- **Mill Site Visitor (VMS).** This visitor-serving land use designation allows restaurants, hotels, boutique lodging, and ancillary visitor-serving commercial uses. Residential and retail are not permitted. The corresponding zoning classification for this land use designation is Mill Site Visitor (VMS).
- **Mill Site Highway Commercial (CHMS).** This land use designation allows commercial uses on large parcels fronting the Main Street corridor that require larger display or storage areas and that are not appropriate in the pedestrian-oriented downtown. Residential land uses are not permitted. The corresponding zoning classification for this land use designation is Mill Site Highway Commercial (CHMS).
- **Mill Site Industrial (IMS).** This land use designation provides for a variety of light and limited heavy industrial uses, including manufacturing, wholesale and distribution, and industrial uses. Heavy industrial uses such as manufacturing, assembly, processing, and distribution may be permitted. Residential land uses are not permitted. The corresponding zoning classification for this land use designation is Mill Site Industrial (IMS).



- **Mill Site Industrial Arts (IAMS).** This land use designation is intended for a variety of light industrial uses, especially local artisan uses. Embracing the historic industrial use of the mill site, this zoning encourages local artists and craftsman to produce, showcase, and sell artisan crafts. Live/work units are permitted in this designation with a maximum density of 15 units per acre and 20 units in total for the designation. The corresponding zoning classification for this land use designation is Mill Site Industrial Arts (IAMS).
- **Mill Site Urban Reserve (URMS).** This land use designation is intended to preserve land for future uses that will provide employment opportunities and expand the local economic base. Three use types are permitted within this designation pursuant to the Specific Plan: (1) a research and education center; (2) 150 rooms of hotel/resort development; and (3) interim uses (such as community events or ball fields) as authorized in the Coastal LUDC. A maximum of 20 residential units are permitted in this zone to provide housing in conjunction with the research and education center. Additional development within this designation will require a planning and environmental review process and a Local Coastal Program (LCP) amendment. The corresponding zoning classification for this land use designation is Mill Site Urban Reserve (URMS).
- **Mill Site Employment (EMS).** This land use designation is intended to allow a broad mix of employment-generating uses to increase the employment base in Fort Bragg. Typical uses include research and development, office, light manufacturing, education, and health services. Residential and visitor-serving land uses are not permitted. The corresponding zoning classification for this land use designation is Mill Site Employment (EMS).
- **Neighborhood Commercial (CN).** The CN zoning district is appropriate for small-scale facilities providing convenience shopping and services for adjacent residential neighborhoods. The maximum allowable residential density within the CN district for the residential component of a mixed use project is 12 dwelling units per acre; the maximum floor area ratio (FAR) is 0.40. The corresponding zoning classification for this land use designation is Neighborhood Commercial (CN).
- **Open Space (OS).** This land use designation provides for the preservation of natural resources and habitats, stormwater management, and scenic resources. It also provides for passive recreation. This land use designation also provides for the restoration of the Mill Pond Complex (approximately 20 acres) to more natural conditions that include seasonal wetlands, a perennial stream, riparian habitat, and coastal grassland and shrub habitats. When completed, the restoration will also provide stormwater treatment and detention benefits. The designation will also provide public access, ocean and beach access, and opportunities for passive recreation. The maximum floor area ratio (FAR) is 0.1. The corresponding zoning classification for this land use designation is Open Space (OS).
- **Parks and Recreation (PR).** This land use designation is for both active and passive recreation and community facilities such as ball fields, farmers' market pavilion, amphitheater, and central square. Allowable land uses are limited to recreational and community uses, and the structures needed to support those uses and facility and site maintenance. The maximum FAR is 0.25. The corresponding zoning classification for this land use designation is Parks and Recreation (PR).



## 2.2 Development Limitations

Development within the Plan Area shall be limited to the Development Limitations of Table 2-1, which identifies the maximum permitted development within the Northern, Central and Southern districts for each use type.

### Land Use Density/Intensity and Phasing Policies:

**Policy LU-1. Maximum Development.** Total development within the Plan Area shall be limited to the square footages and the maximum number of dwelling and lodging units specified in Table 2-1 below.

**TABLE 2-1 DEVELOPMENT LIMITATIONS**

	Land Area (acres)	Residential (units)	Commercial/ Industrial (square feet) <sup>1</sup>	Lodging (rooms)
<b>Northern District</b>				
Mill Site Residential Zoning: Mill Site Residential	<del>210.9</del>	210 <sup>4</sup>	-	-
Park and Pond Area Zoning: Parks and Recreation (PR)	4.6	-	-	-
Greenway Zoning: Open Space	1.1	-	-	-
Neighborhood Commercial Zoning: Mill Site Residential	0.5	-	5,500	-
Right-of-Way (not including alleys)	15.4	-	-	-
<b>Subtotal</b>	<b><del>42.65</del></b>	<b>210</b>	<b>5,500</b>	<b>-</b>
<b>Central District</b>				
Mill Site Mixed Use Residential Zoning: Mill Site Mixed Use Residential	<del>13.914</del>	<b>224</b>	<b>10,000</b>	-
Mill Site Central Business District Zoning: Mill Site Central Business District	<del>3.942</del>	46	<b>90,000</b>	-
Mill Site Industrial Arts Zoning: Mill Site Industrial Arts <sup>2</sup>	6.4	<b>20</b>	65,000	-
Mill Site Visitor Zoning: Mill Site Visitor	<del>13.211.5</del>	-	60,000	300
Park including area to accommodate farmers' market and event pavilion Zoning: Parks and Recreation (PR)	<del>3.6</del>	-	-	-
<u>Redwood Avenue Park</u>	<u>.3</u>	-	-	-
Greenway Zoning: Open Space	0.4	-	-	-
Right-of-Way (not including alleys)	18.9	-	-	-
<b>Subtotal</b>	<b><del>58.760.3</del></b>	<b>290</b>	<b>225,000</b>	<b>300</b>
<b>Southern District</b>				
Urban Reserve (allows one hotel/resort, research/education center, and limited interim uses) Zoning: Mill Site Urban Reserve	<del>92.165</del>	20 <sup>3</sup>	80,000	150
Mill Site Industrial Zoning: Mill Site Industrial	<del>25.1</del>	-	230,000	-
Mill Site Highway Commercial	<del>811.1</del>	-	125,000	-

Zoning: Mill Site Highway Commercial				
Mill Site Employment	16,917	-	130,000	
Zoning: Mill Site Employment				
Riparian/Open Space Area	16,726	-	-	-
Zoning: Open Space				
Right-of-Way	18.9	-	-	-
<b>Subtotal</b>	<b>180.98</b>	<b>20</b>	<b>565,000</b>	<b>150</b>
<b>Open Space and Roads</b>				
Mill Pond Area	35,136.5	-	-	-
Zoning: Open Space				
<b>Subtotal</b>	<b>35,136.5</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SPECIFIC PLAN BUILDOUT</b>	<b>318.7</b>	<b>520</b>	<b>795,500</b>	<b>450</b>
North Parkland	25.0	-	-	-
South Parkland	57.0	-	-	-
<b>Subtotal</b>	<b>82.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SPECIFIC PLAN STUDY AREA</b>	<b>400.7</b>	<b>520</b>	<b>795,500</b>	<b>450</b>

(1) Square footage does not include area associated with lodging rooms, residential units, or public facilities.

(2) Includes square footage to accommodate an industrial/performing arts center.

(3) The residential units must be in association with a research and education center.

(4) The development limitation of 210 residential units does not include second units. Second units may be developed in addition to the 210 residential units in the northern district. Second units are only permitted on lots of at least 6,000 SF in area. And second units must comply with all the requirements of the Coastal LUDC relating to second units.

**Policy LU-2. Development Phasing.** Development shall occur in the Northern and Central Districts prior to the Southern District. However, allowable uses in the Southern District that are not permitted or that cannot be accommodated within the Northern and Central Districts (such as auto-oriented commercial, institutional, education, research, light industrial, and grocery/specialty foods) may be developed within the Southern District prior to or concurrent with development in the Northern or Central Districts. (See policies in Chapter 8, Implementation and Phasing, for more details regarding phasing.)

**Policy LU-3. Density and Intensity of Development.** The density and intensity of all development shall be consistent with the standards included in Tables 2-4, 2-7, and 2-10.

**Policy LU-4. Provide for "the Big Idea."** The City Council may reassign up to 40,000 square feet of the development limitation (as shown in Table 2-1 in Chapter 2) that is currently allocated to the Urban Reserve to a comparable high-quality job-generating use in the Urban Reserve or a different zone in the Southern District in order to accommodate a significant employer in the Plan Area. The City Council may also, with the concurrence of the property owner, reassign up to 50,000 square feet of the development limitation specified in Table 2-1 that are currently dedicated to the Mill Site Employment zone within the Southern District to a comparable high-quality job-generating use in order to accommodate a significant employer in the Plan Area. The significant high-quality job-generating use of up to 90,000 square feet could be accommodated in the Urban Reserve and/or Mill Site Employment zones. This reassignment of the development limitations would be adopted by City Council resolution and would not require a Specific Plan amendment or Local Coastal Program (LCP) amendment.

**Policy LU-5. Pre-Application Conference.** Before submitting a development application for any proposed development within the Plan Area, potential applicants shall meet with the Community Development Director for a pre-application conference, as described in Coastal Land Use and Development Code (CLUDC) Section

17.70.040. At the pre-application conference, the applicant will be provided current information by the Community Development Director about the existing, approved, and proposed development within the district in which the new development is proposed. All Plan Area development applications shall include an assessment of the relationship of the proposed development to the Specific Plan development limitations (e.g., the percentage of the development limitations that will be achieved if the proposed project is approved) for the applicable district. Proposed development must conform to the allowable units or the allowable square footage totals identified as development limitations in Table 2-1.

**Policy LU-6. Development Limitation Summary.** The City shall monitor and publish a summary of proposed and approved development in each district as a percentage of the development limitations detailed in Table 2-1. The City shall update the summary of approved and proposed development each time new development is approved in the Plan Area. The summary of development shall include a description of the development projects (uses, density and intensity, and timeline for completion) within each district.

## 2.3 Development Standards and Allowable Land Uses

This section is formatted to conform to Article 2, Zoning Districts and Allowable Land Uses, of the Coastal LUDC, except that the regulations are listed by Specific Plan district (Northern, Central, Southern, and Mill Pond and Open Space).

This section identifies land uses that may be allowed by zoning classification, defines permit requirements for each use, and provides basic site subdivision and layout standards. In addition to the requirements below, all development is subject to the entire Coastal LUDC.

### **General Land Use Policy:**

**Policy LU-7. Requirements for All Development.** All development shall comply with the development standards established by the Specific Plan within each applicable zoning classification. All development shall also be subject to the provisions of the Fort Bragg Coastal General Plan, the Coastal LUDC and Citywide Design Guidelines.

### 2.3.1 NORTHERN DISTRICT

The Northern District includes approximately 42 acres and consists of the area south of Elm Street, north of Pine Street, and west of the existing West Fort Bragg residential neighborhood. The Northern District includes four zoning classifications: Mill Site Residential (RMS), Neighborhood Commercial (CN), Parks and Recreation (PR), and Open Space (OS).



#### ***Northern District Land Use Policies:***

**Policy LU-8. Mix of Residential Densities and Types.** A mix of lot sizes, densities, and product types shall be provided in the Northern District consistent with the residential prototypes detailed in Figure 2-3. A variety of lot sizes and residential product types on each block shall be a priority along Coastal Drive throughout the district.

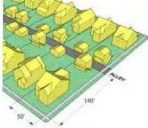
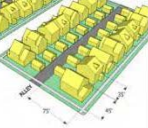
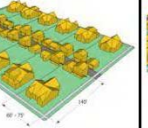
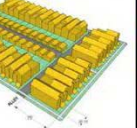










**Policy LU-9. Neighborhood Park.** A 1.5-acre neighborhood park and 1 acre of common open space shall be dedicated and developed along a green corridor in the Northern District. The land for the park shall be identified on the Master Tentative Subdivision Map for the Northern District and dedicated by Georgia-Pacific as part of the Master Final Subdivision Map for the Northern District. Future developer(s) within the Northern District shall be responsible for constructing park improvements and for maintaining the park and open space areas within the Northern District. The actual cost of the park improvements constructed by a developer shall be credited against any Quimby Act obligations or other park fee obligations incurred by that developer.

**Policy LU-10. Development Fronting Linear Park.** All residential development shall face the linear park and fences shall be no higher than 42 inches in height.

#### **A. Allowable Land Uses**

The Northern District allows mixed-density residential uses, including single- and multi-family housing types. A neighborhood market or café is also permitted as specified in the development limitations set forth in Table 2-2 and as shown in Figure 2-2. Table 2-2 identifies land uses allowed in the RMS zone and the planning permit required to establish each use. The OS zone permits open space and parks/recreation land uses. Development within the OS zone shall be consistent with the City's Coastal LUDC. A CDP is required for most development projects and shall be fully consistent with all applicable provisions of the certified Local Coastal Program (LCP). Where the last column in Table 2-2 ("Specific Use Regulations") includes a section number, the referenced section may affect whether the use requires a Zoning Clearance, Minor Use Permit, or Use Permit, and/or may establish other requirements and standards applicable to the use.

FIGURE 2-3 RESIDENTIAL PROTOTYPE MATRIX **FOR NORTHERN DISTRICT**

	SF Standard Lot	SF Small Lot	SF Large Lot	SF Green Court	Duplex	Townhomes
<b>Unit and Lot Types</b>						
						
						
						
<b>Lot Size</b>	4,500 - 9,000 sf	2,500 - 4,500 sf	1/4 acre - 1 acre	2,500 - 4,000 sf	8,500 - 10,500 sf	1,500 - 5,250 sf
<b>Building Floors</b>	1 or 2	1 or 2	1 to 3	1 or 2	1 or 2	1 to 3
<b>Units/Acre</b>	7 - 8	8 - 15	3 - 4	6 - 9	6 - 7	9 - 15
<b>Appropriate District</b>	Northern	Northern	Northern	Northern	Northern	Northern/Central
<b>Typical Lot Width</b>	35 - 60 ft	35 - 55 ft	95 - 205 ft	35 - 45 ft	60 - 75 ft	20 - 35 ft
<b>Typical Lot Depth</b>	130 - 150 ft	70 - 80 ft	110 - 210 ft	70 - 90 ft	140 - 145 ft	75 - 150 ft
<b>Net Units/Acre</b>	8 - 10	10 - 18	4 - 5	7 - 11	7 - 8	11 - 18

SF = Single-Family; MF = Multi-Family; sf = square feet; ft = feet



Subdivisions, new land uses and structures, and alterations to existing land uses and structures shall be designed, constructed, and established in compliance with the requirements of Tables 2-2 through 2-4 in addition to the applicable requirements of all chapters of the Specific Plan, the LCP, and the Citywide Design Guidelines.

**TABLE 2-2 NORTHERN DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

<b>Key:</b> P Permitted Use, Zoning Clearance required, Subject to Development Limitations MUP Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) UP Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) S Permit requirement set by Specific Use Regulations – Uses not allowed			
Land Use <sup>1</sup>	Permit Required (RMS) <sup>2</sup>	Permit Required (CN) <sup>2</sup>	Specific Use Regulations
<b>Agricultural, Resource, &amp; Open Space Uses</b>			
Agricultural accessory structure	–	–	
Animal keeping	S	–	17.42.040
Community garden	P	P	
Crop production, horticulture, orchard, vineyard	P	P	
<b>Recreation, Education, &amp; Public Assembly Uses</b>			
Equestrian facility	–	–	
Golf course	–	–	
Meeting facility, public or private	UP	UP	
Park, playground	P	P	
Private residential recreation facility	MUP	–	
School – Private	UP	–	
School – Public	P	–	
<b>Residential Uses<sup>3</sup></b>			
Single family residence	P	–	
Condominium conversion	–	–	
Home occupation	P	P	17.42.080
Live/work unit	–	–	
Mobile/manufactured home park	UP	–	
Mobile/manufactured home	UP	–	17.42.110
Multi-family housing 2 or 3 units	MUP	MUP	17.42.120
Multi-family housing 4 or more units	UP	UP	17.42.120
Co-housing, 4 or more units	UP	UP	17.42.120
Organizational housing (sorority, monastery, etc.)	UP	UP	
Residential accessory use or structure	P	P	17.42.160
Residential care facility for the elderly (RCFE)	UP	UP	
Rooming or boarding, 3 or more persons	MUP	MUP	
Second units	MUP	MUP	17.42.170

**TABLE 2-2 NORTHERN DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

<b>Key:</b> P Permitted Use, Zoning Clearance required, Subject to Development Limitations MUP Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) UP Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) S Permit requirement set by Specific Use Regulations – Uses not allowed			
Land Use <sup>1</sup>	Permit Required (RMS) <sup>2</sup>	Permit Required (CN) <sup>2</sup>	Specific Use Regulations
<b>Retail Trade</b>			
Accessory retail and services	–	–	
Artisan shop	UP	UP	
Neighborhood market	–	UP	17.21.060
Restaurant, café, coffee shop	–	UP	17.21.060, 17.42.190
<b>Services</b>			
Child day care – Small family day care home	P	P	17.42.060
Child day care – Large family day care home	MUP	MUP	17.42.060
Child day care – Day care center	UP	UP	
Lodging – bed and breakfast inn (B&B)	–	–	
Mortuary, funeral home (not including cremation)	–	–	
Personal services	–	–	
Public safety facilities	UP	UP	
<b>Services – Business &amp; Professional</b>			
Medical services – clinic, lab, urgent care	–	–	
Medical services – doctor office	–	UP	
Medical services – extended care	–	–	
Medical services – hospital	–	–	
Office – accessory	–	–	
Office – professional or administrative	–	–	
<b>Transportation, Communication, &amp; Infrastructure</b>			
Pipeline or transmission line	S	S	17.42.144
Utility facility	UP	UP	
Roof-mounted solar	P	P	
Wind equipment for on-site energy use	MUP	MUP	
Utility infrastructure	P	P	

(1) See Fort Bragg Coastal LUDC Article 10 for land use definitions.

(2) A land use authorized through the approval of a Zoning Clearance, Minor Use Permit, or Use Permit may also require a Coastal Development Permit (Section 17.71.045), Design Review approval (Section 17.71.050), a Building Permit, and/or other permit required by the Municipal Code.

(3) All residential development shall comply with the Development Limitations section of Table 2-1

(4) Subject to development limitations and limitations on location as shown in Figure 2-2, Land Use Plan

TABLE 2-2 CONTINUED - OPEN SPACE & PARKS ALLOWED LAND USES, AND PERMIT REQUIREMENTS

Land Use <sup>1</sup>	Parks & Recreation	Open Space	Specific Use Regulations
<b>Agricultural, Resource, &amp; Open Space Uses</b>			
Agricultural accessory structure	P	P	
Community garden	P	P	
Farmers' market	P	-	
Nature preserve	-	P	
Crop production, horticulture, orchard, vineyard	P	P	
<b>Recreation, Education, &amp; Public Assembly Uses</b>			
Hiking and/or biking trail	P	P	
Meeting facility, public or private	UP	-	
Park, playground	P	-	
Community events	P	P	17.71.030
Outdoor assembly area	P	UP	
<b>Transportation, Communication, &amp; Infrastructure</b>			
Pipeline or transmission line	S	S	17.42.144
Utility facility	UP	UP	
Roof-mounted solar	P	P	
Wind equipment for on-site energy use	MUP	MUP	
Utility infrastructure	P	P	

## B. Development Standards

Subdivisions, new land uses and structures, and alterations to existing land uses and structures, shall be designed, constructed, and established in compliance with the requirements listed in Table 2-3 and Table 2-4, in addition to the applicable requirements of all chapters of the Specific Plan, the LCP, and the Citywide Design Guidelines.

TABLE 2-3 NORTHERN DISTRICT: MINIMUM PARCEL SIZE STANDARDS

Zoning District	Minimum Parcel Size				
	Block Length	Minimum Area	Minimum Width	Minimum Depth	Maximum Depth
Mill Site Residential (RMS)	If greater than 300 feet All residential blocks shall be interrupted with a north-south directional alley, pedestrian path, plaza, or similar feature.	2,500 square feet minimum/15,000 square maximum	20 feet minimum for attached units with alley access; 35 feet minimum for detached units with alley access; 50 feet minimum for units without alley access; 70 feet for corner parcels.	70 feet	3 times width

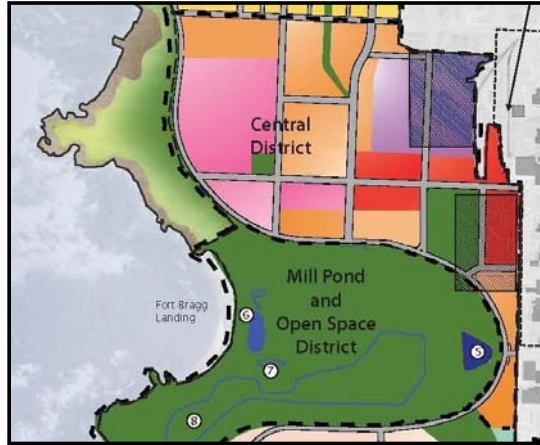
**TABLE 2-4 NORTHERN DISTRICT: DEVELOPMENT STANDARDS**

Development Feature	Requirement for RMS Zoning District	Requirement for CN Zoning District
<b>Density</b>	<i>Minimum and maximum number of dwelling units allowed on a single parcel</i>	<i>Minimum and maximum number of dwelling units allowed on a single parcel</i>
Minimum and Maximum	3 -15 units per acre	24 units per acre
<b>Setbacks</b>	<i>Minimum setbacks required as set forth below. See Section 17.30.100 for exceptions, reductions, and encroachments. See Chapter 17.42 for setback requirements applicable to specific land use.</i>	
Front	20 feet to garage, 15 feet street-facing façade	Same as the front setback for an R zone on the same block; 10 feet elsewhere.
Side	5 feet	Same as the side setback for an R zone on the same block; none required elsewhere.
Side Street Side	10 feet	none required
Rear	10 feet	15 ft; 5 ft adjacent to an alley
Garage	Require alley-loaded garages where feasible. If alley-loaded garages are infeasible, garage must be set back 5 feet from street-facing façade of primary structure.	NA
Accessory Structures	See Section 17.42.160 (Residential Accessory Structures).	NA
<b>Site Coverage</b>	<i>Maximum percentage of the total lot area that may be covered by structures and pavement.</i>	
Maximum coverage	50%	No limitation
Additional coverage	An additional 10% of the lot area may be covered with a MUP approval and with the review and approval of a drainage plan by the City Engineer.	
<b>Maximum Residential Unit Size</b>	<u>4,500 Square feet per unit</u>	<u>4,500 square feet per unit</u>
<b>Floor Area Ratio (FAR)</b>	<i>Maximum FAR for non-residential structures as set forth below. No FAR limit for residential projects.</i>	
Maximum FAR	2.0	0.40 non-residential; 2.0 residential
<b>Height limit</b>	<i>Maximum allowable height of structures as set forth below. See Section 17.30.060 for height measurement requirements, and height limit exceptions.</i>	
Maximum height	28 feet, 35 feet allowed with Use Permit 28 feet along the Coastal Road	25 ft
<b>Fencing</b>	See Section 17.30.050 (Fences, Walls, and Screening).	
<b>Landscaping</b>	See Section 17.34 (Multi-Family Parking Areas). One street tree for every 30 feet of street frontage. 10% of gross area of parking lot shall be landscaped. Minimum one parking lot tree per every five parking spaces.	See Chapter 17.34
<b>Parking</b>	See Section 17.36 (Parking and Loading).	See Chapter 17.36
<b>Signs</b>	See Section 17.38 (Signs).	See Chapter 17.38

### 2.3.2 CENTRAL DISTRICT

The Central District includes approximately 60 acres south of Pine Street, west of Main Street, and north of the Mill Pond and Open Space District. The Central District includes six zoning classification:

- Mill Site Central Business District (CBDMS)
- Mill Site High Density Residential (RHMS)
- Mill Site Industrial Arts (IAMS)
- Mill Site Visitor (VMS)
- Open Space (OS)
- Parks & Recreation (PR)



#### Central District Land Use Policies:

**Policy LU-11. Mix of Uses.** A mix of uses in the Central District shall contribute to the creation of a lively urban environment and help strengthen the connection between the coast and the existing Central Business District. The mix of uses shall include public-oriented; cultural/arts; commercial, including office and retail; visitor-serving, including hotels/resorts, conference facilities, and restaurants; multi-family residential; and open space/recreational uses.

**Policy LU-12. Relationship to Existing Central Business District.** In the Central District, uses that complement and are synergistic with existing uses in the Central Business District shall be promoted, to the extent feasible. New development shall enhance the small-scale, pedestrian-friendly, and historic character of the existing Central Business District.

**Policy LU-13. Central District Development Intensity.** Development intensity shall transition from the highest-intensity development on the eastern edge of the Plan Area to lowest-intensity development along the Coastal Trail. In the Central District, the most intense development shall be located along and adjacent to the Redwood Avenue extension.

**Policy LU-14. Downtown Plaza.** A public plaza shall be developed to the east (or on the eastern edge of) the Mill Site Visitor (VMS) district at the coastal end of Redwood Street as illustrated in the Land Use Map.

**Policy LU-15. Community Park.** Development of a 3-acre community park shall be required within the Central District. The land for the park shall be identified as part of the Master Tentative Subdivision Map and dedicated by Georgia-Pacific as part of the Master Final Subdivision Map. Future developer(s) within each district shall be responsible for constructing park improvements and for maintaining the park and open space areas within that applicable district. See Chapter 5 for more information about park requirements and timing. The cost of the park improvements shall be credited against any Quimby Act or other park fee obligations incurred by the developer(s).



**Policy LU-16. Residential Product Types.** A diversity of residential product types shall be developed as follows:

- a. A mix of multi-family residential product types shall be developed in the Central District consistent with the residential prototypes detailed in Figure 2-43;
- b. Live-work units shall be encouraged in the Mill Site Industrial Arts designation; and
- c. A mix of rental and ownership housing shall be encouraged; and
- d. Co-housing shall be encouraged.-

**Policy LU-17. Development Limitation Allocation at Subdivision Stage.** Subdivision applicants may propose floor area ratios (FARs) (density limitations) by block during the Tentative Subdivision Map stage of proposed subdivisions in the Central District. The proposed FAR may differ from those shown in Table 2.7 for the Central District so long as the total development limitation for the district is not exceeded. Proposed FARs by block shall help realize the goal for higher-density development along Redwood Avenue.

**Policy LU-18. Density Transfers in the Central District.** FAR may be transferred from one parcel to another parcel, if both parcels are located within the same zoning classification in the Central District. The transfer of density (FAR) between parcels shall be analyzed in a conditional use permit concurrently with a Coastal Development Permit (CDP) for development of the parcel receiving the density transfer and must include the following findings:

- a. The density transfer either creates desirable public open space or park land or reduces development potential on a parcel in an appropriate location, consistent with the vision for the reuse of the mill site property; and
- b. The density transfer facilitates mixed-use development or compact building design; and
- c. The density transfer improves the urban design of the Central District; and
- d. The proposal has been demonstrated to further the intent of City Council's policies and regulations for the Mill Site Specific Plan Area.

In no case may the total FAR for a parcel exceed 2.0.

**Policy LU-19. Ground-Level Uses.** Active and pedestrian-oriented ground-level uses shall contribute to the pedestrian environment along Redwood Avenue within the Mill Site Central Business District designation.

**Policy LU-20. Dry Shed #4.** Reuse of Dry Shed #4 as an industrial arts facility is preferred.

**FIGURE 2-4 RESIDENTIAL PROTOTYPE MATRIX FOR CENTRAL DISTRICT**

	Courtyard Attached	MF Walkups	MF Stacked Flats
Unit and Lot Types			
			
			
			
Lot Size	15,000 - 20,000 sf	10,000 - 13,500 sf	7,500 - 13,000 sf
Building Floors	2 or 3	2 or 3	3
Units/Acre	10 - 18	10 - 15	20 - 30
Appropriate District	Northern/Central	Central	Central
Typical Lot Width	120 - 140 ft	100 - 110 ft	75 - 85 ft
Typical Lot Depth	125 - 140 ft	100 - 120 ft	100 - 150 ft
Net Units/Acre	12 - 22	12 - 18	24 - 42

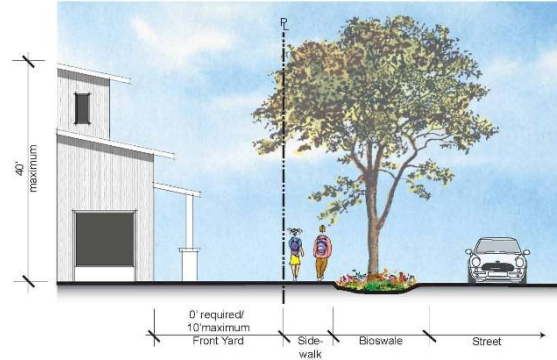
### A. Allowable Land Uses

The Central District includes five zoning classifications that allow various land uses intended to create a mixed-use district focused on extending downtown Fort Bragg and connecting Fort Bragg to the coast. The CBDMS zone permits both horizontal and vertical mixed use, including retail, office, service commercial, and residential on upper floors. The RHMS zone permits medium- and high-density residential and limited commercial uses. The IAMS zone allows light industrial, artisan shops, and some live/work units. The VMS zone permits hotel, resorts, and other lodging-related development, conference centers, and restaurants.



*Central District commercial setback.*

Table 2-5 identifies the land uses allowed in each zone and the planning permit required to establish each use. A CDP is required for all development and shall be fully consistent with all applicable provisions of the certified LCP. Where the last column in Table 2-5 (“Specific Use Regulations”) includes a section number, the referenced section establishes other requirements and standards applicable to the use.



## B. Restricted Land Use Area

*Central District residential setback.*

The Central District includes two Restricted Land Use Areas. As shown in Figure 2-2, the Restricted Land Use Areas are located in the northeast portion of the Central District within the IAMS zone, adjacent to the Skunk Train, and near the southwest corner of the intersection of Stewart Street and Redwood Avenue as it would extend into Plan Area. Residential land uses are prohibited on the ground floor in these areas due to soil contamination from historical land uses. These areas also have specific requirements for any first-floor occupied spaces. Additional information on the Restricted Land Use Areas is provided in Chapter 6, Hazards.

**TABLE 2-5 CENTRAL DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

P Permitted Use, Zoning Clearance required MUP Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) UP Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) S Permit requirement set by Specific Use Regulations – Uses not allowed					
Land Use <sup>1</sup>	Permit Required by District <sup>4</sup>				Specific Use Regulations
	CBDMS <sup>6</sup>	RHMS	IAMS	VMS	
<b>Agricultural, Resource, &amp; Open Space Uses</b>					
Crop production, horticulture, orchard, vineyard	–	–	–	–	
<b>Industry, Manufacturing &amp; Processing, Wholesaling</b>					
Laboratory – Medical, analytical, research, development, testing	–	–	UP	–	
Printing and publishing	P	–	P	–	
Light manufacturing facility	–	–	P	–	
Recycling – light processing	–	–	UP	–	
Recycling – reverse vending machine	P	–	UP	–	17.42.150
Recycling – small collection facility	–	–	UP	–	
<b>Recreation, Education, &amp; Public Assembly Uses</b>					
Campground, recreational vehicle (RV) park	–	–	–	–	
Commercial recreation facility – indoor	MUP	–	UP	UP	
Commercial recreation facility – outdoor	–	–	–	UP	
Conference facility	UP	–	–	P	
Health/fitness facility	UP	–	–	–	
Library, museum, art gallery	P	–	P	P	
Meeting facility, public or private	UP	–	UP	UP	

**TABLE 2-5 CENTRAL DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

P	Permitted Use, Zoning Clearance required				
MUP	Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)				
UP	Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)				
S	Permit requirement set by Specific Use Regulations				
-	Uses not allowed				
Land Use <sup>1</sup>	Permit Required by District <sup>4</sup>				Specific Use Regulations
	CBDMS <sup>6</sup>	RHMS	IAMS	VMS	
Park, playground	P	P	P	P	
Community events	P	P	P	P	17.71.030
School – specialized education/training	UP <sup>2</sup>	-	UP	UP	
Sports and entertainment assembly	UP	-	-	UP	
Studio – art, dance, martial arts, music, etc.	P <sup>2</sup>	-	P	UP	
Theater	P	-	P	UP	
<b>Residential Uses</b>					
Emergency/transitional shelter	-	-	-	-	
Home occupation	P <sup>2</sup>	P	P	-	17.42.080
Live/work unit	MUP <sup>3</sup>	-	MUP <sup>3</sup>	-	17.42.090
Multi-family dwellings	UP <sup>2,3</sup>	UP <sup>2,3</sup>	-	-	17.42.120
Residential care facility for the elderly (RCFE)	-	UP <sup>3</sup>	-	-	
Rooming or boarding, 3 or more persons	-	MUP <sup>2</sup>	-	-	
Residential care	-	UP <sup>2,3</sup>	-	-	
Residential component mixed-use project	UP <sup>2,3</sup>	UP <sup>2,3</sup>	-	-	17.42.100
<b>Retail Trade</b>					
Accessory retail and services	P	P	P	P	17.42.100
Art, antique, and collectables stores	P	-	P	-	
Artisan shop	P	-	P	-	
Auto and vehicle sales and rental	-	-	-	-	
Auto parts sales with no installation services	-	-	-	-	
Bar/tavern	UP	-	-	UP	
Big box retail	-	-	-	-	
Building and landscape materials sales – indoor	-	-	-	-	17.42.130
Building and landscape materials sales – outdoor	-	-	-	-	
Construction and heavy equipment sales and rental	-	-	-	-	17.42.130
Convenience or liquor store	UP	UP	-	UP	
Drive-through retail	-	-	-	-	17.42.070
Farm supply and feed store	-	-	-	-	
Fuel dealer (propane for home and farm use, etc.)	-	-	-	-	
Furniture, furnishings and appliance store	P	-	-	-	
General retail - Less than 5,000 square feet	P	P <sup>5</sup>	-	-	
General retail - 5,000 square feet or larger	P	-	-	-	
Groceries, specialty foods	P	P <sup>5</sup>	-	UP-	
Mobile home, boat, or RV sales	-	-	-	-	
Neighborhood market	P	UP	-	-	
Night club	UP	-	-	UP	
Office supporting retail	P	-	-	-	
Outdoor retail sales and activities	MUP	-	MUP	MUP	17.42.130

**TABLE 2-5 CENTRAL DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

P	Permitted Use, Zoning Clearance required				
MUP	Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)				
UP	Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)				
S	Permit requirement set by Specific Use Regulations				
-	Uses not allowed				
Land Use <sup>1</sup>	Permit Required by District <sup>4</sup>				Specific Use Regulations
	CBDMS <sup>6</sup>	RHMS	IAMS	VMS	
Restaurant, café, coffee shop	P	-	-	P	17.42.190
Retail sales accessory to wholesaling	-	-	P	-	
Second hand store	-	-	UP	-	
Service station	-	-	-	-	
Shopping center	-	-	-	-	
<b>Services – Business, Financial, &amp; Professional</b>					
ATM	P	P	P	P	
Bank, financial services	P	-	-	-	
Business support service	P	-	-	-	
Medical services – clinic, lab, urgent care	-	-	-	-	
Medical services – doctor office	P <sup>2</sup>	-	-	-	
Medical services – hospital	-	-	-	-	
Office – accessory	P	P	P	P	
Office – business/service	P	-	-	-	
Office – processing and corporate	P <sup>2</sup>	-	-	-	
Office – professional or administrative	P <sup>2</sup>	-	-	-	
<b>Services – General</b>					
Accessory retail or services	P	P	P	P	
Adult day care	P <sup>2</sup>	UP	-	-	
Catering service	UP <sup>2</sup>	-	-	-	
Child day care – day care center	MUP	MUP	-	MUP	17.42.060
Drive-through service	-	-	-	-	
Equipment rental	-	-	UP	-	
Kennel, animal boarding	-	-	-	-	
Lodging – bed and breakfast inn (B&B)	-	-	-	P	17.42.050
Lodging – hotel or motel, timeshare, condo hotel	-	-	-	UP	
Maintenance service – client site services	-	-	-	-	
Mortuary, funeral home (not including cremation)	-	-	-	-	
Personal services	P	UP	-	-	17.21.060
Personal services – restricted	-	-	-	-	
Public safety facilities	UP <sup>2</sup>	UP	UP	UP	
Repair service – equipment, large appliances, etc.	-	-	-	-	
Social service organization	P <sup>2</sup>	-	-	-	
Vehicle services – major repair/body work	-	-	-	-	
Vehicle services – minor maintenance/repair	-	-	-	-	
Veterinary clinic, animal hospital	-	-	-	-	
<b>Transportation, Communication, &amp; Infrastructure</b>					
Ambulance, taxi, or limousine dispatch facility	-	-	-	-	
Broadcasting studio	UP	-	UP	-	



**TABLE 2-5 CENTRAL DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

P	Permitted Use, Zoning Clearance required				
MUP	Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)				
UP	Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)				
S	Permit requirement set by Specific Use Regulations				
-	Uses not allowed				
Land Use <sup>1</sup>	Permit Required by District <sup>4</sup>				Specific Use Regulations
	CBDMS <sup>6</sup>	RHMS	IAMS	VMS	
Parking facility, public or commercial	P	P	P	P	
Pipeline or transmission line	S	S	S	S	17.42.144
Roof-mounted solar	P	P	P	P	
Telecommunications facility	S	S	S	S	17.44
Transit station	UP	-	UP	P	
Utility facility	P	P	P	P	
Vehicle storage	-	-	-	-	
Wind equipment for on-site energy use	MUP	MUP	MUP	MUP	

(1) See Fort Bragg Coastal LUDC Article 10 for land use definitions.

(2) Use fronting Redwood Avenue extension is allowed only on second or upper floors or back of parcel in compliance with Section 17.22.060.B (Limitation on Location of Allowable Uses).

(3) Not permitted use on ground floor of restricted area as shown in Figure 2-2, Land Use Plan.

(4) A land use authorized through the approval of a Zoning Clearance, Minor Use Permit, or Use Permit may also require a Coastal Development Permit (Section 17.71.045), Design Review approval (Section 17.71.050), a Building Permit, and/or other permit required by the Municipal Code.

(5) Allowed only on Redwood Avenue frontage.

(6) Land uses and development also subject to Section 17.22.060 (CBD Frontage and Facade Standards).

**TABLE 2-5 CONTINUED - OPEN SPACE & PARKS ALLOWED LAND USES, AND PERMIT REQUIREMENTS**

Land Use <sup>1</sup>	Parks & Recreation	Open Space	Specific Use Regulations
<b>Agricultural, Resource, &amp; Open Space Uses</b>			
Agricultural accessory structure	P	P	
Community garden	P	P	
Farmers' market	P	-	
Nature preserve	-	P	
Crop production, horticulture, orchard, vineyard	P	P	
<b>Recreation, Education, &amp; Public Assembly Uses</b>			
Hiking and/or biking trail	P	P	
Meeting facility, public or private	UP	-	
Park, playground	P	-	
Community events	P	-	17.71.030
Outdoor assembly area	P	UP	
<b>Transportation, Communication, &amp; Infrastructure</b>			
Pipeline or transmission line	S	S	17.42.144
Utility facility	UP	UP	
Roof-mounted solar	P	P	

**TABLE 2-5 CONTINUED - OPEN SPACE & PARKS ALLOWED LAND USES, AND PERMIT REQUIREMENTS**

Land Use <sup>1</sup>	Parks & Recreation	Open Space	Specific Use Regulations
Wind equipment for on-site energy use	MUP	MUP	
Utility infrastructure	P	P	

### C. Development Standards

Subdivisions, new land uses and structures, and alterations to existing land uses and structures shall be designed, constructed, and established in compliance with the requirements of Table 2-6 and Table 2-7, in addition to the applicable requirements of all chapters of the Specific Plan, the LCP, and the Citywide Design Guidelines.

**TABLE 2-6 CENTRAL DISTRICT: MINIMUM PARCEL SIZE STANDARDS**

	Minimum Parcel Size				
Zoning Districts	Block Length	Minimum Area	Minimum Width	Minimum Depth	Maximum Depth
CBDMS	If greater than 300 feet block shall be interrupted with an alley, pedestrian path, plaza, or similar feature.	2,000 square feet	20 feet	NA	Determined by the review authority during the sub-division process, consistent with the Coastal General Plan.
RHMS					
VMS					
IAMS	Determined by the review authority during the subdivision process, consistent with the Coastal General Plan				

**TABLE 2-7 CENTRAL DISTRICT: DEVELOPMENT STANDARDS**

REQUIREMENT BY ZONING DISTRICT				
Development Feature	CBDMS	RHMS	IAMS	VMS
Density	Maximum number of dwelling units allowed on a single parcel.			
Minimum and Maximum <sup>1</sup>	12-30 units per acre	12-30 units per acre	15 live/work units per acre	None permitted
Setbacks	Minimum and, where noted, maximum setbacks required for primary structures. See Section 17.30.100 for exceptions to these requirements.			

<sup>1</sup> The total residential development within the Central District is limited to 290 units and 225,000 square feet of commercial industrial development as specified in the Development Limitations table (Table 2-1); see 17.43 for a discussion of how to determine if there are sufficient units and SF available to allow a proposed project.

**TABLE 2-7 CENTRAL DISTRICT: DEVELOPMENT STANDARDS**

REQUIREMENT BY ZONING DISTRICT				
Development Feature	CBDMS	RHMS	IAMS	VMS
Front	Maximum of 5 feet from back edge of sidewalk. An exception of up to 15 feet may be granted to accommodate outdoor dining, small plazas, courtyards, or similar features.	Maximum of 5 feet; a greater setback may be allowed with use permit approval.	None required	None required
Side	None required			
Side Street Side	None required	None required, except if lots side onto Oak Street where a 25-foot setback is required to protect the view corridor.	None required	None required
Rear	15 feet for a building 12 feet or more in height on a site abutting residential use; 5 feet adjacent to an alley; none required elsewhere.			
Garage	NA	5 feet back from street-facing facade of primary structure	NA	NA
Accessory Structures	NA	See Section 17.42.160 (Residential Accessory Structures).	NA	NA
<b>Site Coverage</b>	Maximum percentage of the total lot area that may be covered by structures and pavement.			
Maximum Coverage	No limitation	75%	No limitation	50%
Additional Coverage	NA	NA	NA	An additional 10% of the lot area may be covered with a MUP approval and with the review and approval of a drainage plan by the City Engineer.
<b>Floor Area Ratio (FAR)</b>	Maximum FAR allowed. May be increased with Use Permit approval (for excellent design or job creation).	Maximum FAR for non-residential structures. No FAR limit for residential projects.	Maximum FAR allowed.	Maximum FAR allowed. May be increased with Use Permit approval to accommodate housing units and/or live-work units up to the maximum density allowed in the zone.
Maximum FAR	0.9 <sup>2</sup>	0.20 non-residential, no FAR limit for residential.	0.3 <sup>3</sup>	0.5 <sup>3</sup>

<sup>2</sup> Development limitations allow for an average FAR of 0.92 in CBDMS, 0.27 in IAMS, and 0.5 in VMS; the actual FAR available to a proposed project will depend on: 1) the amount of development that has already occurred in the Specific Plan Area; and 2) any previous or proposed transfer of development rights.

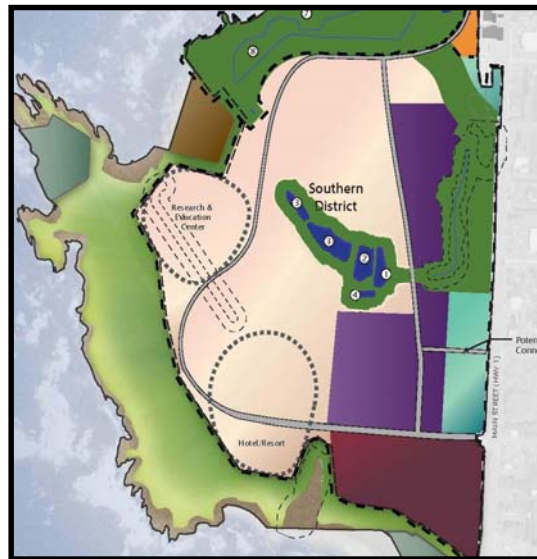
**TABLE 2-7 CENTRAL DISTRICT: DEVELOPMENT STANDARDS**

REQUIREMENT BY ZONING DISTRICT				
Development Feature	CBDMS	RHMS	IAMS	VMS
Height Limit	Maximum allowable height of structures. See Section 17.30.060 for height measurement requirements and height limit exceptions.			
Maximum Height	28 feet; 35 feet with Use Permit approval	35 feet; 40 feet with Use Permit approval	35 feet; 45 feet with Use Permit approval	28 feet
Fencing	See Section 17.30.050 (Fences, Walls, and Screening)			
Landscaping	See Chapter 17.34 (Landscaping Standards)			
Parking Lot Landscaping	10% of gross area of parking lot shall be landscaped. Minimum 1 parking lot tree per every 5 parking spaces.			
Street Trees	One per 30-foot length of right-of-way. Review authority may modify this requirement depending on the chosen tree species.			
Parking	See Chapter 17.36 (Parking and Loading)			
Signs	See Chapter 17.38 (Signs)			

### 2.3.3 SOUTHERN DISTRICT

The Southern District includes approximately 180 acres south of Madrone Street, west of Main Street, and north of Noyo Point Road. The Southern District includes five zoning classifications:

- Mill Site Highway Commercial (CHMS)
- Mill Site Industrial (IMS)
- Mill Site Employment (EMS)
- Mill Site Urban Reserve (URMS)
- Open Space (OS)



#### ***Southern District Land Use Policies:***

**Policy LU-21. Jobs.** Uses in the Southern District that provide jobs that provide compensation at higher than the area median income are preferred.

**Policy LU-22. Research and Education Center.** The development of a research and education center in the Mill Site Urban Reserve area (as designated in Figure 2-2 is permitted).

**Policy LU-23. Hotel/Resort.** Development of a hotel/resort within the Mill Site Urban Reserve, in the area highlighted as a hotel/resort opportunity site in Figure 2-2, is permitted following the development of at least 100 lodging rooms in the Central District.

**Policy LU-24. Interim Uses.** Uses of an interim nature, other than a research and education center or hotel/resort as provided in Policies LU -20 and LU -21, are permitted in the Mill Site Urban Reserve consistent with the use requirements detailed in Table 2-8.

**Policy LU-25. Development Intensity.** Development intensity shall transition from the most intense development on the eastern edge of the Plan Area to the least intensive development along the western edge of the Plan Area. In the Southern District and outside of the Urban Reserve, the most intense development generally shall be located around the Cypress Street extension.

**Policy LU-26. Density Transfers in the Southern District.** Floor area ratio (FAR) may be transferred from one parcel to another parcel via a Conditional Use Permit, if both parcels are located within the same zoning classification in the Southern District. The transfer of density (FAR) between parcels will be analyzed in a conditional use permit concurrently with a CDP for development of the parcel receiving the density transfer and must include the following findings:

- a. The density transfer either creates desirable public open space or park land or reduces development potential on a parcel in an appropriate location, consistent with the vision for the reuse of the mill site property; and
- b. The density transfer facilitates the creation of jobs that provide compensation above the median income for the area; and
- c. The proposal has been demonstrated to further the intent of the City Council's policies and regulations for the Mill Site Specific Plan Area.

*In no case may the total FAR for a parcel exceed 1.5 in the Southern District.*

## A. Allowable Land Uses

Highway commercial, industrial, and employment-generating land uses are permitted in the Southern District. The portion of the Southern District zoned URMS is not anticipated for development within the Specific Plan timeline. However resort/hotel and research/education are allowed in the Urban Reserve (URMS) zone in specific locations. Additionally, interim land uses in the Urban Reserve (URMS) zone may be approved by the Community Development Director.

Table 2-8 identifies the land uses allowed in the IMS, CHMS, EMS, and URMS zones, and the planning permit required to establish each use. A CDP will be required for all development projects and each CDP shall be fully consistent with all applicable provisions of the certified LCP. Where the last column in Table 2-8 ("Specific Use Regulations") includes a section number, the referenced section establishes additional requirements and standards applicable to the use. The OS zone, which is not included in Table 2-8, permits open space and parks/recreation land uses. Development within the OS zone shall be consistent with the City's Coastal LUDC.



**TABLE 2-8 SOUTHERN DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

<b>Key:</b>	Permitted Use, Zoning Clearance required				
MUP	Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)				
UP	Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)				
S	Permit requirement set by Specific Use Regulations				
-	Uses not allowed				
Land Use <sup>1</sup>	Permit Required by District <sup>3</sup>				Specific Use Regulations
	IMS	CHMS	EMS	URMS	
<b>Agricultural, Resource, &amp; Open Space Uses</b>					
Aquaculture	UP	-	UP	-	17.42.046
Crop production, horticulture, orchard, vineyard	P	P	P	P <sup>5</sup>	
<b>Industry, Manufacturing &amp; Processing, Wholesaling</b>					
Agricultural product processing	UP	-	UP	-	17.42.030
Artisan/craft product manufacturing	P	-	P	-	
Boat and ship construction, repair, maintenance	P	-	-	-	
Construction contractor	P	-	-	-	
Fish processing	P	-	-	-	
Laboratory – medical, analytical, research, development, testing	P	-	P	-	
Laundry, dry cleaning plant	UP	-	UP	-	
Lumber and wood product manufacturing	UP	-	UP	-	
Manufacturing/processing – heavy intensity	UP	-	-	-	
Manufacturing/processing – light intensity	P	-	P	-	
Manufacturing/processing – medium intensity	UP	-	-	-	
Media production	P	-	P	-	
Petroleum product storage and distribution	-	-	-	-	
Printing and publishing	P	-	P	-	
Recycling – heavy processing	UP	-	-	-	17.42.150
Recycling – large collection facility	UP	-	-	-	17.42.150
Recycling – light processing	UP	-	UP	-	17.42.150
Recycling – reverse vending machine	P	P	P	-	17.42.150
Recycling – scrap and dismantling yards	-	-	-	-	
Recycling – small collection facility	P	P	P	-	17.42.150
Storage – cold storage facility, ice plant	UP	-	-	-	
Storage – outdoor	UP	-	-	UP	17.42.140
Storage – personal storage facility (mini-storage)	UP	-	-	-	
Storage – warehouse	P	-	P	-	
Wholesaling and distribution	P	-	P	-	
<b>Recreation, Education, &amp; Public Assembly Uses</b>					
Adult entertainment business	-	-	-	-	
Commercial recreation facility – indoor	UP	P	-	-	
Commercial recreation facility – outdoor	UP	UP	-	-	
Fishing pier	-	-	-	-	
Health/fitness facility	UP	P	UP	-	
Hiking/riding trail	-	-	-	P	
Library, museum	-	P	P	UP <sup>4</sup>	
Meeting facility, public or private	UP	UP	UP	UP <sup>4</sup>	

**TABLE 2-8 SOUTHERN DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

<b>Key:</b> P Permitted Use, Zoning Clearance required MUP Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) UP Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) S Permit requirement set by Specific Use Regulations – Uses not allowed					
Land Use <sup>1</sup>	Permit Required by District <sup>3</sup>				Specific Use Regulations
	IMS	CHMS	EMS	URMS	
Park, playground	P	P	P	P <sup>4</sup>	
School – specialized education/training	UP	–	P	UP <sup>4</sup>	
Sports and entertainment assembly	–	UP	UP	–	
Temporary events	P	P	P	P	17.71.030
<b>Residential Uses</b>					
Caretaker quarters	UP	UP	UP	UP	
Live/work unit	–	–	–	–	
Workforce housing in association with employment use	–	–	–	P <sup>6</sup>	
<b>Retail Trade</b>					
Artisan shop	P	–	P	–	
Auto and vehicle sales and rental	–	UP	–	–	
Auto parts sales	–	UP	–	–	
Bar/tavern	–	UP	–	UP <sup>4</sup>	
Big box retail	–	–	–	–	
Building and landscape materials sales – indoor	P	–	–	–	17.42.130
Building and landscape materials sales – outdoor	UP	–	–	–	
Construction and heavy equipment sales and rental	UP	–	–	–	17.42.130
Convenience store	–	P	–	–	
Farm supply and feed store	P <sup>2</sup>	–	–	–	
Fuel dealer (propane for home and farm use, etc.)	MUP	–	–	–	
Groceries	–	P	–	–	
General retail	–	P	–	–	
Laboratory/clinic	–	UP	UP	–	
Marine hardware and supplies sales	P	–	–	–	
Medical services, doctor's office	–	UP	P	–	
Mobile home or RV sales	–	UP	–	–	
Office	–	UP	P	–	
Office – accessory	P	P	P	P <sup>4</sup>	
Office – processing and corporate	–	–	P	–	
Outdoor retail sales	UP	UP	–	–	17.42.130
Restaurant, café, coffee shop	–	P	–	UP <sup>4</sup>	17.42.190
Retail sales accessory to wholesaling	MUP	–	MUP	–	
Service station	–	–	–	–	
<b>Services – Business, Financial, &amp; Professional</b>					
ATM	p	P	P	P <sup>4</sup>	
Business support service	P	P	P	–	

**TABLE 2-8 SOUTHERN DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

<b>Key:</b> P Permitted Use, Zoning Clearance required MUP Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) UP Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) S Permit requirement set by Specific Use Regulations – Uses not allowed					
Land Use <sup>1</sup>	Permit Required by District <sup>3</sup>				Specific Use Regulations
	IMS	CHMS	EMS	URMS	
<b>Services – General</b>					
Equipment rental	P <sup>2</sup>	–	–	–	
Kennel, animal boarding	UP	–	–	–	
Lodging – hotel or motel	–	–	–	UP <sup>4</sup>	[refer to development limitations]
Maintenance service – client site services	P <sup>2</sup>	–	–	–	
Medical marijuana dispensary	UP	–	–	–	FBMC 9.30 (Ord 851 1, 2005) & 17.42.095
Public safety facilities	P	P	–	–	
Repair service – equipment, large appliances, etc.	P <sup>2</sup>	–	–	–	
Vehicle services – major repair/body work	UP	–	–	–	
Vehicle services – minor maintenance/repair	P	–	–	–	
Veterinary clinic, animal hospital	P	–	P	–	
<b>Transportation, Communication, &amp; Infrastructure</b>					
Ambulance, taxi, or limousine dispatch facility	P <sup>2</sup>	–	UP	–	
Boat launching facility	–	–	–	–	
Broadcasting studio	P	UP	UP	–	
Electric power generation	–	–	–	–	
Freight terminal	P <sup>2</sup>	–	–	–	
Harbor and marina facilities	–	–	–	–	
Parking facility, public or commercial	P	P	P	P	
Pipeline or transmission line	S	S	S	S	17.42.144
Solar & wind equipment for on-site energy use	P	P	P	P	
Telecommunications facility	S	S	S	S	17.44
Transit station	P	P	P	P	
Utility facility	UP	UP	UP	UP	
Vehicle storage	UP	–	–	–	

(1) See Fort Bragg Coastal LUDC Article 10 for land use definitions.

(2) Use shall be entirely enclosed within a building, unless outdoor activities and/or storage are authorized by Use Permit.

(3) A land use authorized through the approval of a Zoning Clearance, Minor Use Permit, or Use Permit may also require a Coastal Development Permit (Section 17.71.045), Design Review approval (Section 17.71.050), a Building Permit, and/or other permit required by the Municipal Code.

(4) The two uses permitted within the Urban Reserve are (1) a 150-room resort/hotel, and (2) a 80,000-square-foot research and education center. Land uses that are ancillary to these two permitted uses may also be permitted (as part of a mixed-use development project).

(5) May be approved as an interim use.

(6) Residential units permitted only in association with education/research center.

## B. Development Standards

Subdivisions, new land uses and structures, and alterations to existing land uses and structures shall be designed, constructed, and established in compliance with the requirements in Tables 2-9 and 2-10, in addition to the applicable requirements of the Specific Plan, the LCP, and the Citywide Design Guidelines.

**TABLE 2-9 SOUTHERN DISTRICT: MINIMUM PARCEL SIZE STANDARDS**

Zoning District	Minimum Parcel Size			
	Minimum Area	Minimum Width	Minimum Depth	Maximum Depth
Mill Site Highway Commercial (CHMS)	6,000 square feet	50 feet	No minimum	3 times width
Mill Site Employment (EMS)	6,000 square feet	50 feet	No minimum	
Mill Site Industrial (IMS)	5,000 square feet	50 feet	100 feet	
Mill Site Urban Reserve (URMS)	5 acres	No minimum	No minimum	

**TABLE 2-10 SOUTHERN DISTRICT: DEVELOPMENT STANDARDS**

Requirements by District				
Development Feature	CHMS	IMS	EMS	URMS
Residential Density				Residential uses only permitted in conjunction with research center.
Minimum and Maximum	None permitted	None permitted	None permitted	Maximum of 20 units in conjunction with research and education center.
Setbacks <sup>1</sup>	Minimum and, where noted, maximum setbacks required for primary structures. See Section 17.30.100 for exceptions to these requirements.			
Front	10 feet, except for 15 feet from Highway 1 and Coastal Drive	15 feet	10 feet, except for 30 feet from Coastal Trail and 15 feet from Highway 1 and Coastal Drive	Determined by the review authority during the subdivision process, consistent with the Coastal General Plan.
Side	10 feet	10 feet	10 feet	Determined by the review authority during the subdivision process, consistent with the Coastal General Plan.
Side Street Side	None	10 feet	10 feet	Determined by the review authority during the subdivision process, consistent with the Coastal General Plan.
Rear	10 feet	10 feet	10 feet if adjacent to an alley; 20 feet from Coastal Trail property line; none required elsewhere	Determined by the review authority during the subdivision process, consistent with the Coastal General Plan.

**TABLE 2-10 SOUTHERN DISTRICT: DEVELOPMENT STANDARDS**

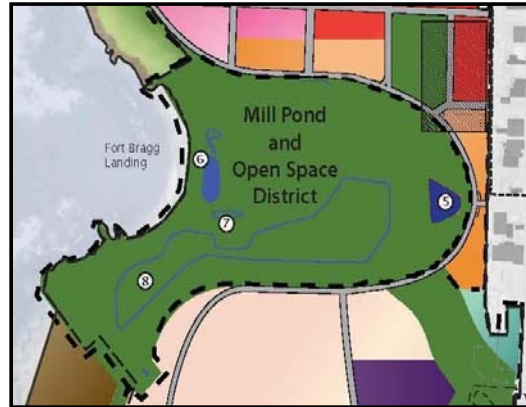
Requirements by District				
Development Feature	CHMS	IMS	EMS	URMS
<b>Floor Area Ratio (FAR)</b>	Maximum FAR allowed			
Maximum FAR <sup>1</sup>	0.26	0.20	0.18	NA
<b>Height Limit</b>	Maximum allowable height of structures. See Section 17.30.060 for height measurement requirements and height limit exceptions.			
Maximum Height	28 feet/2 stories			
Fencing	See Section 17.30.050 (Fences, Walls, and Screening)			
Landscaping	See Chapter 17.34 (Landscaping Standards)			
Parking	See Chapter 17.36 (Parking and Loading)			
Signs	See Chapter 17.38 (Signs)			

<sup>1</sup> FAR may be increased through a density transfer as described by Policy LU-25



### 2.3.4 MILL POND AND OPEN SPACE DISTRICT

The primary purpose of the Mill Pond and Open Space District is the restoration of the former Maple Creek to connect the Maple Street riparian area with the beach at Fort Bragg Landing. This restoration project will result in the establishment of significant seasonal and year-round riparian wetlands and wetland habitats that will provide stormwater treatment and detention benefits. The site will also provide public ocean and beach access, along with opportunities for passive recreation.



#### A. Allowable Land Uses

The Mill Pond and Open Space District is zoned Open Space and is not designated for development. Table 2-11 identifies the land uses allowed in the OS zone and the planning permit required to establish each use. A CDP will be required for most development projects, and each CDP shall be fully consistent with all applicable provisions of the certified LCP. Where the last column in Table 2-8 (“Specific Use Regulations”) includes a section number, the referenced section may affect whether the use requires a Zoning Clearance, Minor Use Permit, or Use Permit, and/or may establish other requirements and standards applicable to the use.

**TABLE 2-11 MILL POND AND OPEN SPACE DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

<b>Key:</b> P Permitted Use, Zoning Clearance required MUP Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) UP Use Permit required (see Fort Bragg Municipal Code Section 17.71.060) S Permit requirement set by Specific Use Regulations – Uses not allowed		
Land Use <sup>1</sup>	Permit Required by District <sup>2</sup> Open Space	Specific Use Regulations
<b>Agricultural, Resource, &amp; Open Space Uses</b>		
Agricultural accessory structure	P	
Community garden	UP	
Nature preserve	P	
Crop production, horticulture, orchard, vineyard	UP	
<b>Recreation, Education, &amp; Public Assembly Uses</b>		
Equestrian facility	–	
Hiking and/or biking trail	P	
Meeting facility, public or private	UP	
Park, playground	P	

**TABLE 2-11 MILL POND AND OPEN SPACE DISTRICT: ALLOWED LAND USES AND PERMIT REQUIREMENTS**

<b>Key:</b>		
P	Permitted Use, Zoning Clearance required	
MUP	Minor Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)	
UP	Use Permit required (see Fort Bragg Municipal Code Section 17.71.060)	
S	Permit requirement set by Specific Use Regulations	
-	Uses not allowed	
Land Use <sup>1</sup>	Permit Required by District <sup>2</sup> Open Space	Specific Use Regulations
Outdoor assembly area	UP	
Community events	P	17.71.030
<b>Transportation, Communication, &amp; Infrastructure</b>		
Pipeline or transmission line	S	17.42.144
Utility facility	-	
Roof-mounted solar	P	
Wind equipment for on-site energy use	MUP	
Utility infrastructure	P	

(1) See Fort Bragg Coastal LUDC Article 10 for land use definitions.

(2) A land use authorized through the approval of a Zoning Clearance, Minor Use Permit, or Use Permit may also require a Coastal Development Permit (Section 17.71.045), Design Review approval (Section 17.71.050), a Building Permit, and/or other permit required by the Municipal Code.

## B. Restricted Development Area

The Mill Pond and Open Space District includes a Restricted Land Use Area, as shown in Figure 2-2. Development within this area is limited due to soil contamination from historical land uses.

## C. Development Standards

The minimum area and dimensions for new parcels in the Mill Pond and Open Space District shall be determined by the City through the subdivision process. Development standards shall be determined by the City through the coastal development and design review process for a project.

# Multi-Modal Circulation, Streetscape, and Storm- water

## 3



### Contents

- 3.1 Circulation Plan
  - 3.1.1 Connections and Gateways
  - 3.1.2 Roadway Network
  - 3.1.3 Bicycle System
  - 3.1.4 Pedestrian System
  - 3.1.5 Transit Access and Transit Needs
- 3.2 Parking Management and Design
- 3.3 Streetscape Design
  - 3.3.1 General Streetscape Design
  - 3.3.2 Design of the Pedestrian Realm
- 3.3 Stormwater Management
  - 3.4.1 Stormwater Management in Public Rights-of-Way
  - 3.4.2 Site-Wide and District Strategy

*This chapter describes policies, guidelines, and improvements for the Plan Area's multi-modal transportation network and parking management system. This chapter also includes policies and guidelines that address the design of streets, sidewalks, landscape treatments, stormwater management, street furniture, and street lighting in the Plan Area.*

The multi-modal transportation network for the Plan Area is designed to accommodate future residents and employers while ensuring seamless connectivity between the existing circulation network in Fort Bragg and the Plan Area. In order to achieve these goals, the multi-modal transportation network emphasizes:

- Reduced vehicle speeds;
- Improved pedestrian safety;
- Enhanced neighborhood-serving transit service;
- Supportive parking policies; and
- Convenient bike and pedestrian facilities.

As designed, the circulation network will create a high-quality walking and biking environment and will thereby expand mobility choices for existing and future residents, visitors, and employees.

## 3.1 Circulation Plan

The street, transit, pedestrian, and bicycle network for the Plan Area is designed to achieve the following objectives:

- Create a community with places that are easily accessible to pedestrians, cyclists, and drivers and that are well connected to other parts of Fort Bragg.
- Provide safe and convenient connections for pedestrians and bicycles through the Plan Area by establishing a network of streets and multi-use paths connecting Main Street and the Coastal Trail area.

### ***Circulation Policies:***

***Policy MM-1. "Complete Streets."*** As part of the first Master Tentative Subdivision Map for the Plan Area, the applicant shall establish a multi-modal network of "complete streets" that balances the needs for safety and comfort of pedestrians, cyclists, drivers, and transit riders and that substantially conforms to the conceptual street network design in Figure 3-1. Interior streets within each district shall be determined at the Master Tentative Subdivision Map stage for each district.

**Policy MM-2. Street Connectivity.** *At the Master Tentative Subdivision Map stage for each district, the applicant shall establish street connectivity that encourages pedestrian and bicycle travel and provides convenient connections to destinations in the Plan Area and Fort Bragg.*

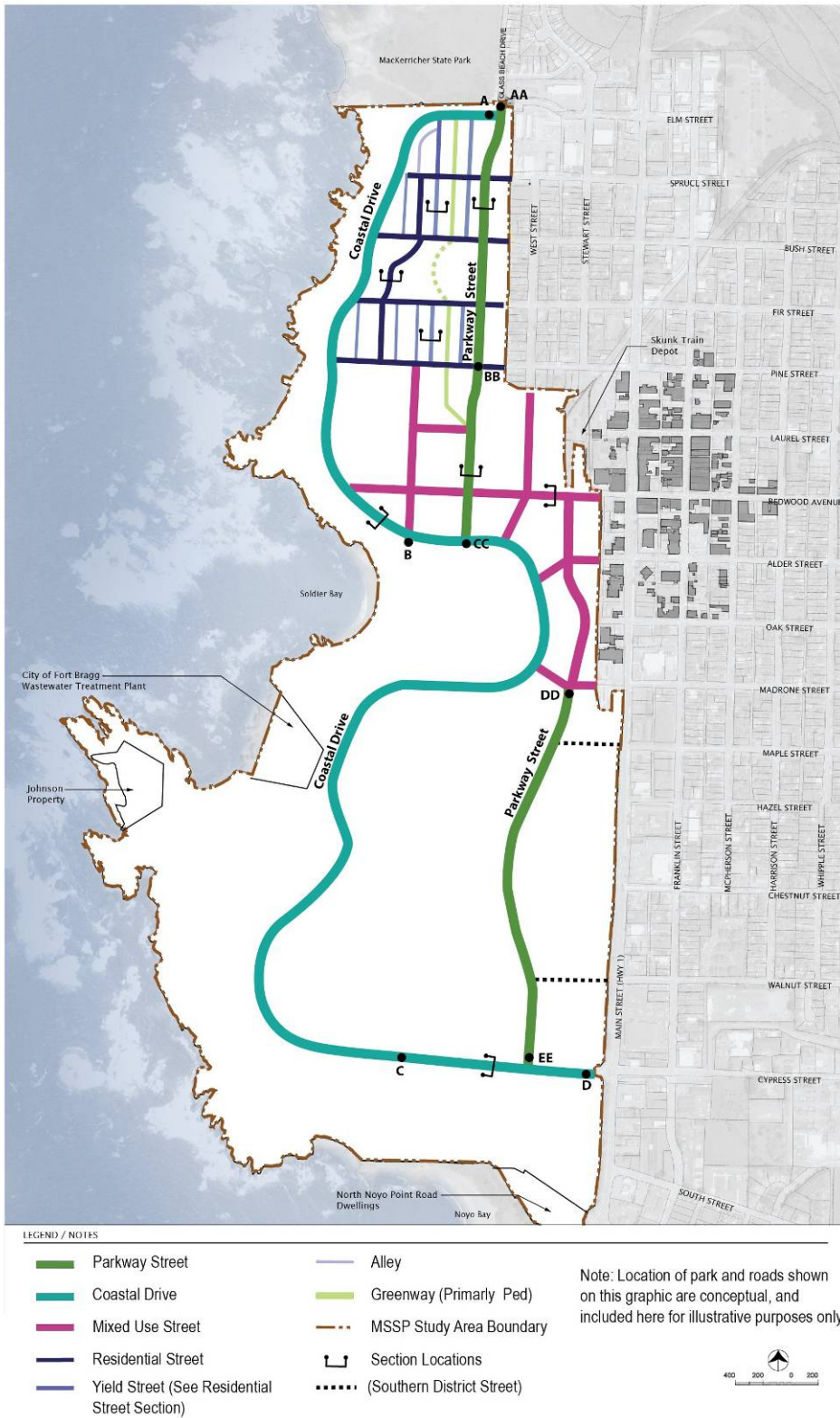
### 3.1.1 CONNECTIONS AND GATEWAYS

New development in the Plan Area will be integrated with the existing street network by creating effective linkages between the two. The overall street layout is depicted in Figure 2-2 and Figure 3-1. Highway 1 generally serves as the boundary between the Plan Area and the existing developed portions of the City south of Madrone Street. Cypress Street will serve as a gateway connection between new development in the Plan Area and existing development. Other connection points will occur at Elm Street, Spruce Street, Bush Street, Fir Street, Pine Street, Redwood Avenue, and Alder Street. These connection points will be designed to provide a more seamless transition that integrates existing neighborhoods and districts with new development in the Plan Area. While not depicted in Figure 3-1, connections are also encouraged at Oak, Maple, Chestnut, and Walnut Streets if feasible. The feasibility of connections to these streets may be constrained by wetlands and/or safety concerns on Highway 1.



FIGURE 3-1

CONCEPTUAL STREET NETWORK DIAGRAM



### 3.1.2 ROADWAY NETWORK

#### A. New Streets and Street Connections

A number of new streets will be necessary to serve future development of the Plan Area and connection to the existing street network. A wide range of street typologies will serve the varying types of development that will occur, ranging from one-lane alleys to commercial streets with parking on both sides and generous sidewalks that allow for outdoor seating and other amenities. The overall street layout is shown in Figure 3-1.

Along the entire western edge of the Plan Area, a newly constructed coastal road (“Coastal Drive”) will serve as a major north-south connector for the site. At the southern end of the Plan Area, Coastal Drive will be accessible from Main Street at Cypress Street. At the northern edge of the site, Coastal Drive will connect at Elm Street.

In the east-west direction, the City’s existing street network will extend into the Plan Area from Alder Street (south) to Elm Street (north). A street connection at Laurel Street is not feasible due to the Skunk Train tracks; similarly, a connection at Madrone Street is inhibited by the Mendo Mill property, while a connection at Oak Street may be constrained by Pond 5. In addition, a number of new north-south small-scale residential streets and alleys will provide connections between east-west streets, creating a fine-grained block system.

Cypress Street will be extended into the site to serve as the major entry point for the southern part of the Plan Area. Maple and Walnut Streets could provide additional connectivity to the Southern District.

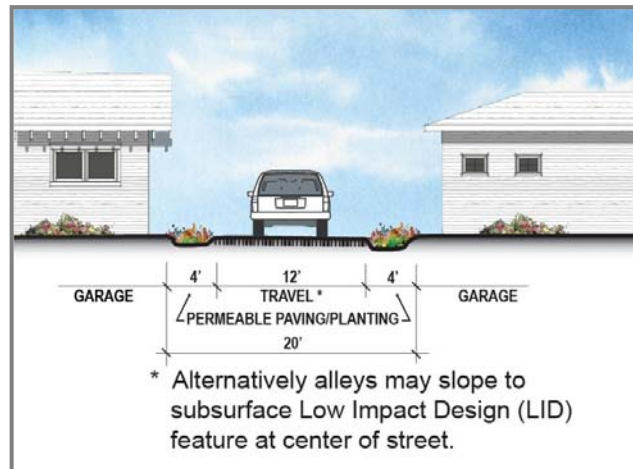
A preliminary traffic analysis was conducted based on the street standards included in Table 3-1. Given the development limitations and the density of the road network, it is likely that all on-site streets would need only one lane in each direction. Some intersections may need left-turn lanes, depending on specific development projects. It is unlikely that any on-site intersections will need traffic signals. Stop signs and traffic signals, if necessary, will be installed in accordance with the Manual of Uniform Traffic Control Devices.

A preliminary assessment of off-site intersections shows that few, if any, intersection improvements would be needed (see Appendix C). The intersection of Main Street/Pine Street will need to be signalized. Other cross-streets that intersect Main Street at unsignalized intersections may experience an increase in traffic due to the development of the Plan Area.

#### B. Street Typologies

The Plan Area street network is comprised of the following street types, the characteristics of which are summarized in Table 3-1:

- Coastal Drive:** This street is unique in that the southbound lane is wider than typical in order to accommodate (1) Mendocino Transit Authority (MTA) buses on the western side of the roadway, (2) a Class 1<sup>1</sup> bike trail that extends the length of Coastal Drive on the west side of the road, and (3) parking provided on the east side of the street and in occasional perpendicular bays on the west side of the street. The parking bays will allow motorists to park and enjoy views of the Pacific Ocean without blocking view corridors along east-west streets in the Plan Area and the rest of the city. Bicycle parking will also be provided at each bay. (See cross-section and plans in Figures 3-2A through 3-2C. The section locations are shown in Figure 3-1.)
- Residential Streets:** One of the primary objectives in residential street design for the Plan Area is to ensure low vehicle speeds. Travel lanes will be shared by motorists and cyclists. In some instances, it may be appropriate to use “yield” streets, with a single 10- to 12-foot travel lane for two-way traffic. On-street parking will be provided on both sides of the street. Streets will be designed so that motorists drive no faster than 20 miles per hour.
- Mixed-Use Streets:** In the Central District, foot traffic will be higher due to the mix of residential, commercial, visitor facility, and light industrial uses, and therefore mixed-use streets will include generous sidewalks. On-street parking will be provided on both sides of the street to accommodate visitors and shoppers. Redwood Avenue, the commercial heart of the Plan Area, will be a two-way street to ensure retail success. Special corner treatments and landscaping, similar to those in the existing downtown, will ensure very low motor vehicle speeds.
- Alleys:** In the Northern District, garages will typically be located behind residential buildings and will be accessible via alleys, which will connect to the main residential streets. The alley grid will mimic the existing grid in Fort Bragg.
- Linear Park:** A car-free green corridor will run from the northern edge of the



<sup>1</sup> A Class 1 path is defined in the California Highway Design Manual as “. . . a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.” The Class 1 segment (see Figure 3-2A) of the Coastal Trail for the A/B segment of Coastal Drive is the Coastal Trail multi-use path. The path is 12 feet wide and has an 8-foot width of natural pavement and a 4-foot-wide gravel shoulder on the western edge of the trail. In the B/C and C/D segments, the Class 1 path will be immediately west of the roadway (see Figures 3-2B and 3-2C).

Plan Area through the Northern District to the Central District. The linear park will be designed to provide stormwater treatment and a north-south pedestrian and bicycle connection from Elm Street to Parkway Street at Laurel Street within the Central District.

- **Parkway Street:** The existing Glass Beach Drive will be extended into the Plan Area to serve as a north-south connector roadway for the Northern and Central Districts.
- **Southern District Streets:** These streets will be designed to accommodate larger truck movements, with 11-foot travel lanes and more generous corner radii.

Table 3-1 lists standards for street width, parking lanes, vehicle speeds, and other features of new streets in the Plan Area.

**TABLE 3-1 STREET STANDARDS**

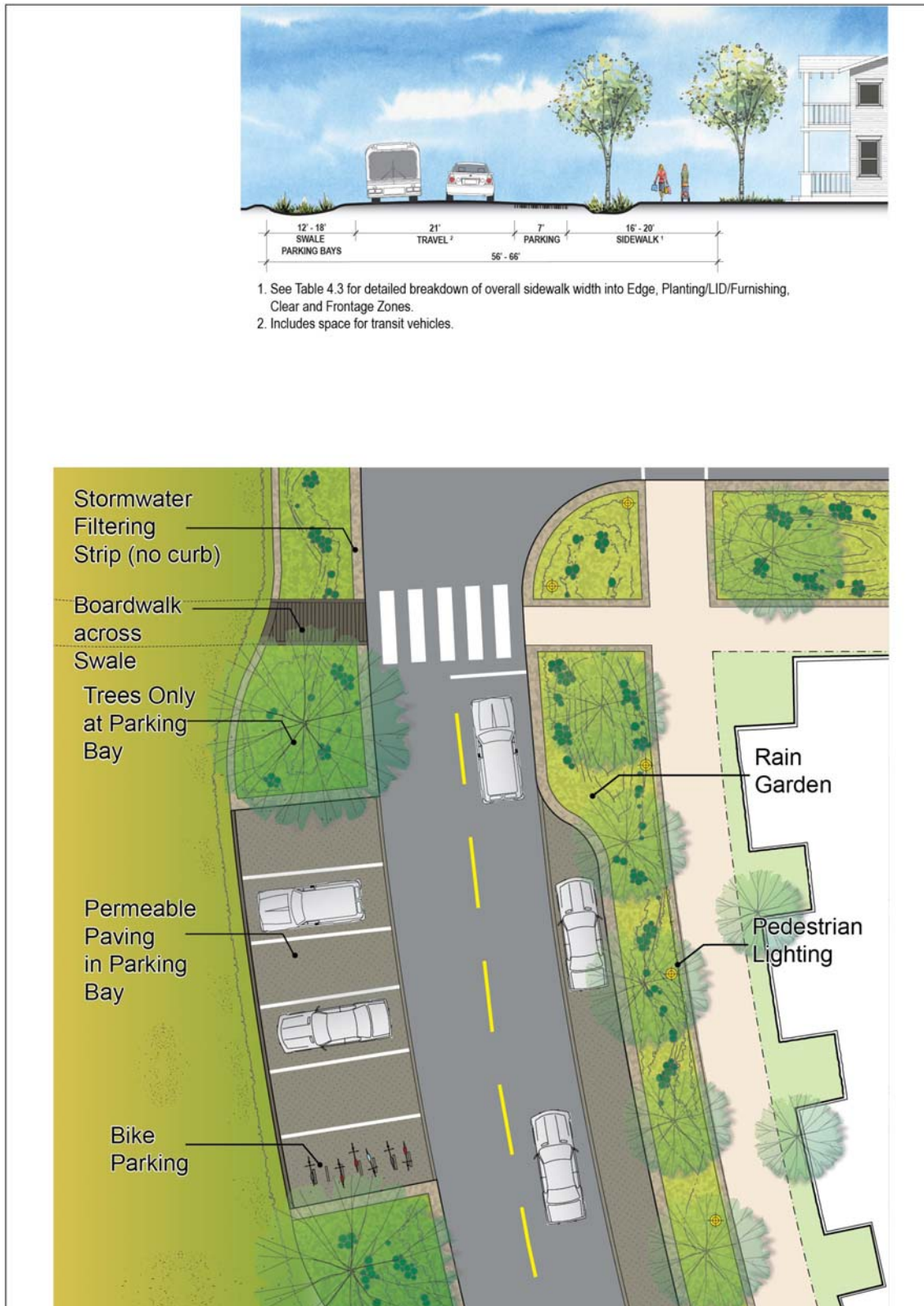
	Coastal Drive	Residential Streets	Mixed-Use Streets - Redwood Avenue	Other Mixed-Use Streets	Alleys	Parkway Street	Southern District Streets
Typical Travel Lane	11 feet southbound lane north of Redwood (for MTA bus), 10 feet elsewhere.	Up to 10 feet – no lane definition necessary.	10 to 11 feet	10 feet	Minimum acceptable to Fire Department and garbage collection.	10 feet	11 feet
Parking	7 to 8 feet on eastern side, occasional perpendicular bays on ocean side.	7 feet	8 feet	8 feet	None	8 feet	8 feet
Bike Lane	Class 1	None	5 feet optional	5 feet optional	None	5 feet	5 feet
Low Impact Development (LID) Feature	Required (see Sections 3.4 for details)						
Design Speed	25 miles per hour	20 miles per hour	20 miles per hour	25 miles per hour	15 miles per hour	25 miles per hour	25 miles per hour
Design vehicle	Passenger car	Passenger car	Passenger car	Passenger car	Passenger car	WB 40	WB 40
Control Vehicle	WB 40	WB 40	WB 40	WB 40	WB 40	Semi-trailer	Semi-trailer
Sidewalk	Required (see Table 3-2 for details)						

Source: Nelson Nygaard, 2010.

Figures 3-2A through 3-6 illustrate the street segments (plan view and elevation) shown in Figure 3-1.



**FIGURE 3-2A COASTAL DRIVE – SEGMENT A TO B**





**FIGURE 3-2B COASTAL DRIVE – SEGMENT B TO C**

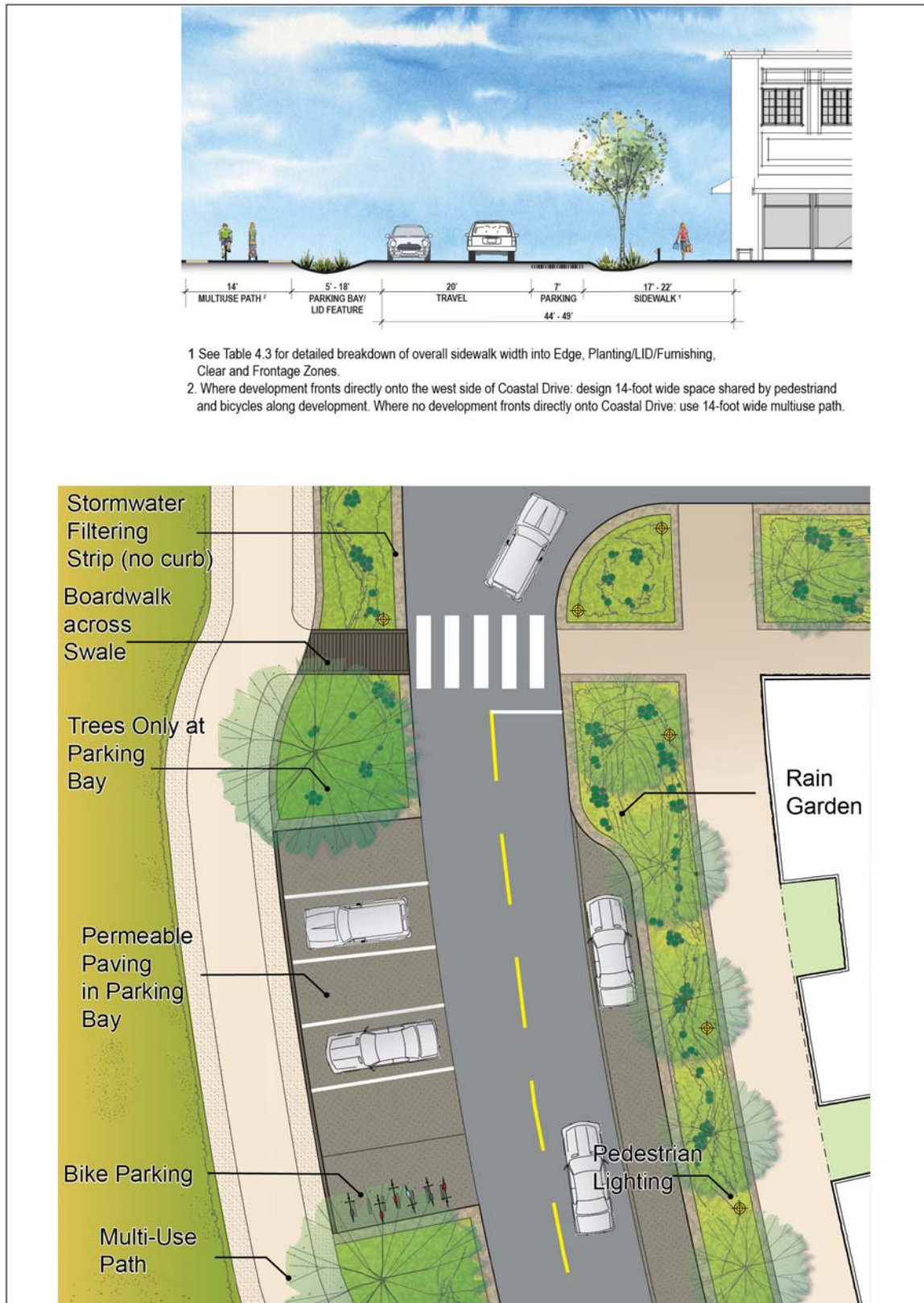
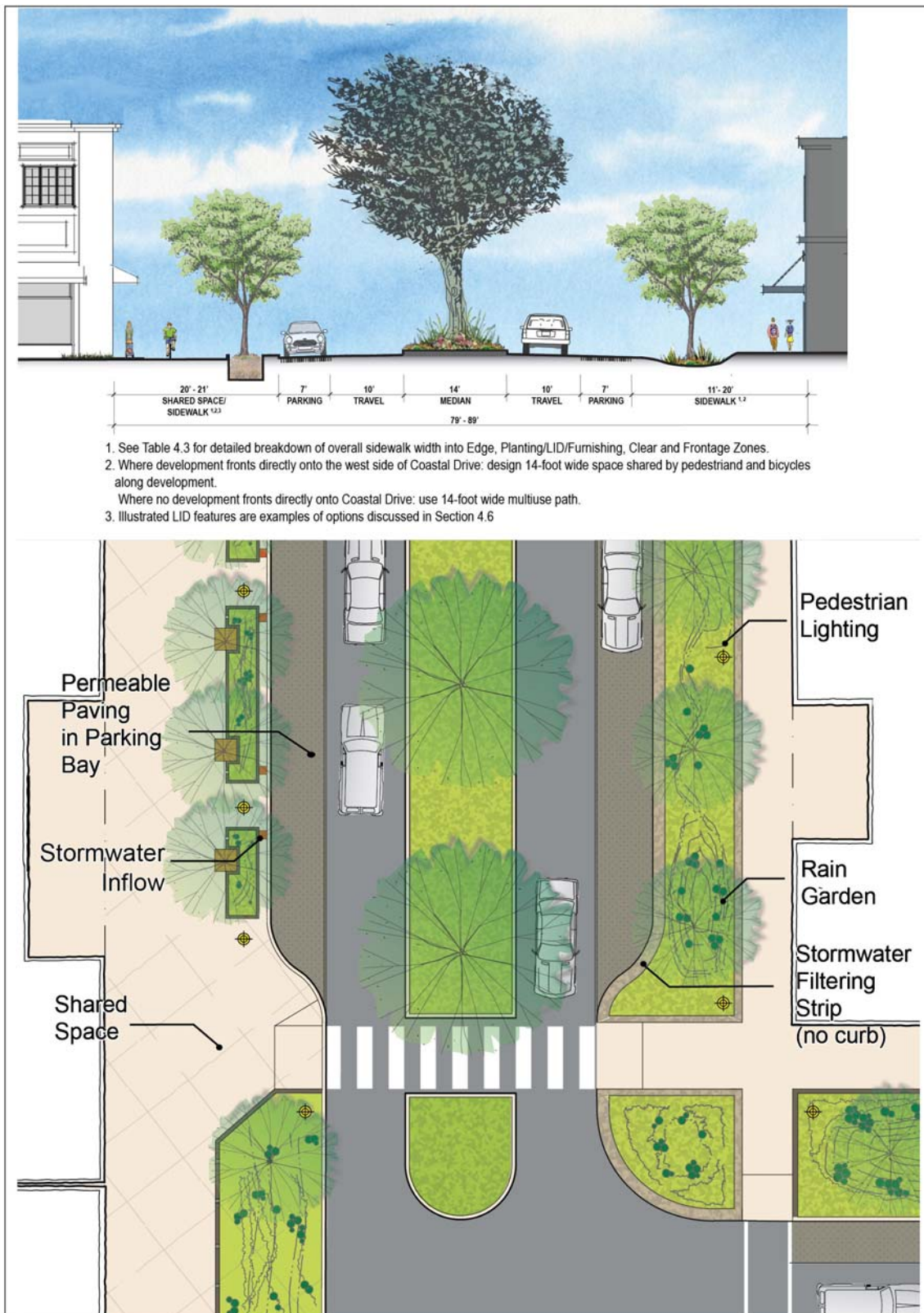


FIGURE 3-2C COASTAL DRIVE – SEGMENT C TO D





**FIGURE 3-3A MIXED-USE STREET/REDWOOD AVENUE ALTERNATIVE 1 (WITH STORMWATER PLANTERS)**

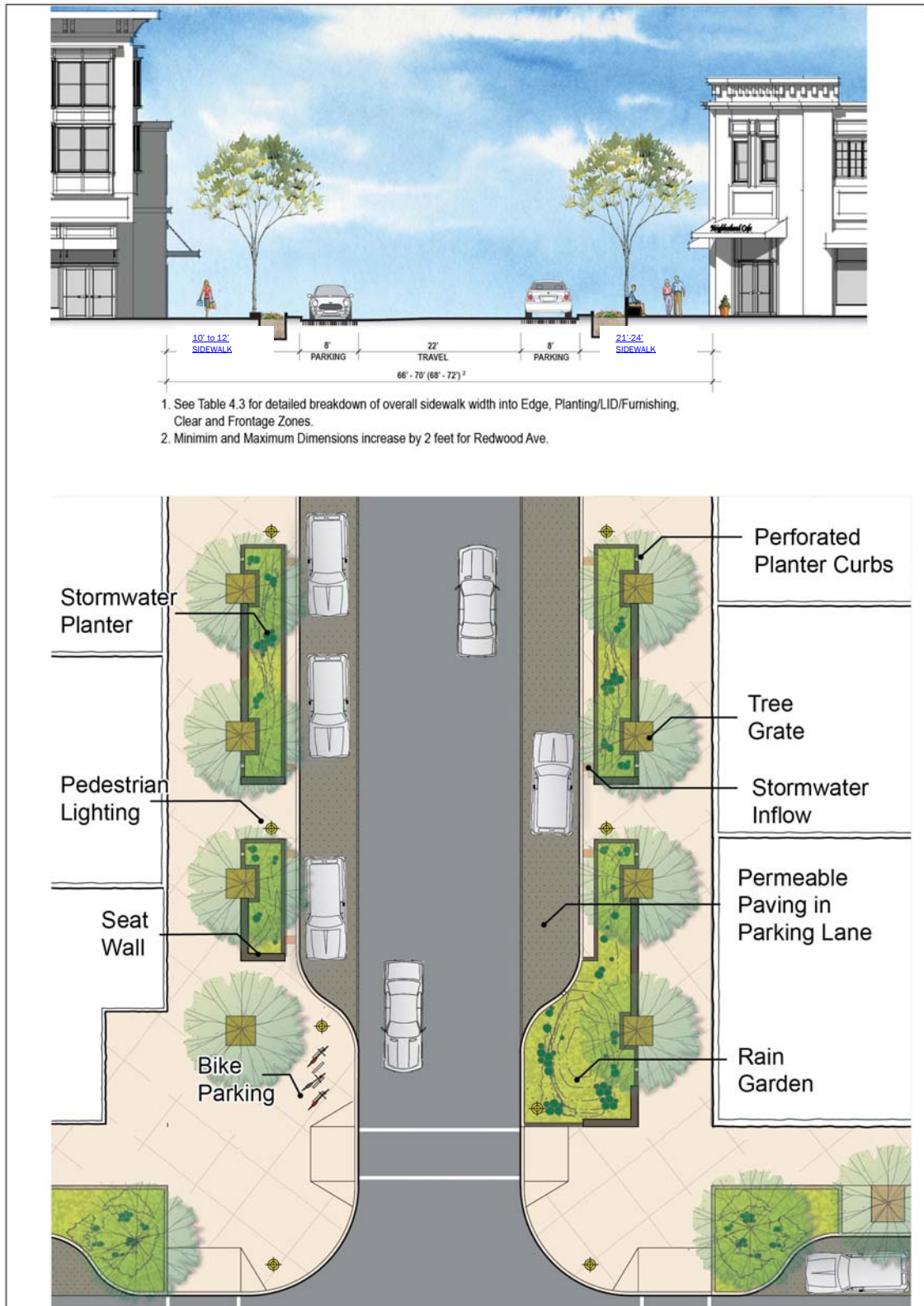
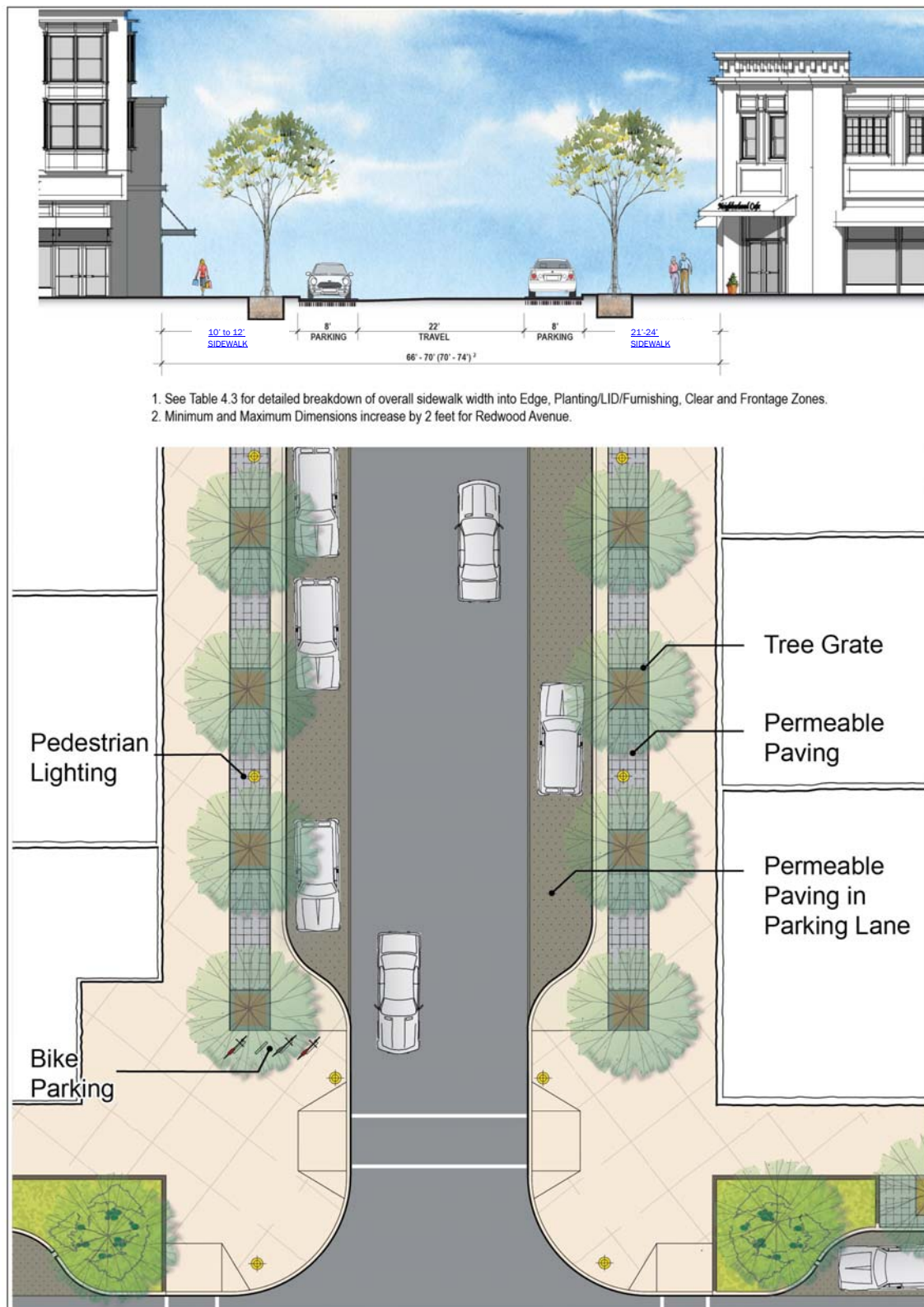


FIGURE 3-3B MIXED USE STREET/REDWOOD AVENUE<sup>2</sup> – ALTERNATIVE 2 (TREE WELLS ONLY)





**FIGURE 3-4A** PARKWAY STREET – NORTH OF PINE STREET AND SOUTH OF MADRONE STREET (AA TO BB AND DD TO EE)

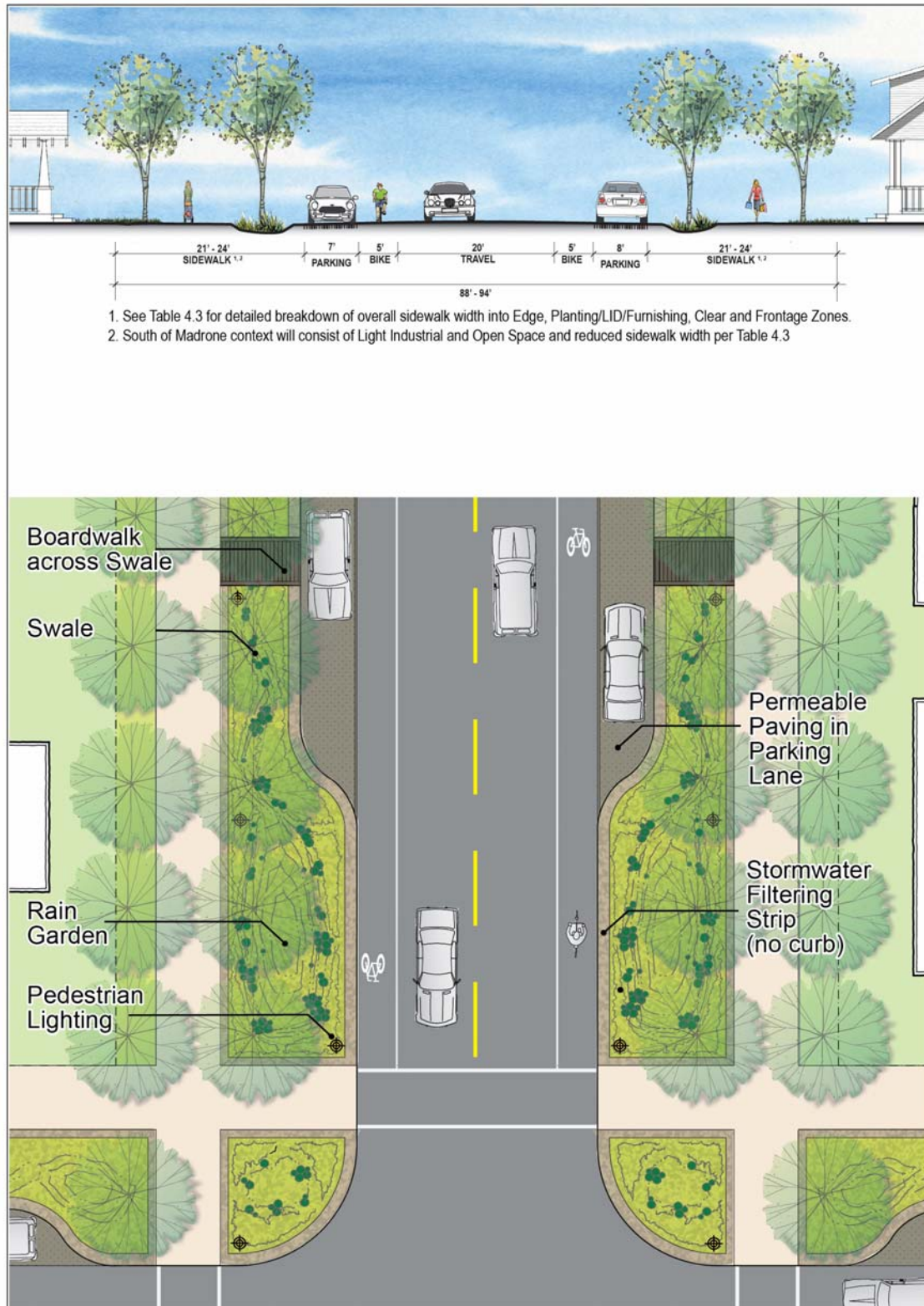
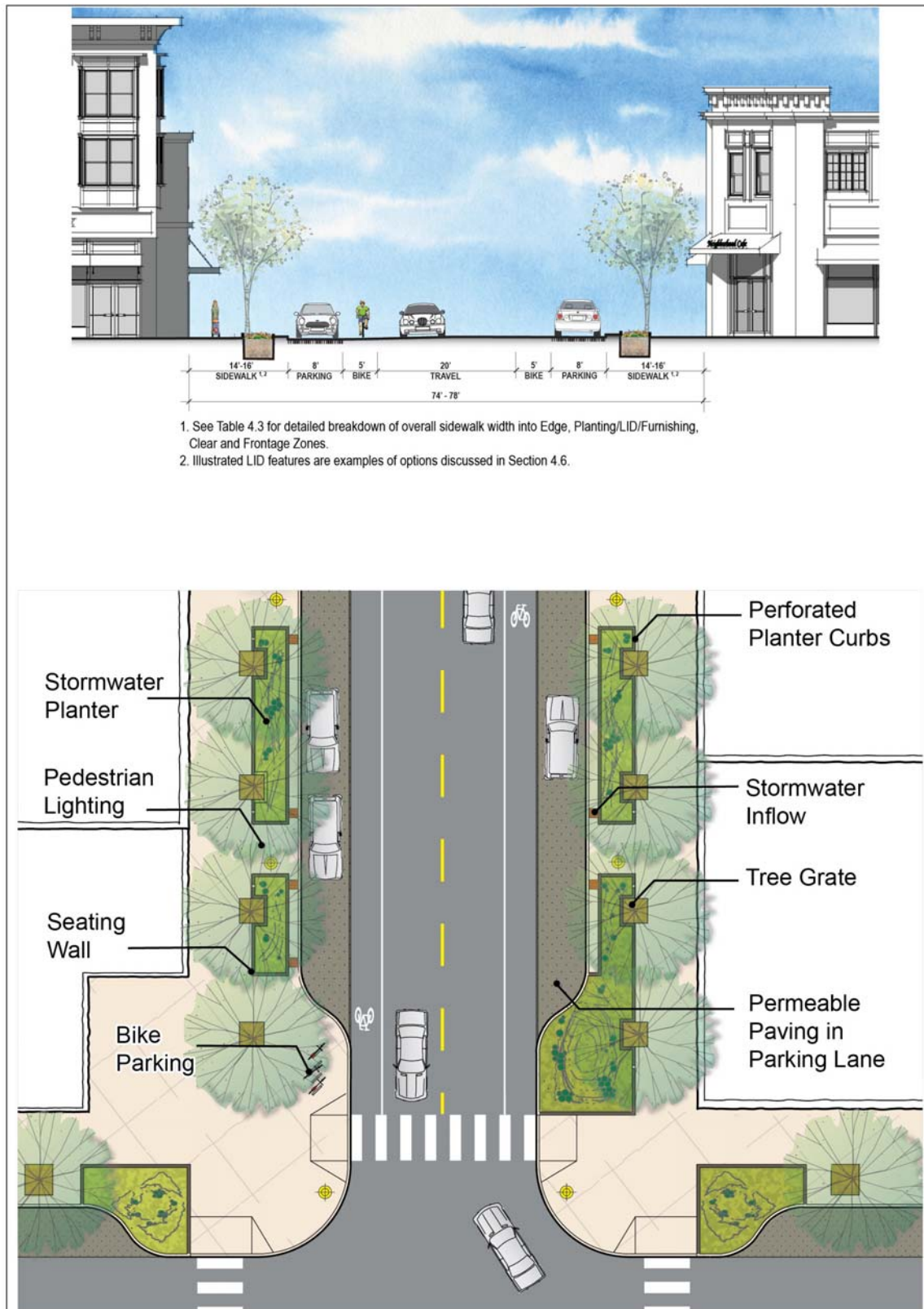
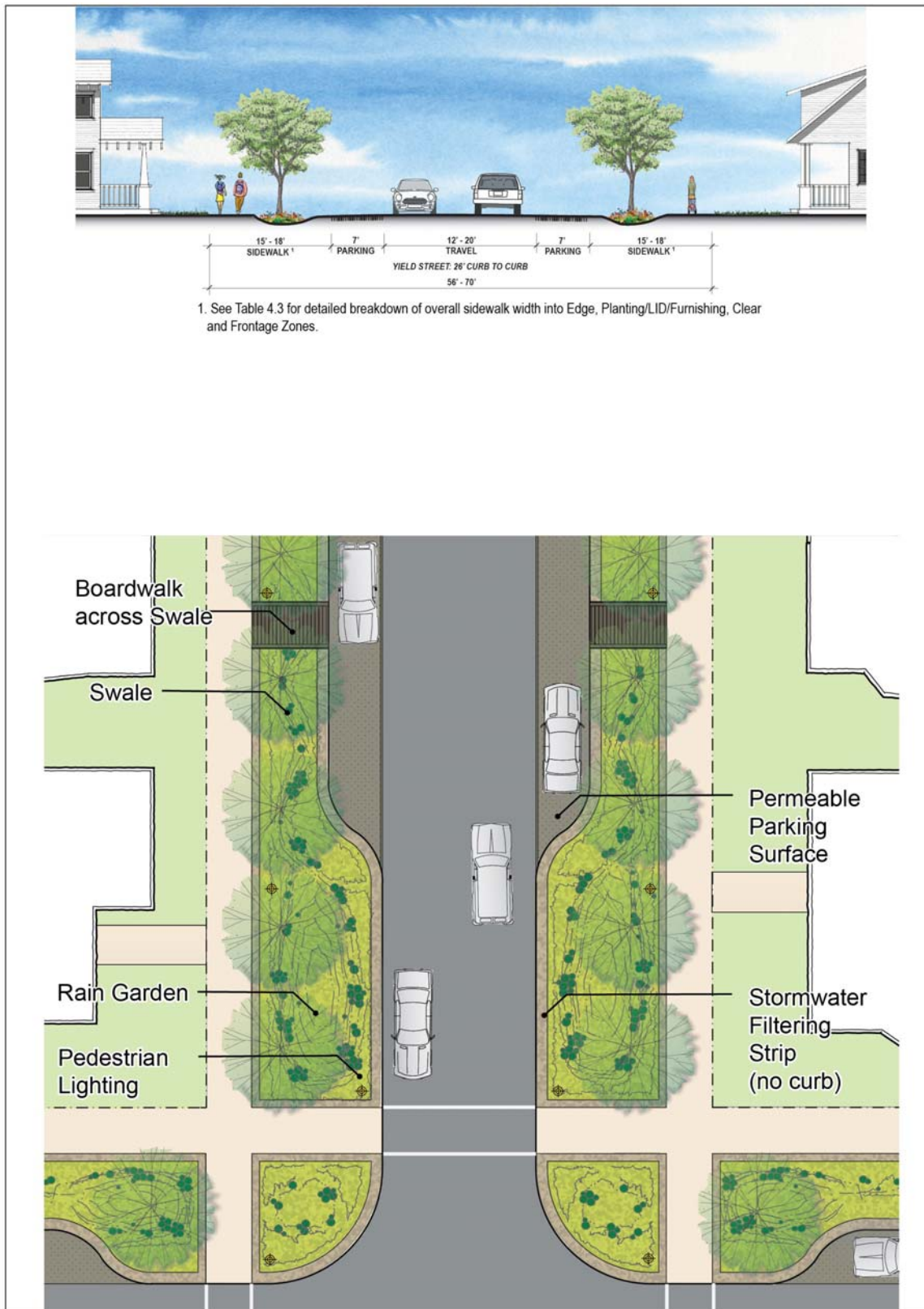


FIGURE 3-4B PARKWAY STREET – BETWEEN PINE AND ALDER STREETS (BB TO CC)

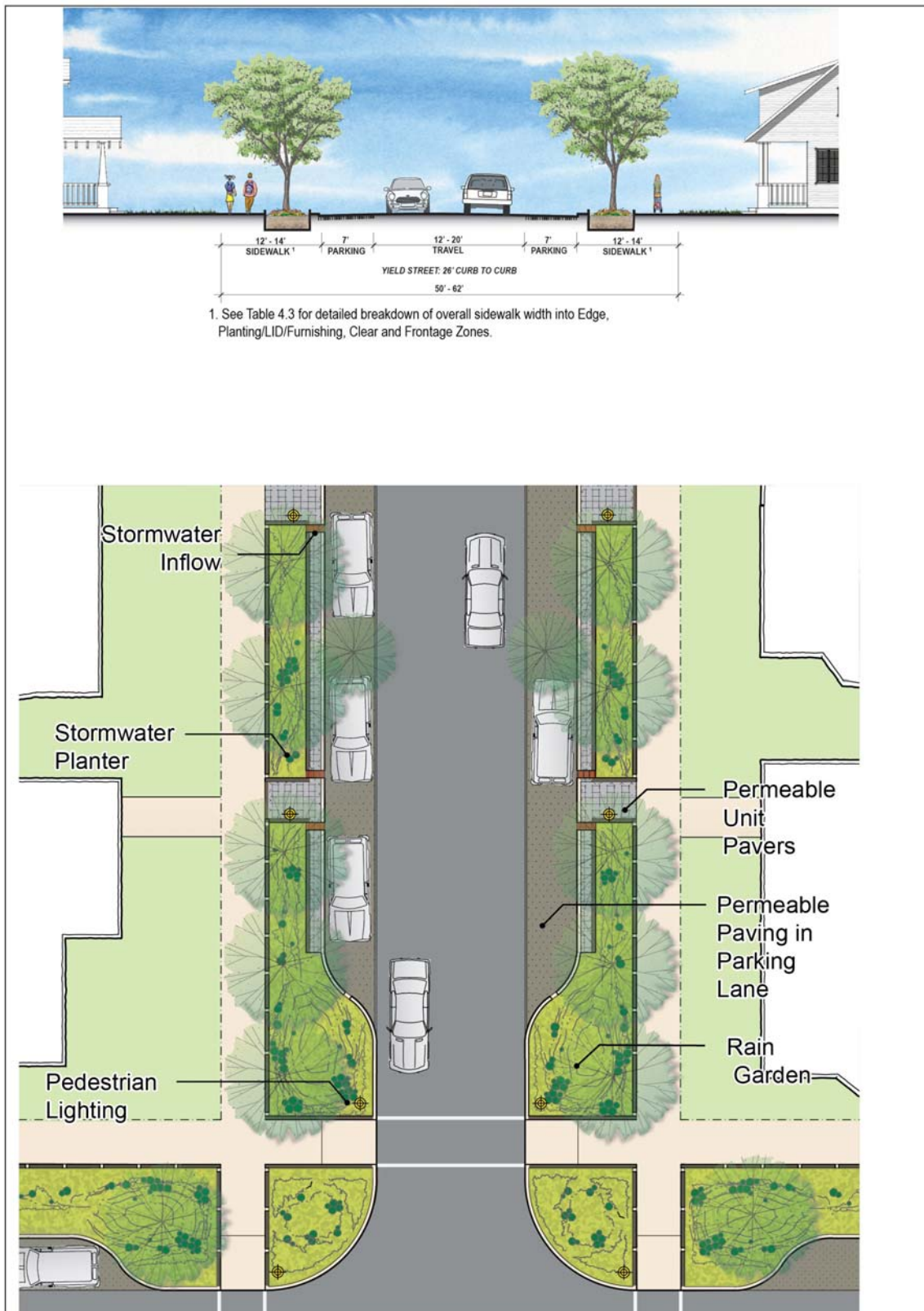




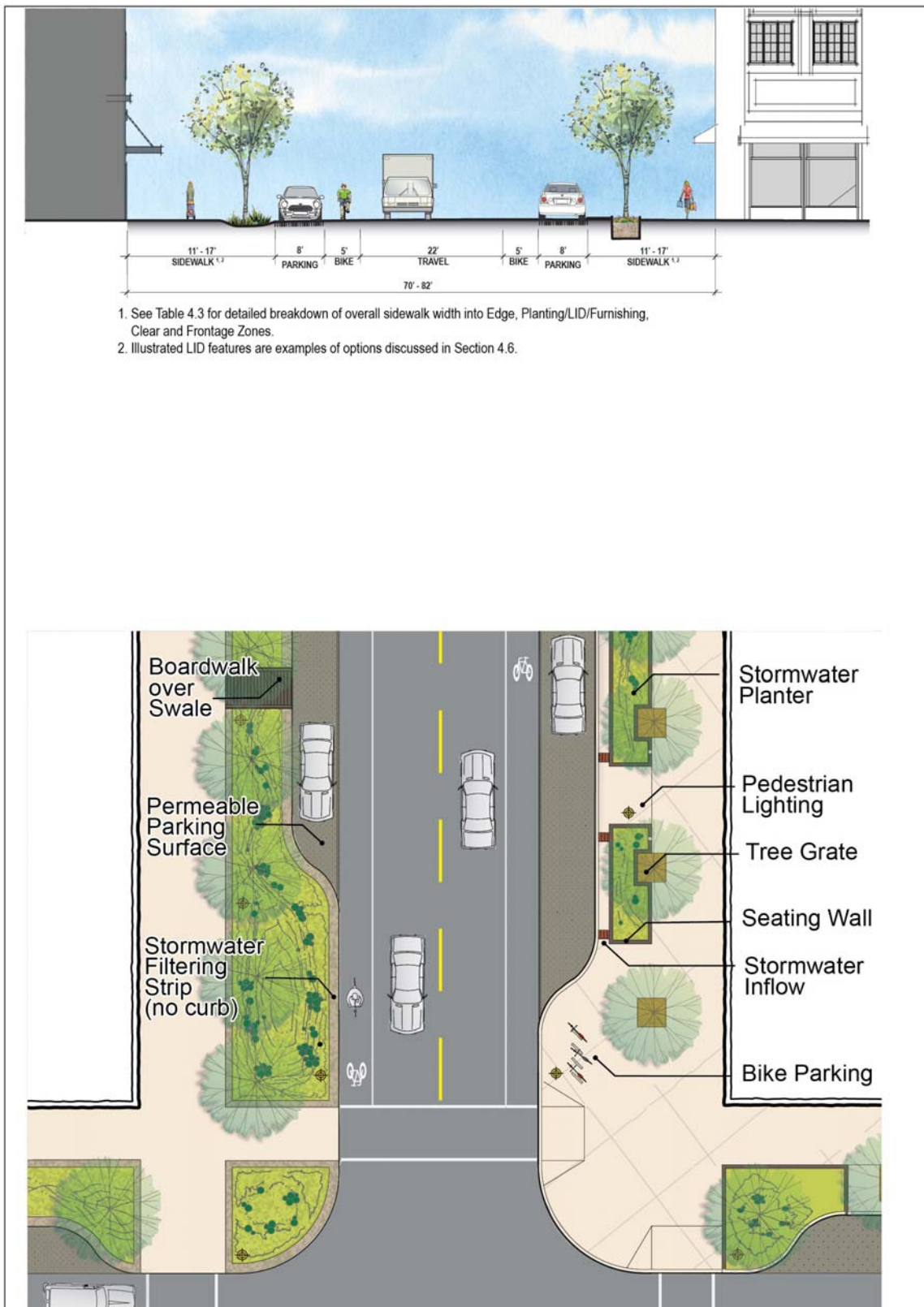
**FIGURE 3-5A STANDARD RESIDENTIAL STREET – ALTERNATIVE 1 (WITH SWALES)**



**FIGURE 3-5B STANDARD RESIDENTIAL STREET – ALTERNATIVE 2 (WITH CURB/NARROW LID)**



**FIGURE 3-6 SOUTHERN DISTRICT STREETS**





### **Roadway Policies:**

**Policy MM-3. Connectivity.** The roadway network shall include facilities for all modes of transportation generally consistent with Figure 3-1. In the Northern and Central Districts, block size and roadway pattern shall be similar to the existing city grid, and the existing alley along the eastern edge of the district shall be maintained. The east-west streets shall extend into the Plan Area in alignment with the existing city grid where feasible. In addition, the north-south West Street and Glass Beach Drive shall continue into the Plan Area.

**Policy MM-4. Cypress Street Gateway.** Cypress Street shall serve as the major entry point for the southern part of the Plan Area and as the primary access point to a potential hotel/resort and a research and education center, as well as future employment uses. Therefore, the gateway shall be designed to highlight these potential uses in the Southern District and include clear and visible signage.

At Cypress Street, the existing scale of development on Main Street is oriented toward automobiles. It is anticipated that this portion of Main Street will become more oriented toward pedestrians and cyclists. Nevertheless, under current conditions, the scale of the gateway treatment must compete with the larger commercial signage nearby. As a result, the Cypress Street gateway shall be more monumental in character than that of other connections. Also, Cypress Street is a key gateway for cyclists linking to the Coastal Trail multi-use path, so the design of its intersection with Main Street shall be welcoming and appropriate for accommodating cyclists.



*Illustrative rendering of Coastal Drive at Cypress Street.*

**Policy MM-5. Cypress Street Bridge.** A vehicular bridge shall be installed over the restored Maple Creek.

**Policy MM-6. Redwood Avenue Gateway.** The extension of Redwood Avenue from the existing Central Business District (CBD) into the Central District of the Plan Area shall serve as a direct physical connection between existing and future commercial development. Redwood Avenue shall (1) be a two-way street to ensure the success of retailers; ~~(2) include special corner treatments and landscaping, similar to those in the existing downtown;~~ and ~~(23)~~ be designed to ensure low motor vehicle speeds by using traffic calming measures; and ~~3) the northern sidewalk of Redwood Ave shall serve as a pedestrian promenade from the CBD to the coast with a width of 21 to 24 feet to facilitate pedestrian and solar access; and~~ ~~4) the southern sidewalk shall have a minimum width of ten feet; and 5) both sidewalks shall feature special corner treatments, pedestrian refuge crosswalks, landscaping, and valley gutters similar to the existing downtown.~~

**Policy MM-7. Laurel Street.** Recognizing that the existing Skunk Train Depot and tracks prevent through automobile traffic from the terminus of Laurel Street at the historic Skunk Train Depot, a walkway shall be created south of the depot and west around the train tracks to the Plan Area.

**Policy MM-8. Glass Beach Drive and Elm Street.** The street shall be designed to be compatible with the adjacent residential neighborhood and to provide appropriate bicycle and automobile access to Coastal Drive and Parkway Street.

**Policy MM-9. Connections at Spruce, Bush, Fir, and Pine Streets.** The street connections shall be designed to ensure that vehicle speeds and volumes are kept low and that the connection itself is compatible with the existing neighborhood and the proposed development.

**Policy MM-10. Alder, Oak, Maple, Walnut, and South Streets.** Entries to the Plan Area for vehicles shall be accommodated at Alder Street. Connections at Oak, Maple, and Walnut Streets should be considered and completed if feasible. A connection at South Street is not recommended due to its proximity to Cypress Street and the Noyo Bridge. The design of the Southern District shall accommodate future pedestrian crossings of Main Street at every cross street.

**Policy MM-11. Parkway Street.** Parkway Street as shown in Figure 3-1 shall be offered for dedication to the City as part of the Master Tentative Subdivision Map. Parkway Street shall be constructed by the developers of the Northern, Central, and Southern Districts consistent with the Utility Master Plan.

**Policy MM-12. Linear Park.** A car-free green corridor shall run from the northern edge of the Plan Area through the Northern District to the Central District. The greenway shall be designed to provide stormwater treatment and convergence and shall provide a north-south pedestrian and bicycle connection to Parkway Street/Glass Beach Drive within the Central District.

**Policy MM-13. Complete Streets.** All streets shall be designed as complete streets for the safety and comfort of cyclists and pedestrians, including children, the elderly, and people with disabilities, consistent with US Department of Transportation complete streets guidelines.

**Policy MM-14. Well-Designed Streets.** All streets shall be designed and improved consistent with the standards included in Table 3-1, the street sections and plans detailed in Figures 3-2 through 3-6, and the guidelines in Table 3-2. Exceptions may be granted by the review authority, if it is determined that safe and adequate public access and circulation for all modes are preserved by such an exception.

**Policy MM-15. Safe Streets.** The design speed of streets in the Central and Northern Districts shall not exceed 25 miles per hour, with typical operating speeds below 20 miles per hour. In the Southern District, design speeds may be as high as 30 miles per hour, with typical operating speeds below 25 miles per hour. Streets shall be designed to optimize pedestrian safety and comfort, with the minimum number of travel lanes necessary to accommodate their traffic function at Level of Service E or better, averaged over the midweek peak one hour. If unacceptable traffic congestion is identified, traffic shall be redistributed onto additional streets, or accommodated with a right- or left-turn pocket, rather than by adding a travel lane.

**Policy MM-16. Gated Communities.** Gated communities are prohibited.

**Policy MM-17. Alleys and Garages in the Northern District.** The alley grid shall be similar to the original alley grid ~~in the remainder of the~~ Fort Bragg west of Harold Street. Except where infeasible, garages shall be located behind residential buildings and shall be accessible via alleys connecting to the main residential street.

**Policy MM-18. South District Streets.** The streets in the Southern District which serve commercial or industrial uses shall be designed to accommodate larger truck movements.

### 3.1.3 BICYCLE SYSTEM

Its largely flat terrain, compact development pattern, and mild climate make Fort Bragg an ideal place for bicycling. Bicycling in Fort Bragg is already popular for recreational purposes and as a transportation mode to destinations both within the city and in surrounding communities. The City's current bicycle network is comprehensive, and the Plan Area offers the opportunity to tie into the City's existing bicycle routes and connect them to the ocean, providing an extraordinary system for utility and recreational riding.



### ***Bicycle Policies:***

**Policy MM-19. Bike-Friendly Streets.** Streets shall accommodate cyclists, either through dedicated bicycle facilities or through traffic calming sufficient to ensure that motor vehicles travel at bike-compatible speeds.

**Policy MM-20. Recreational Path Connections.** Multi-use paths that connect with the Coastal Trail, Glass Beach, Cypress Street, Noyo Harbor, and the Noyo Bridge are encouraged within the Plan Area and may in some cases be required by the California Coastal Act.

**Policy MM-21. Parking.** Bicycle parking shall be provided throughout the Plan Area in accordance with the requirements of the Coastal Land Use Development Code. Bicycle parking shall be installed at locations that have significant potential for increasing bike travel, such as visitor attractions and community facilities.

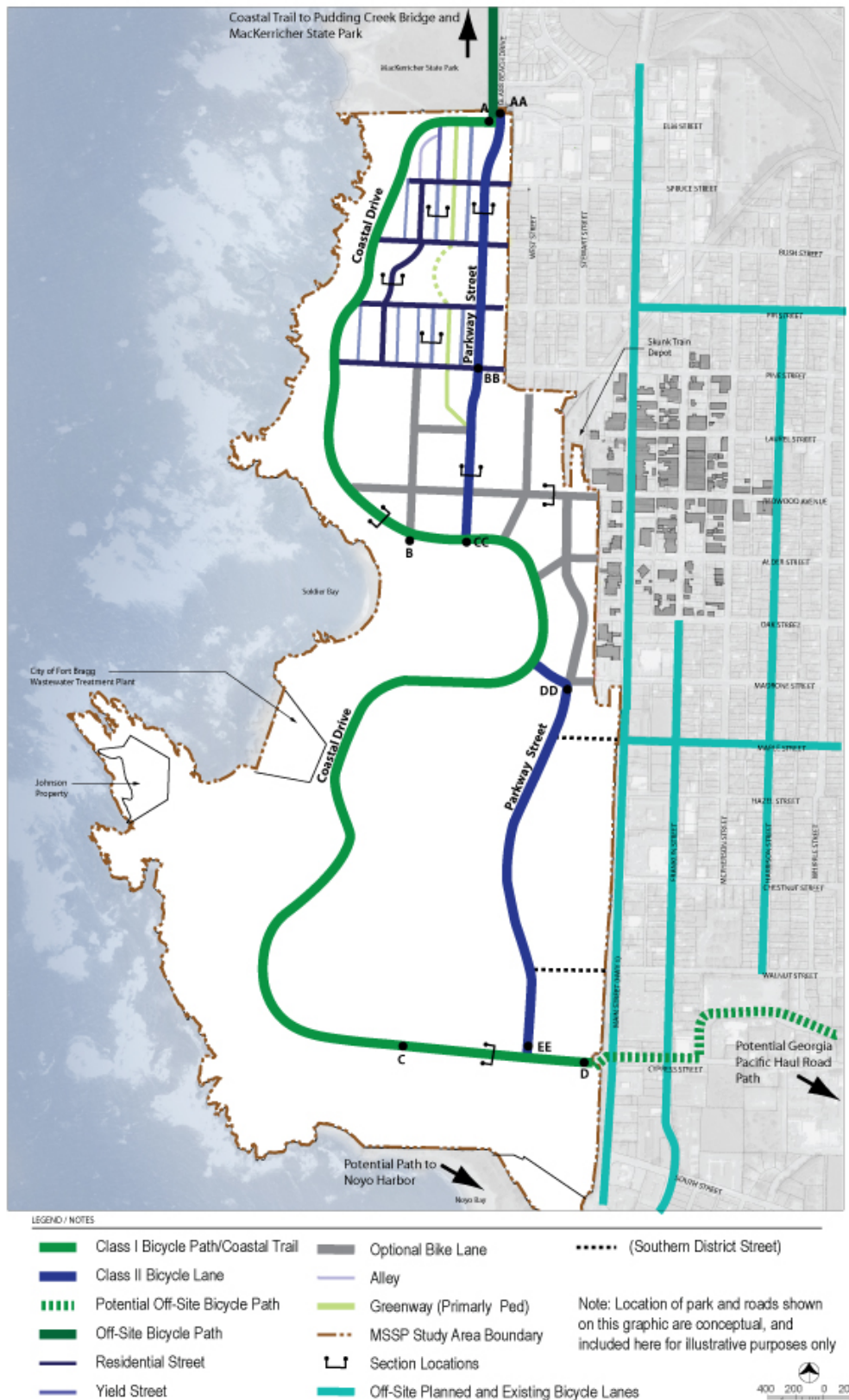
The City's multi-use coastal trail will extend the length of the City's Coastal Trail property adjacent to the ocean and will connect with existing coastal trails at MacKerricher State Park (to the north) and Pomo Bluffs Park (to the south). The multi-use coastal trail will connect 4½ miles of new trails with seven miles of existing trails to the north and south of the Plan Area.

The Specific Plan bicycle network includes the following improvements, shown in Figure 3-7:

- A multi-use path or cycletrack connecting the coastal trail to Cypress and Main Streets, with the potential to connect to the GP Haul Road just east of Franklin Street;
- A Class 1 bike path on the western side of Coastal Drive, separate from the multi-use coastal trail;
- Bicycle lanes on Parkway Street;
- A multi-use trail along the western edge of the Caltrans right-of-way from Noyo Point Road to Madrone Street;
- Shared space (bicycles and vehicles) on residential streets and mixed use streets; and
- A car-free off-street path or greenway, connecting the Central and Northern Districts.

These improvements will connect several gaps in the existing bicycle network by providing additional north-south bike connections, integrating and expanding east-west bike routes into the Plan Area and to the coast, and creating a more continuous recreational and utility biking network.

**FIGURE 3-7** CONCEPTUAL BICYCLE NETWORK



### 3.1.4 PEDESTRIAN SYSTEM

All streets in the Plan Area are designed to maintain motor vehicle travel at a speed that optimizes safety for all users, including cyclists and pedestrians.

#### A. Traffic Calming Elements

By providing compact intersections and travel lanes, small blocks, abundant landscaping, and sidewalk-oriented development, the design for the Plan Area sends a clear message to motorists that they have left the highway and entered a pedestrian-oriented neighborhood. Specific traffic calming elements included in the site design include:

- Corner “bulb-outs” at most intersections, ensuring low-speed turning movements and improving pedestrian safety;
- Ample landscape along the roadway edge;
- Small blocks and stop signs at most intersections; and
- Bicycle lanes on the wider streets.

As a result of all these features, more conventional traffic calming features like speed bumps, raised intersections, and chicanes should not be necessary in order to achieve the desired operating speeds. If speeds exceed desired levels, however, these traffic calming interventions may be warranted.

All new streets in the Plan Area (except the west side of Coastal Drive) will be equipped with sidewalks to ensure that future residents, visitors, and employees can safely and comfortably walk throughout the site at all times of day and night.

#### ***Pedestrian Policies:***

***Policy MM-22. Safety and Security.*** Streets in the Plan Area shall be designed to be safe at all times of day and night for pedestrians through compliance with the design guidelines identified for the Specific Plan’s “sidewalk zones” (see Table 3-2.) The minimum sidewalk width for all streets within all districts shall be 6 feet.

***Policy MM-23. Pedestrian-Oriented Buildings.*** All future buildings in the Plan Area shall be oriented toward sidewalks rather than parking lots. No parking shall be placed between building front doors and the street they face.

***Policy MM-24. Pedestrian Connectivity.*** To the extent feasible, where streets are discontinuous for cars, pedestrian connections shall be made.

***Policy MM-25. Wayfinding.*** Destination-oriented, pedestrian-scale signage shall be provided to help pedestrians find their way toward key destinations throughout the Central Business District.

**Policy MM-26. Crosswalk Design.** Base geometric design of crosswalks on residential streets shall follow the guidance of the Institute for Transportation Engineers' Traditional Neighborhood Development Street Design Guidelines: An ITE Recommended Practice or Residential Streets, Third Edition or update. Geometric design of crosswalks for Redwood Avenue, other street segments with mixed-use development, and street segments with light industrial development shall follow the guidance of the Institute for Transportation Engineers' Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice.

**Policy MM-27. Intersection Design.** Intersections shall be designed at the tightest turn radii to accommodate the design vehicle, to slow turning vehicles as they cross the pedestrian realm. The "control vehicle" – larger vehicles such as delivery trucks and fire engines that only occasionally use the street – may cross the center line to make turns.

**Policy MM-28. Raised Crosswalks.** Raised crosswalks and/or high visibility intersections shall be installed along Redwood Avenue and in the Central Business District extension to slow vehicles and reduce conflicts with crossing pedestrians.

**Policy MM-29. Accent Paving.** Accent paving in crosswalks on Redwood Avenue shall be installed to improve crosswalk visibility and aesthetics.

**Policy MM-30. Bulb-Outs.** Corner and mid-block curb bulb-outs shall be incorporated to narrow crossing distances, increase pedestrian visibility, and slow motorists on Redwood Avenue.

**Policy MM-31. Additional Traffic Calming Measures.** The City engineer may require additional traffic calming features where necessary to ensure pedestrian safety.

## B. Sidewalk Zones

The pedestrian realm is defined as the area between the edge of the roadway and the property line. The overall width of the pedestrian realm is determined by a variety of factors, including the space required to accommodate the expected pedestrian volumes and activities, the space needed to buffer pedestrians from moving traffic, the space desired for the accommodation of street furniture and low impact development (LID) features, and the character of sidewalk-adjacent land uses. Based on the combination of these characteristics, the width of the pedestrian realm and the arrangement of streetscape elements may vary along the length of a given street.

The Specific Plan describes functional and design standards for the pedestrian realm according to the concept of "sidewalk zones."<sup>2</sup> This concept is based on the segmentation of the overall sidewalk into zones located between the sidewalk curb and the property line. The Specific Plan distinguishes among the following four sidewalk zones:

<sup>2</sup> Institute for Transportation Engineers' Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice.

- **Edge Zone:** An area between the curb and the planting/furnishing zone that provides space to prevent vehicle overhangs from hitting vertical objects located near the sidewalk edge. The Edge Zone provides clearance for large mirrors on delivery trucks and allows the opening of passenger side doors of parked vehicles and the safe exiting of passengers onto the sidewalk.
- **Planting/LID/Furnishings Zone:** An area with street trees and other landscaping (including LID features for stormwater collection and treatment), street furniture, fire hydrants, bicycle racks, wayfinding signs, and other street furniture. Portions of this zone act as a buffer between moving traffic and activities on the sidewalk.
- **Clear Zone:** An area of the sidewalk intended for pedestrian travel and that must comply with all applicable Americans with Disabilities Act (ADA) requirements. The width of this zone increases where higher levels of pedestrian volumes and activity are expected.
- **Frontage Zone:** An area between the Clear Zone and the property line. It establishes the transition between the Clear Zone and sidewalk-adjacent use. Along mixed-use streets, this zone may be used for outdoor displays and seating when a clear passage that meets ADA standards is still provided.

Table 3-2 provides an overview of the sidewalk zone width guidelines for all street types in the Plan Area. The streetscape characteristics of sidewalks are addressed in Section 3.3.

**TABLE 3-2 SIDEWALK ZONES**

Street Type		Overall Sidewalk Width in Feet <sup>1</sup>		All Dimensions in Feet			
		Required Minimum	Recommended Maximum	Edge <sup>2</sup>	Planting <sup>3</sup> / LID Feature <sup>8</sup> / Furnishings	Clear	Frontage
Coastal Drive Segment A to B	East	16	20	0	10 – 12	6 – 8	0
	West	no sidewalk/ only LID feature		0	12 - 18 <sup>4</sup>	NA	NA
Coastal Drive Segment B to C	East	17	22	0/2	5 – 12	8 – 10 <sup>5</sup>	0 – 2 <sup>5</sup>
	West	23	32	0/2	5 – 18	14 <sup>6</sup>	0 – 2 <sup>5</sup>
Coastal Drive Segment C to D	East	11	20	0/2	5 – 12	6 – 8	0 – 2 <sup>5</sup>
	West	20	21	2	4 – 5	14 <sup>6</sup>	0 – 2 <sup>5</sup>
Parkway Street Segment AA to BB		21	24	0/2	10 – 12	6 – 8	5 <sup>7</sup>
Parkway Street Segment BB to CC		14	16	2	5 – 6	6 – 8	1 – 2
Parkway Street Segment DD to EE		17	24	0/2	10 – 12	6 – 8	1 – 5 <sup>7</sup>
Residential Streets (ALT 1 – curbless w/swales)		15	18	0	10 – 12	6	0 – 1
Residential Streets (ALT 2 – w/curbs, narrow LID)		12	14	2	5 – 6	6	0 – 1



Mixed-Use Streets (ALT 1 and ALT 2)	14	16	2	4 – 5	6 – 8	2
Redwood Avenue	16	18	2	4 – 6	8 – 10	2
Southern District Streets	11	17	0/2	5 – 12	6-8	1
Alleys – All Districts	20-foot right-of-way/shared space					

Note: All see street sections in Figures 3-2 to 3-6.

- (1) The Overall Sidewalk Width column includes minimum dimensions for the total width of the sidewalk area and recommendations for the upper end of the range that should not be exceeded. The upper end of the range is not expressed as a maximum because the final dimension of potentially employed LID features is determined at the preliminary engineering stage (also see Note 4). NOTE: the maximum width does not represent a sum of all upper values provided for individual sidewalk zones. In order to avoid excessively wide sidewalks, the overall sidewalk width should bring into balance the functional and comfort goals associated with the individual zones.
- (2) Where two figures are provided in the “Edge” column, the first applies to street designs that include curbless LID features directly adjacent to parking or travel lanes, and the second applies to streets with curbs.
- (3) Final sizing of LID features, where applicable, may exceed recommended dimensions for this sidewalk zone. Sizing of LID features will occur when accurate calculations of stormwater runoff volumes are available.
- (4) The 18-foot dimension is only applicable at parking bays.
- (5) The upper end of the range should be used for sidewalk segments along commercial frontages.
- (6) Where development fronts directly onto the west side of Coastal Drive, a 14-foot-wide “Shared Space” should be designed along the development that is shared by pedestrian and bicycles (see Figure 3-2C, Coastal Drive – Segment C to D). Where no development fronts directly onto Coastal Drive, a 14-foot-wide multi-use path should be provided (see Figure 3-2B, Coastal Drive – Segment B to C).
- (7) The 5-foot dimension is applicable where a second row of trees is accommodated on the development side of the sidewalk.
- (8) Where employed, curbless LID features adjacent to parking lanes are required to include a 1½-foot-wide flat area that can accommodate passengers exiting from parked vehicles.

### 3.1.5 TRANSIT ACCESS AND TRANSIT NEEDS

The City of Fort Bragg is currently served by the Mendocino Transit Authority (MTA), and its existing service may be seamlessly extended into the Plan Area.

#### ***Transit Policies:***

**Policy MM-32. Transit Design.** The design of Coastal Drive and Redwood Avenue shall accommodate Mendocino Transit Authority (MTA) transit buses and stops.

**Policy MM-33. Transit Amenities.** Future bus stops located adjacent to, or on, development sites within the Plan Area shall include bus shelters with the following features: seating, trash receptacles, adequate coverings to protect riders from inclement weather while maintaining transparency, maps and schedules, and lighting at night.



An example of a transit stop incorporated into a development site.



## 3.2 Parking Management and Design

The Plan Area is designed to be pedestrian-oriented. Applying conventional parking requirements to development in the Plan Area will result in too much surface parking, excessive construction costs, and reduced development. In vibrant, mixed-use downtowns along the West Coast, peak cumulative parking demand rarely exceeds two spaces per 1,000 square feet of commercial development—as long as parking is shared among different uses.<sup>3</sup> This figure applies even in intensely successful retail districts with limited transit, like the downtowns of Palo Alto, Santa Monica, and Santa Barbara, California, and Bellevue, Washington. So little parking is needed in these downtowns because customers park once and visit several destinations. To provide for a successful mixed-use downtown extension, the Specific Plan’s approach to parking follows the example of these successful, walkable downtowns, rather than more auto-dependent locations.

The Specific Plan parking requirements seek to ensure adequate parking for all users. The standards will also prevent the problems that would arise if too much parking were provided and land uses were too far apart for the downtown extension to remain walkable.

### **Parking Policies:**

**Policy MM-34. “Park Once” District.** *The Central District shall be designed and managed as a “Park Once” district, where visitors, residents, and employees park once and walk to various destinations without moving their cars.*

**Policy MM-35. Focus on Availability.** *Public and on-street parking throughout the Plan Area shall be managed to spread parking demand and achieve a target of 15 percent of spaces being available at all times along all block faces and in all parking lots. This target may be achieved through installation of parking meters, parking time limits, or other mechanisms.*

**Policy MM-36. Shared Parking.** *Shared parking, particularly in the Central District, shall maximize the use of parking spaces and minimize spaces that are reserved for individual commercial tenants. In all districts, adjacent parking lots shall be connected with driveways. In the Central District, individual commercial tenants or property owners shall be restricted from reserving for their own use more than two spaces or 10 percent of project spaces, whichever is greater. New commercial and residential development in the Plan Area shall be required to share parking to take advantage of differential peak parking periods for*

<sup>3</sup> In 2010, parking studies were compiled for downtown Santa Monica, Ventura, Walnut Creek, and Palo Alto, California; Bellevue, Washington; and other small, mixed-use downtowns. Each study measured peak, cumulative parking demand, total parking supply, and total built floor area. In each case, including cities where vehicle mode share is high, shoppers, employees, and visitors tended to park once and visit a few destinations, allowing one shared parking space to substitute for several private parking spaces.

residential, industrial, retail, restaurant, and office uses that enable parking to be shared throughout the day.

**Policy MM-37. Coastal Access.** On-street parking shall be provided along the east side of Coastal Drive. On-street parking shall also be provided in bays of ten or fewer, with perpendicular parking on the west side of Coastal Drive, in order to reduce the visual impact of parking and to allow motorists to park and enjoy the view while remaining in their vehicle. These bays shall be provided every other block or as needed in order to provide sufficient coastal access. To protect the viewsheds to the ocean, these bays shall not be located at the termination of any east-west street.

**Policy MM-38. [Charging Stations.](#)** [Alternative vehicle charging stations shall be required upon adoption of a State or Federal standard for alternative vehicle charging stations.](#)

**Policy MM-39. Parking Management Plan.** A parking management plan shall be prepared for the Central District by the applicant for the first development proposal in the district. Each subsequent development shall be required either to prepare a summary of how the development will comply with the Central District Management Plan or to update the plan. The Central District Management Plan shall include the following elements:

- Current/proposed parking supply by block;
- Current parking utilization by block, including, at a minimum, counts at weekday midday, weekday evening, and Saturday midday;
- Estimated observed and proposed parking demand by land use;
- Recommended sites for shared parking facilities;
- Recommended time restrictions;
- A financing plan for the development and management of shared parking facilities; and
- A management plan for meeting parking availability targets, including parking time limits.

### 3.3 Streetscape Design

The streetscape design standards are designed to achieve the following objectives:

- Create a cohesive public realm that includes streets, parks, squares, trails, community gardens, and other open spaces to link future development in the Plan Area with the coastal trail and existing portions of Fort Bragg.
- Reduce watershed pollution by developing standards for collecting, conveying, and treatment of storm water runoff that take advantage of and respect the limitation imposed by the site's natural hydrology.
- Establish a tree canopy within future rights-of-way and open spaces that are appropriate to the coastal setting.

### 3.3.1 GENERAL STREETScape DESIGN

Depending on the specific land use context of a neighborhood or district within the Plan Area, activities may vary along the length of a street and sometimes between segments of the same street. The design of residential streetscapes will therefore look and function differently from commercial or industrial streetscapes. In addition, the integration of traditional streetscape design elements, such as street trees, street furniture, and street lighting with landscape-based storm water management techniques (LID), will require the particular attention by the designers and engineers involved in the final streetscape design process.

#### ***Streetscape Policies:***

***Policy MM-40. Creating “Place Identity.”*** Streetscapes in the Plan Area shall contribute to the overall place identity and district character.

***Policy MM-41. Creating User Appropriate Streetscapes.*** Streetscapes in the Plan Area shall be designed to promote walking; support pedestrian comfort; and accommodate the needs of residents, visitors, restaurant or shop patrons, and commercial businesses and their employees.

***Policy MM-42. Integration of Low Impact Development (LID).*** Development projects shall incorporate LID features, and subdivision or development projects that include street improvements shall incorporate LID features into the public rights-of-way when feasible.

***Policy MM-43. Streetscape Master Plan.*** The City will require or prepare one Streetscape Master Plan for each district (prior to approval of the first development within the subject district). The plan(s) shall comprehensively describe the design of public rights-of-way, including proposed sidewalk layouts, street trees species and other plant materials, selection of low impact development (LID) features, paving materials, wayfinding signage, gateway treatments, and the style and color of street furniture, and street lighting.

### 3.3.2 DESIGN OF THE PEDESTRIAN REALM

This section includes policies related to several critical areas for creating streetscapes that are functional and comfortable for the pedestrian. These critical streetscape areas include:

- Landscape Elements
- Parking Lane and Curb Extension Treatments
- Street Furniture
- Lighting

This section provides policies for where specific streetscape design elements will be located and how the elements will relate to one another. Additionally, the streetscape design policies

in this section closely relate to the street typology established in Section 3.1.2. This section also addresses the proposed greenway in the Northern District. Table 3-2, Sidewalk Zones, and the street cross-sections and plan views in Figures 3-2 to 3-6 illustrate the standards and recommendations described below.

## A. Landscape Elements

Landscape elements, especially trees, greatly contribute to establishing the streetscape character for individual districts or individual streets. Trees add soft textures and colors, provide shade from the sun, act as a windbreak, introduce a pleasing visual rhythm, and create a positive sense of spatial enclosure for pedestrians. Incorporation of shrubs, grasses, and perennials in the LID features required along the majority of streets will help create pedestrian scale while effectively treating and conveying stormwater.

Fort Bragg's coastal climate (Climate Zone 17) limits the selection of plants that will survive and thrive in the Plan Area. The use of trees in the swales for stormwater management in the public rights-of-way (residential east-west streets, Coastal Drive, and portions of Parkway Street) presents an additional challenge for the plant selection process, as these trees will need to tolerate the coastal climate and wet conditions in their root zones. Appendix B includes a table of tree species, shrubs, and perennials that can survive and thrive in Fort Bragg's climate.

### ***Landscape Elements Policies:***

***Policy MM-44. Use of Appropriate Plant Material.*** *Trees and other plant material used in the streetscapes of future streets shall be appropriate to Fort Bragg's coastal climate. The final plant selection process shall balance the desire to use native plants to the degree feasible with selection criteria associated with the design of functioning stormwater planters and streetscape aesthetics.*

***Policy MM-45. Consistency with Streetscape Master Plan(s).*** *Trees and other plant material used within the public right-of-way shall be consistent with the requirements described in the Streetscape Master Plan(s).*

***Policy MM-46. Native Plants.*** *Plants shall be carefully selected to emphasize native plants in order to provide habitat, use minimal water, and reflect the natural community of the area.*

***Policy MM-47. Minimizing Potable Water Use for Landscaping.*** *Landscaping within the streetscape shall minimize the use of potable water, either by including plantings that do not require irrigation or by using drip irrigation systems where irrigation is required.*

***Policy MM-48. [Drought Tolerant Street Landscaping](#)~~Street Trees~~.*** *Street trees, [bushes and landscaping](#) shall be:*

1. *Appropriate for Fort Bragg's coastal climate (see Appendix B).*

2. Selected to create a visual distinction between streets within the North, Central, and Southern Districts in order to provide drivers with an additional “clue” of the type of environment they are passing through and cause them to adjust their driving behavior and travel speed accordingly.
3. Used to complement street lighting, street furniture, and other amenities to create a distinct design character for districts or individual streets, and placed in order to avoid conflicts between tree canopies and street lighting.
4. Accommodated in species-appropriate soil volumes in individual tree wells, or with other landscaping in continuous landscape strips, stormwater planters, or swales located in the Planting/LID Feature/Furnishings Zone of the sidewalk (see Table 3-2). Trees [and landscaping bushes](#) may also be accommodated in curb extensions or landscape planters in the parking lane.
5. ~~Trees and landscaping bushes should be p~~[Planted in three to five groupings along a block between 20 to 30 feet on center, depending upon species and the desired canopy coverage.](#) Along Coastal Drive, ~~planting trees and shrubs should be planted~~ in clusters ~~rather than rows is preferred. Trees shall only be planted~~ on the east side of Coastal Drive [only](#).

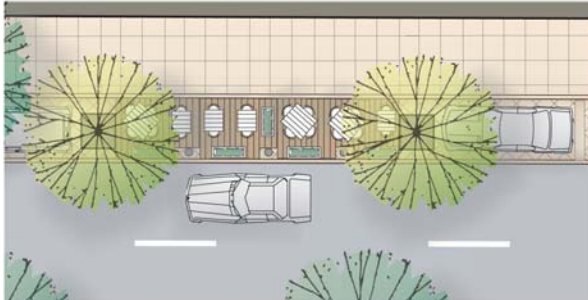
**Policy MM-49.** Plant material used in LID features, such as stormwater planters, vegetated swales, or rain gardens, shall be consistent with recommendations for plant material included in the most current best management practices (BMPs) available for such facilities and appropriate for the Plan Area climate. Native plant material shall be used in the landscaped strip of streets to the extent practicable.

## B. Parking Lane Treatment

Parking lanes create an important buffer between pedestrians on adjacent sidewalks and moving traffic in the roadway. Parking lanes can also include low impact development (LID) features, such as permeable paving, and can be used to increase the space available for pedestrian-oriented streetscape elements. The latter requires configuration as a flexible parking lane in which temporary or seasonal use of the parking lane for pedestrian-oriented activities is allowed. See the illustration below showing the seasonal use of a parking lane for outdoor dining.



### 'FLEX' LANES FOR PARKING & CAFÉ/ RESTAURANT SEATING



Detail Plan

- Trees, movable bollards, & planters define café area
- Removable platforms accommodate tables & chairs
- Allow more space for pedestrians



Example:

- Castro Street, Mountain View

### Parking Lane Treatment Policies:

**Policy MM-50. Use of Parking Lane.** The use of parking lanes for parking shall be balanced with the need to accommodate low impact development (LID) and other landscape features in parking lanes.

**Policy MM-51. Flexible Parking Lanes.** Use of flexible parking lanes is encouraged as an option for Redwood Avenue.

**Policy MM-52. Engineered Soils.** The engineered soils that detain and convey stormwater that infiltrates the permeable paving in parking lanes shall be tied to other low impact development (LID) features of the comprehensive, landscape-based stormwater management system.

**Policy MM-53. Use of Rain Gardens and Planters.** Rain gardens, stormwater planters, or a series of tree planters may be required in the parking lane in order to provide additional capacity for stormwater management and to visually narrow the roadway for speed management.

**Policy MM-54. Extent of Rain Gardens and Planters.** Rain gardens and stormwater planters incorporated into the parking lane shall not extend beyond the depth of the parking lane.

**Policy MM-55. Parking Lanes on Redwood**



A "two-step" curb that links the parking lane and sidewalk.



**Avenue/Other Mixed-Use Streets.** Parking lanes on these streets shall conform to the following requirements:

- Colored or textured paving shall be used to offset the flexible parking lane on Redwood Avenue from the adjacent roadway.
- A 1- to 2-inch level change shall be provided between the flexible parking lane and the adjacent roadway.
- The curb along the flexible parking lane shall be designed to provide an in-between step between the parking and sidewalk levels.

### C. Curb Extension Treatment

Curb extensions (or bulb-outs) can be used to narrow the roadway and extend the sidewalk into the parking lane at street corners and in mid-block locations. Curb extensions provide additional space for pedestrian activities, bicycle parking, café seating, or the accommodation of LID features like rain gardens. They also reduce the crossing distance for pedestrians, increase a pedestrian's visibility at crosswalks, and can be effectively used for traffic calming.

#### **Curb Extension Treatment Policies:**

**Policy MM-56. Curb Extensions.** Corner curb extensions shall be installed at all intersections unless determined by the City Engineer to be infeasible due to transit bus turning requirements or other location-specific geometric intersection constraints.

**Policy MM-57. Curb Extension Treatments.** Curb extension treatments shall comply with the following:

- The length of curb extensions shall be determined by balancing the need for parking with the need for added space dedicated to pedestrian activities, bicycle parking, and stormwater management (e.g., rain gardens).
- Curb extensions shall extend the full width of the parking lane.
- Width requirements for the Edge Zone shall be applied to the edge of curb extensions.
- Curb extensions shall not extend into travel lanes unless the extensions are specifically intended and designed to act as a traffic calming devices.
- The geometric design of curb extensions should follow the guidance of the Institute for Transportation Engineers' *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice*.



An example of a curb extension with a stormwater planter in Portland, Oregon.

- *On streets with curbless LID features such as swales, the geometry of “curb” extensions shall follow the same standards as if a curb were present.*

## D. Street Furniture

Pedestrian-oriented amenities, if well selected and located, can enrich the walking experience by adding functionality and visual interest to the pedestrian realm. Street furniture includes public seating, trash and recycling receptacles, drinking fountains, news racks, bicycle parking, restrooms, information kiosks, and pedestrian-scale retail stands.

### ***Street Furniture Policies:***

**Policy MM-58. Consistency with Streetscape Master Plan(s).** *Street furniture within the public right-of-way shall be consistent with the requirements described in the Streetscape Master Plan.*

**Policy MM-59. Street Furniture Requirements.** *Development within the Plan Area shall comply with the following street furniture requirements:*

1. *All public street furniture shall be located in the Planting/LID Feature/Furnishings Zone (see Table 3-2). The Edge Zone (see Table 3-2) shall remain free of any vertical objects.*
2. *Amenities along streets within a particular district or along streets for which a unified streetscape character across district boundaries is envisioned—such as Coastal Drive, the linear park, or Parkway Street— shall be selected to form a group of amenities coordinated in style and color so as to visually reinforce the street and district identity.*
3. *Street furniture placement shall be closely coordinated with the design of LID features discussed in Section 3.4.1 the striping of parking stalls, and breaks in stormwater planters required for pedestrian circulation between the parking lane and the Clear Zone of sidewalks (see Table 3-2).*
4. *No sidewalk amenity shall reduce the clear width of a sidewalk or walkway path to less than 4 feet. All street furniture, wayfinding signs, and other amenities shall comply with Americans with Disabilities Act (ADA) requirements.*



*An example of a coordinated set of street furnishings, light fixtures, and street trees.*

5. All street furniture and other amenities shall be made of durable, high-quality materials. Materials and finishes shall be specifically selected to withstand exposure to Fort Bragg's coastal climate.

**Policy MM-60. Appropriate Street Furniture by Street Type.** All street furniture shall be consistent with the specifications listed in Table 3-3, Appropriate Streetscape Furniture by Street Type.

**Policy MM-61. Street Furniture in the Central District.** Public seating shall be incorporated into the Redwood Avenue extension and considered on other mixed-use streets in the Central District. Seat walls and seating may incorporated into buildings, landscape features, and stormwater planters, as an alternative to freestanding benches.

**TABLE 3-3 APPROPRIATE STREET FURNITURE BY STREET TYPE**

Street Type	Trash/ Recycling Receptacles	Seating	Newspaper Racks <sup>1</sup>	Wayfinding Signage <sup>2</sup>	Bicycle Parking
Coastal Drive All Segments	Yes	Yes	No	Yes	At Parking Bays
Parkway Street	No	Optional	No	No	Central District Only
Residential Streets	No	No	No	No	No
Mixed-Use Streets	No	Yes	Yes	Yes	Yes
Redwood Avenue	Yes	Yes	Yes	Yes	Yes
Southern District Streets	No	No	No	No	Yes
Alleys – All Districts	No	No	No	No	No

(1) Only consolidated, decorative newspaper racks are allowed.

(2) All wayfinding signage shall be non-commercial in nature and shall not conflict with the off-site signage prohibition in the Coastal Land Use and Development Code (Coastal LUDC).

## E. Lighting

High-quality lighting helps create a positive streetscape and district character during the day and at night. Street lighting increases the sense of safety for all users of a street. By day, the light fixtures establish a rhythm along the street and can unify the street design. At night, pedestrian-scaled light fixtures define the visual nighttime experience of a streetscape, path, plaza, or park. Street lighting can also use significant energy, and poorly placed or designed street lights can result in light pollution and an unsightly visual experience.

### Lighting Policies:

**Policy MM-62. Pedestrian-Friendly Lighting.** To encourage pedestrian activity at night, all streets shall include pedestrian-scale lighting that promotes walking .

**Policy MM-63. Consistency with Streetscape Master Plan(s).** Light fixtures and poles within the public right-of-way shall be consistent with the Streetscape Master Plan(s).

**Policy MM-64. Energy-Efficient Lighting.** All street lighting shall be energy-efficient. All lighting in the public realm shall be fitted with energy-efficient lamps, such as Metal Halide, LED, or other energy-efficient lamp technology, as well as optical systems that reduce energy use. Light operation shall be managed to reduce energy use by reducing or turning off lighting when activity levels decrease at night (typically after midnight).

**Policy MM-65. Lighting Safety and Comfort.** All new street lighting shall comply with the following requirements:

- [Lamps shall include individual on and off switches.](#)
- Light level and uniformity ratio requirements for street and pedestrian lighting as well as crosswalks shall follow the standards described in the American National Standard Practice for Roadway Lighting (RP-8) published by the Illuminating Engineering Society of North America (IESNA). See Table 3-4 for an example of how these standards can be applied to the proposed streets in the Plan Area.
- Sky glow shall be mitigated by selecting “dark sky”-friendly light fixtures that direct most of the emitted light downward [and mitigate glare.](#)
- Lamps shall have a high Color Rendering Index (CRI).
- [Street lighting can be located on adjacent buildings, where desirable.](#)

**Policy MM-66. Central District Lighting.** Central District lighting shall be compatible with existing Central Business District lighting.

**TABLE 3-4 EXAMPLE OF LIGHT LEVELS AND UNIFORMITY RATIOS FOR LIGHTING**

Street Type	Horizontal Light Level Range <sup>1</sup> At Ground <sup>2</sup> Minimum Maintained Average <sup>3</sup> (Unit: Footcandle)	Uniformity Ratio Range <sup>1,2</sup> Average/Minimum
Northern Coastal Drive	0.3 to 1.2	4 to 6
Central Coastal Drive	0.4 to 1.2	3 to 4
Southern Coastal Drive	0.3 to 1.2	4 to 6
Parkway	0.4 to 1.2	3 to 4

Street Type	Horizontal Light Level Range <sup>1</sup> At Ground <sup>2</sup> Minimum Maintained Average <sup>3</sup> (Unit: Footcandle)	Uniformity Ratio Range <sup>1,2</sup> Average/Minimum
Mixed-Use Streets – Central District (IESNA roadway classifications: Major/Collector)	0.5 to 1.7	3 to 6
Residential Streets – Northern District (IESNA roadway classifications: Collector/Local)	0.3 to 1.2	4 to 6
Southern District Streets (IESNA roadway classifications: Major/Collector/Local)	0.3 to 1.7	3 to 6
Alleys – All Districts Urban Trails – All Districts (IESNA roadway classification: Alley)	0.3 to 0.5	4 to 6
Pedestrian Accessways – All Districts (IESNA classification: Pedestrian Walkway)	0.3 to 1	4 to 6

- (1) Recommendations based on the Illuminating Society's ANSI approved RP-8 document ("Roadway Lighting").
- (2) Light levels listed in the table are provided in ranges, as the determination of the specific required minimum maintained average light level requires the verification of variables such as traffic and pedestrian volumes as well as pavement classifications. (The latter are related to the amount of light reflected by a given pavement.)
- (3) The "minimum maintained average" is the lowest accepted value of an average light level calculated with a light loss factor.

**Policy MM-67. Lighting Section in Streetscape Master Plan(s).** The Streetscape Master Plan(s) shall include a section on lighting that describes the required unified palette of fixture styles to be used and standards for appropriate fixture spacing, lamping, and other technical criteria.

**Policy MM-68. Lighting of Public Rights-of-Way.** Roadway and pedestrian-scale lighting shall be provided, as appropriate, on all new streets and pathways in accordance with the following guidelines and with applicable City standards not superseded by these guidelines.

1. The characteristics of pedestrian activity, such as slow travel speeds, frequent stopping and standing, and the need for human scale, shall be taken into account in the light fixture selection process as well as in the fixtures' day and nighttime design characteristics.
2. [Light fixtures that utilize LED or other comparable low energy use lighting are preferred.](#)
3. Light fixtures along streets shall be located in the Planting/LID Feature/Furnishings Zone (see Table 3-2).
4. Light fixtures shall efficiently direct light to the desired area of the roadway, sidewalk, and/or pathway, avoiding excessive glare, the shedding of light onto adjacent private properties, and sky glow.
5. The preferred height of pedestrian-scale light fixtures is between 12 and 15 feet (to light source).



6. *The use of light fixtures with light sources at heights of 20 feet or more shall be limited to locations where the required lighting levels cannot be met by solely using pedestrian-scale fixtures. The use of “cobra head” fixtures is not acceptable.*
7. *Fixtures may be staggered or placed symmetrically on both sides of the street depending on lighting and uniformity requirements.*
8. *Light fixtures shall be spaced with as consistent a rhythm as feasible.*
9. *Light fixture and tree spacing shall be closely coordinated to prevent tree canopies from blocking the light emitted by the fixture.*
10. *Light fixtures along Coastal Drive shall be restricted to the eastern side of the street and shall minimize light intrusion onto the Coastal Trail property.*
11. *Light fixtures along Coastal Drive shall be coordinated in style and color with other streetscape design elements used along the entire length of Coastal Drive.*
12. *In the Northern District, light fixtures shall be placed near boardwalk, bermed, or paved crossings across swales*
13. *Light fixtures along the Northern District greenway shall be coordinated in style and color with other design elements along the entire length of the greenway.*
14. *In mixed-use and commercial environments that include restaurants, theaters, or other uses frequented during evening hours, appropriate lighting shall be designed to enhance the access to and experience of activities into the night.*
15. *The City of Fort Bragg’s standard, decorative downtown pedestrian-scale light fixture shall be used throughout the Central District.*
16. *On Redwood Avenue, banner arms and banners shall be attached to light poles to further identify this street as a commercial street integral to Fort Bragg’s downtown.*
17. *The location and spacing of light fixtures shall be coordinated with those of low impact development (LID) features, street trees, and street furniture along Redwood Avenue to properly accommodate the higher pedestrian volumes and circulation needs expected on this street.*

## 3.4 Stormwater Management

The vision for sustainable development of the Plan Area considers water, including stormwater runoff, an important natural resource of the site. This section calls for an approach to the management of stormwater runoff in the Plan Area that uses “green infrastructure” and low impact development (LID)<sup>4</sup> strategies. These strategies meet the

<sup>4</sup> Low impact development (LID) is a landscape-based approach to on-site stormwater management that emphasizes the use of best management practices (BMPs) integrated into a building, site, or street to treat

legal requirements for flow control and pollution prevention relevant to stormwater runoff from public rights-of-way.

The prime objective of LID is to reduce and treat stormwater close to its source. Traditional urban stormwater management systems are designed for fast and concentrated evacuation of stormwater, while LID-based systems reuse, slow, spread, and infiltrate stormwater to minimize the quantity of runoff and improve stormwater quality. When LID systems use natural processes and native plants, they are called “green infrastructure.” Green infrastructure features, such as swales, stormwater planters, permeable paving, mulched landscape areas, and retention and infiltration ponds, are used to detain, convey, infiltrate, and treat stormwater (see Table 3-5). They also generally reduce the amount of impervious surfaces in the public right-of-way.

The green infrastructure approach to stormwater management in the Plan Area is sustainable, meets applicable stormwater regulations, and creates a site design element that ecologically and aesthetically connects the future developed and undeveloped portions of the Plan Area. Green infrastructure (or other LID) features will be systematically integrated into the design of public streets, sidewalks, parking areas, and plazas in the Plan Area’s developed area.

**TABLE 3-5      FUNCTIONS OF LOW IMPACT DEVELOPMENT (LID) STORMWATER FACILITIES**

	Detention	Retention	Infiltration	Conveyance	Water Quality
Permeable Paving	X	X	X		X
Stormwater Planters	X	X	X		X
Swales	X		X	X	X
Rain Gardens	X	X	X		X
Subsurface Trenches	X	X	X	X	X

### 3.4.1      STORMWATER MANAGEMENT

This section of the Specific Plan discusses green infrastructure strategies for application within public rights-of-way in the Plan. Please note that stormwater management requirements for development outside of the public right of way is regulated by the CLUDC. These strategies, which include the use of permeable paving materials coupled with landscaped detention and conveyance systems, are aimed at reducing the peak flow of

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stormwater and detain stormwater runoff. BMPs are strategies or structural devices used to reduce volume, peak flows, and/or pollutant concentrations of stormwater runoff through one or more of the following processes: evapotranspiration, infiltration, detention, filtration, and biological and chemical actions. In addition to minimizing specific negative environmental effects of the built environment, the LID approach is focused on how BMPs can create more aesthetically pleasing stormwater management solutions that contribute to placemaking.

stormwater runoff from public rights-of-way and treating the runoff for pollutants. In addition, LID features contribute to a more verdant and attractive urban environment that will complement Fort Bragg's unique natural setting and create a comfortable and visually attractive pedestrian environment.

The final size, location, and number of stormwater detention, conveyance, and infiltration areas and elements will need to be designed to ensure both that water is retained and treated and that sufficient flood control measures are in place to handle even large storm events with no crossover from the storm sewers to the sanitary sewer system.

The following policies apply to the treatment of stormwater runoff from public rights-of-way and all associated best management practices (BMPs) and build upon Coastal LUDC Chapter 17.64, Stormwater Runoff Pollution Control (which regulate stormwater management associated with private development within the Coastal Zone and on the Mill Site.

**Stormwater Management Policies:**

**Policy MM-69. Stormwater as a Resource.** Stormwater shall be treated as a resource of the Plan Area that is reused, infiltrated into the groundwater, and integrated into natural hydrological flows, where feasible.

**Policy MM-70. Low Impact Development:** A Low Impact Development (LID) approach to stormwater management that integrates landscape and natural processes into aesthetically pleasing stormwater solutions shall be incorporated into all designs.

**Policy MM-71. Runoff into Public Rights-of-Way.** Runoff into the public rights-of-way shall be minimized to the degree feasible and treated via bio-retention to remove pollutants to the maximum extent practicable.

**Policy MM-72. Stormwater Connections to Coastal Trail and Mill Pond Complex.** Plans for all Plan Area stormwater systems that connect to stormwater conveyance systems on the Fort Bragg Coastal Trail property and/or the Mill Pond Complex area shall analyze and address through system design any cumulative downstream impacts on the trail and Mill Pond Complex facilities to ensure that the trail, parkland, ponds, and wetland functions are not degraded or damaged.

**Policy MM-73. Low Impact Development (LID) in Streetscape.** LID features shall be integrated with the streetscape to allow roadway or sidewalk runoff to collect and infiltrate via bio-retention.

**Policy MM-74. Low Impact Development (LID) in Landscaping Design.** LID features shall integrate attractive landscaping design that provides both a functional and aesthetic amenity with minimal maintenance requirements.

**Policy MM-75. Use of Native and Adapted Landscaping in Low Impact Development (LID).**

Native and suitable adapted landscaping shall be used to the maximum extent practicable in LID features.

**Policy MM-76. Educational Signage in Stormwater Management Features.** Educational signage about climate, natural water and stormwater patterns, native landscaping, and other applicable topics shall be integrated into stormwater management features in public locations where appropriate.

**Policy MM-77. Swales.** Swales to convey stormwater shall be provided where practical. Where infiltration is possible, swales shall be designed with a subsurface infiltration trench to allow infiltration. Along streets with driveway and on-street parking, swales shall include crossings for pedestrian access to parking and vehicular crossings for proper driveway access.

**Policy MM-78. Rain Gardens.** Rain gardens shall be installed in curb extensions as discussed in Sections 3.3.2 and 3.4.2, street-adjacent open spaces, and other places where educational opportunities and adequate space exist. Rain gardens shall be designed to maximize stormwater infiltration as permitted by local soil conditions.

**Policy MM-79. Permeable Paving.** Permeable paving materials, such as permeable asphalts and concretes, decomposed granite surfaces, and unit paver systems, are preferred over asphalt and concrete where technically feasible. Permeable paving shall be used in parking lanes, paths, alleys, and paving surfaces in plazas, where feasible. All permeable paving surfaces shall be Americans with Disabilities Act (ADA)-accessible.

**Policy MM-80. Tree Wells and Streetscape Planters.** Tree wells and streetscape planters shall include roadway curb cuts and planter curb cuts to allow roadway or sidewalk runoff to collect in them and infiltrate.

**Policy MM-81. Streetscape Landscape**



Swales are linear depressions adjacent to the streetscape that can detain and convey stormwater along their length.



Rain gardens are landscaped planters that are more extensive than storm water planters and typically are designed to infiltrate storm water. They can be located in or adjacent to the street.



**Features as Temporary Reservoirs.** The soil and subsurface composition of streetscape landscaping shall allow landscape features to serve as temporary reservoirs, where water is treated and detained for later slow release or infiltration.

**Policy MM-82. Subsurface Trenches.** Subsurface trenches shall only be installed in locations where infiltration is advisable. A perforated pipe or other outlet leading to a detention pond or other facility that has the capacity to accommodate overflow in case of major storm events shall be included in all subsurface trenches. Where trenches are located under hardscape surfaces, permeable paving shall be used if possible.



Stormwater planters allow roadway runoff to flow into and out of adjacent landscaping, where the stormwater is detained and treated.

**Policy MM-83. Engineered Soil Matrix.** Engineered soil matrix of sand, compost and mulch shall required for bio-retention facilities as determined by the City Engineer.

The applicability of each policy to specific street types is detailed in Table 3-6. The street sections and plans presented earlier in this chapter (Figures 3-2 through 3-6) illustrate examples of how LID features listed in Table 3-6 can be integrated into future Plan Area streets.

### 3.4.2 SITE-WIDE AND DISTRICT STRATEGY

Stormwater that falls on public rights-of-way—as opposed to private property—will be managed in each district based on local environmental, land use, and site design considerations. Due to limited infiltration potential resulting from a high groundwater table in much of the Plan Area, stormwater will need to be detained temporarily to reduce peak flows and allow sediment settlement and initial pollutant removal through bio-filtration before it is conveyed to subsequent facilities. Where possible, BMPs should be designed to allow infiltration. The majority of stormwater from the public right-of-way will ultimately join with stormwater from development in detention ponds and infiltration areas for gradual infiltration to groundwater, discharge into the ocean via culverts, or evaporation.



**TABLE 3-6 POTENTIAL APPLICABILITY OF STORMWATER STRATEGIES TO SPECIFIC STREET TYPES**

Street Type	Permeable Paving	Stormwater Planters	Swales	Rain Gardens	Subsurface Trenches
<b>Coastal Drive</b> Segment A to B	In parking lane and/or sidewalk.	Not applicable.	Adjacent to street on ocean side or both sides.	In curb extensions and adjacent to parking bays on ocean side.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.
<b>Coastal Drive</b> Segment B to C Segment C to D	In parking lane and/or sidewalk.	Where adjacent land uses front directly onto street.	Adjacent to street on ocean side or both sides.	In curb extensions and adjacent to parking bays on ocean side.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.
<b>Parkway Street</b> Segment AA to BB	In parking lane and/or sidewalk.	Not applicable.	Between parking and sidewalk.	In curb extensions.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.
<b>Parkway Street</b> Segment BB to CC	In parking lane and/or sidewalk.	Within sidewalk or curb extensions.	Not applicable.	In curb extensions.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.
<b>Parkway Street</b> Segment CC to DD	In parking lane and/or sidewalk.	Within sidewalk or curb extensions.	Between parking and sidewalk ( <u>along open space only</u> ).	In curb extensions.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.
<b>Mixed-Use Streets</b> (East-West Streets) <b>Redwood Avenue</b>	In parking lane and/or sidewalk.	Within sidewalk or curb extensions.	Not applicable.	In curb extensions.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.
<b>Residential Streets – Northern District</b> (East-West and North-South Streets)	In parking lane and/or sidewalk.	Within sidewalk or curb extensions.	Between parking and sidewalk.	In curb extensions.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.

**TABLE 3-6 POTENTIAL APPLICABILITY OF STORMWATER STRATEGIES TO SPECIFIC STREET TYPES**

Street Type	Permeable Paving	Stormwater Planters	Swales	Rain Gardens	Subsurface Trenches
<b>Southern District Streets</b>	Not applicable.	Within sidewalk or curb extensions.	Between parking and sidewalk.	In curb extensions.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.
<b>Alleys – All Districts</b>	Full alley treatment; in a strip down center of alley, with alley crowned to drain to center; or in strips down edges with street crowned to drain to edges.	Not applicable.	Not applicable.	Not applicable.	Installed under other measures as necessary to provide reservoir volume for treatment, infiltration, detention, and conveyance.

It is the responsibility of future Plan Area developers and their engineers to determine the specific LID components, details, and capacities involved in implementing the stormwater management approach required by the Specific Plan. Figure 3-8 illustrates the use of recommended LID features in future public rights-of-way. Further hydrological analysis, required as part of each infrastructure phasing study (see Chapter 8), will be required to determine the feasibility of these strategies. The general strategy for each district is as follows:

- **Northern District.** Stormwater collected in swales and stormwater planters will be detained and gradually conveyed to east-west-running residential streets in this district. Swales or wide stormwater planters on these streets will establish a gradual, westward flow of the collected stormwater. Conveyance of the collected stormwater through rain gardens and temporary detention in ponds or subsurface detention and infiltration facilities will allow for ongoing bio-filtration of pollutants and allow portions of the stormwater to gradually seep toward the groundwater, evaporate back into the atmosphere, or be collected in a proposed storm drain system after appropriate contact with bio-filtration methods described in the Specific Plan.
- **Central District.** Stormwater will be collected in stormwater planters and conveyance structures, such as structural soils beneath permeable pavers and conventional storm drain systems. Together, these conveyance facilities will allow stormwater to travel gradually toward the lowland wetland, where it will collect and gradually discharge into the ocean. As described for the Northern District above, the employed BMPs will allow stormwater to infiltrate into the groundwater, evaporate back into the atmosphere, or be collected in a proposed storm drain system after appropriate contact with bio-filtration methods described in the Specific Plan.
- **Southern District.** Stormwater will collect in swales and stormwater planters and be conveyed into detention ponds for temporary detention and bio-filtration, reducing both peak volume and pollutant loads. The collected stormwater will be retained, infiltrated, and discharged in a manner consistent with the strategies described above, depending on which district the street traverses.

The site-wide stormwater management plan is in the Master Utility Plan for the site.

Per Article 17.64.020, Stormwater Runoff Water Quality and Discharge Management, of the Coastal LUDC, any number of BMPs may be selected from the California Stormwater Quality Association (CASQA) Stormwater BMP Manual.

**FIGURE 3-8 LOW IMPACT DEVELOPMENT IN PUBLIC RIGHTS-OF-WAY**



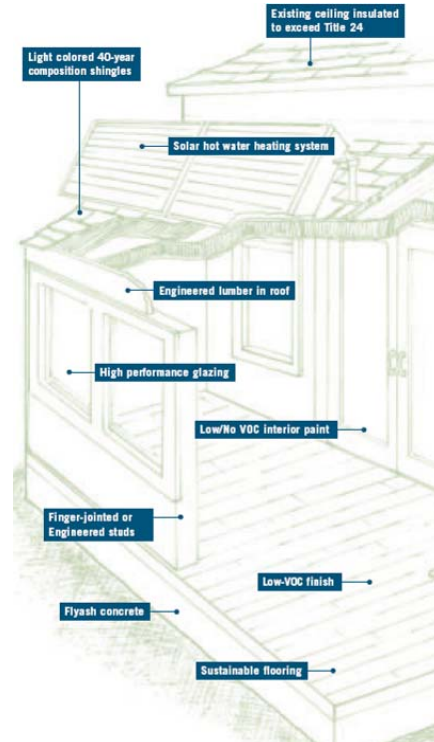
**LEGEND / NOTES**

- |   |   |                          |
|---|---|--------------------------|
| Curbless streets with landscaped swales; Parking lane includes permeable paving and rain gardens (Coastal Drive and portions of Parkway). <sup>1</sup>                      | Curbed mixed-use streets with curbed, stormwater planters or connected flow-through tree wells. | MSSP Study Area Boundary |
| Residential Streets curbed or curb-less with landscaped swales or wide landscaped stormwater planters. Parking lane includes permeable paving/rain gardens in parking lane. | Alleys with permeable paving  | Section Locations        |
| Curbed residential streets with landscaped stormwater planters.   | Greenway (not a street) with a large central swale, rain gardens, and walkways on either side   |                          |

<sup>1</sup>Where development fronts directly onto the Coastal Drive or the Parkway in the Southern District, curbs may be introduced and swales be substituted with landscaped flow-through planters of different designs.

# Sustainable Design Plan

## 4



### Contents

- 4.1 Sustainable Approach to Design and Development
  - 4.1.1 Understanding Sustainability
  - 4.1.2 Response to Context and Location
- 4.2 Energy
  - 4.2.1 Energy and Transportation
  - 4.2.2 Local Energy Production and Conservation
- 4.3 Water
- 4.4 Green Building





*Sustainability is a core principle of the Mill Site Specific Plan. The Specific Plan includes policies and development standards meant to support the creation of a healthy and lasting place to live, work, and play. This chapter addresses energy, water, and green building. The remaining topics related to sustainability are addressed throughout the Specific Plan as described below.*

## 4.1 Sustainable Approach to Design and Development

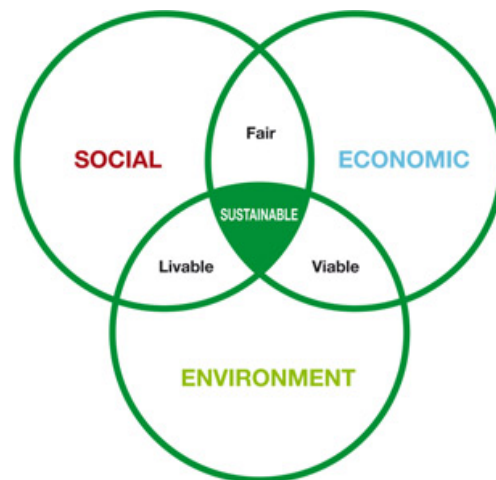
As a sustainable community, Fort Bragg seeks to achieve the following goals:

- Facilitate environmental, social, and economic well-being for all Fort Bragg residents;
- Look to the past, and honor and use the time-tested strategies of simpler, less resource-intensive ways of living;
- Look to the future, and anticipate and minimize potential stresses on our community—be they changing resource supplies, changing climate, or changing economic conditions;
- Look to the natural setting of our community, and protect and emulate the natural processes occurring in our community; and
- Bring people out of their homes and cars, encouraging them to be active, healthy, and connected to their environment and each other.

### 4.1.1 UNDERSTANDING SUSTAINABILITY

The United Nations World Commission on Environment defines sustainability as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” The U.S. Environmental Protection Agency uses a similar definition of sustainability: “social and environmental practices that protect and enhance the human and natural resources needed by future generations to enjoy a quality of life equal to or greater than our own.”

Sustainability includes economic, environmental, and social components. A sustainable community recognizes that environmental protection at the expense of economic stability is



not viable. The sustainable core is economically fair, environmentally viable, and socially livable.

Accordingly, development in the Plan Area will enhance the economic vitality of the community. Likewise, the Plan Area's proposed balance of land uses and transportation network will encourage people to live, work, and play locally, leading to a vibrant, diverse, and resilient local economy. Additionally, the land use allocation reserves space for future industry and employment opportunities that may require larger sites not available elsewhere in Fort Bragg (see Chapter 2, Land Use Development Standards).

#### 4.1.2 RESPONSE TO CONTEXT AND LOCATION

The Specific Plan responds to issues of local importance, such as open space, habitat protection, visual resources, jobs and economic growth, water use, and stormwater management; and regional issues, such as energy use and climate change. These issues are addressed as follows in the Specific Plan.

**Open space and habitat protection** are addressed in Chapter 5, as well as in the Coastal Land Use and Development Code (Coastal LUDC) as it applies to the Plan Area. The Specific Plan takes full advantage of the site's coastal location by providing a continuous network of habitat, views, and pleasant community aesthetics and experiences. Open spaces, many of which provide habitat protection, have been incorporated into the Land Use Plan (see Chapters 2 and 5) to connect neighborhoods and facilities to the coast and nature while improving habitat and restoring natural systems.



**Visual resources** are addressed in Chapters 3 and 5, as well as in the Citywide Design Guidelines. The visual resources of the site are preserved in part through the open space components of Chapter 5. The implementation of the Citywide Design Guidelines, along with the streetscape design standards provided in Chapter 3 of the Specific Plan, will ensure high-quality design of both public and private spaces.

**Jobs and economic growth** are provided for in Chapter 2, as the Specific Plan will rezone 76 acres of the Plan Area for job-generating uses. At buildout, the Plan Area will house businesses that will provide approximately 1,800 new jobs in the community.

**Stormwater management** is addressed in Chapter 3, which describes state-of-the-art Low Impact Development (LID) techniques that will be incorporated into all public rights of way. The Coastal Land Use and Development Code regulates stormwater management for private projects in the Plan Area.

**Energy and water use** and the environmental impacts of development are addressed in this chapter, below.

## 4.2 Energy

The Specific Plan recognizes the importance of energy conservation and production at the local level and is committed to creating a model community for energy conservation and local sustainable energy production. The Specific Plan's intent for energy is to:

- ~~Decrease the total energy used by the Plan Area relative to baseline estimated use;~~
- Minimize fossil fuel-based transportation and energy generation;
- Increase on-site distributed energy generation to promote energy independence; and
- Advance the market for renewable energy sources; and
- ~~Optimize savings of both energy and water.~~

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The Specific Plan addresses energy use through policies that decrease demand in buildings, infrastructure, and transportation.

### 4.2.1 ENERGY AND TRANSPORTATION

The transportation system planned for the Plan Area consists of facilities for vehicles, pedestrians, and bicycles—a truly multi-modal system that will allow people to live without a car if they choose. Chapter 3 includes policies to ensure a multi-modal transportation system, which will reduce energy use and greenhouse gas emissions.

### 4.2.2 LOCAL ENERGY PRODUCTION AND CONSERVATION

On-site renewable energy generation can dramatically increase energy efficiency and decrease dependence on fossil fuel-based or nuclear energy generation and long-distance transmission. Active technologies include on-site distributed generation and cogeneration, wherein energy is generated by systems such as fuel cells, micro turbines, gas turbines, biomass power generation, and waste-to-energy conversion.



*Solar roof on a residence.*

On-site energy generation is another opportunity for Fort Bragg, as natural conditions favor a number of different strategies for renewable energy generation. Solar energy generation has a long track record of pioneering success in Northern California and is increasingly efficient and affordable. In addition, typically moderate and steady winds off of the ocean provide good conditions for wind energy generation. Passive solar design strategies<sup>1</sup> include siting and design of buildings to take advantage of natural light and heat from the sun for lighting and space and water heating and cooling.

### Local Energy Policies:

**Policy SD-1. Passive Solar Design Strategies.** Building and site design shall use passive solar design strategies for space and water heating and lighting to reduce energy demand, to the extent feasible.

**Policy SD-2. Minimize Energy Use. Reduce Energy Demand with a Goal of Net Zero Energy Buildings.** All new construction shall minimize energy use. Net zero buildings and homes are encouraged. These homes produce as much energy (through conservation, photovoltaic panels, solar hot water, and wind, geothermal) as they consume. The following strategies are encouraged to achieve this goal:

- **Use of Local and Renewable Energy.** Buildings and infrastructure that create and/or use locally and renewably generated energy are encouraged.
- ~~▪ **Leadership in Energy and Environmental Design (LEED).** Modify the Land Use and Development Code to require that new development of more than 10,000 square feet or five acres qualify for at least 50 percent of the credits from the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) in the Energy and Atmosphere category of LEED.~~
- **Reducing Energy Demand.** Building systems shall include active strategies to reduce energy demand, such as the use of high-performance heating, ventilation, and air conditioning (HVAC) systems, glazing, and hot water systems.
- **Photovoltaic and Wind Energy Systems.** Because of the significant solar and wind resources available in the Plan Area, photovoltaic and wind energy systems are encouraged. To preserve scenic views, smaller wind energy infrastructure is preferred.
- **District Heating.** District heating (i.e., heat generated in a central location) is encouraged. District heating is preferred for large development projects of more than 15 acres or 20,000 square feet.

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**Program SD-2.2 Leadership in Energy and Environmental Design (LEED).** Modify the Land Use and Development Code to require that new development of more than 10,000 square feet or five acres qualify for at least 50 percent of the credits from the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) in the Energy and Atmosphere category of LEED.

## 4.3 Water

The Specific Plan features a systems-based approach to minimize consumption of potable water. Reducing water use can also save energy, since water and wastewater treatment and pumping require significant amounts of energy. The Specific Plan's intent for water conservation is to:

- Minimize water demand indoors and out;
- Use potable water for potable purposes; and
- Encourage reuse of water on-site.

Methods and systems for the careful and judicious use of potable water, graywater, and rainwater are detailed below.

### **Water Conservation Policies:**

#### **Policy SD-3. Design for Low Water Use.**

*Development projects shall be designed and constructed to achieve the following maximum water demand by type of use:*

- 210 gallons per day per residential unit;
- 70 gallons per day per hotel room;
- 0.11 gallon per day per square foot of industrial or commercial development, except for restaurants, bars, and office uses;
- 4 gallons per day per square foot of restaurants and bars; and
- 0.35 gallon per day per square foot of office uses.

**Policy SD-4. No Potable Water Use for Landscape Irrigation.** Development projects in the Plan Area shall not use potable water for landscape irrigation.



A system that captures rainwater.



*Landscape irrigation can be provided through rainwater capture or use of graywater systems, or landscaping that does not require irrigation can be used. Graywater systems shall meet all health and safety standards. Potable water use is permitted for irrigation of vegetable gardens and fruit trees.*

**Policy SD-5. Rainwater Capture.** *Rainwater cisterns shall be sized and located throughout the Plan Area in order to encourage active rainwater collection, storage, and use. The installation of cisterns is encouraged to capture rainwater from roofs for all water needs and for flood control during heavy storms. Cisterns may be located above or below ground.*

**Policy SD-6. Water Conservation Education.** *Business owners shall incorporate educational programs that promote water conservation habits and practices in all hotel, restaurant, and residential development.*

## 4.4 Green Building

Green Building consists of utilizing building design, construction techniques, and building materials intended to improve building operating costs and reduce the negative impacts of buildings on the environment and its occupants. Green building techniques are applied to the treatment of the building site, to improve water efficiency and energy efficiency, in the selection of materials and resources, and to improve indoor environmental quality.

In 2010, the California Building Standards Commission unanimously adopted a mandatory Green Building Standards Code (CALGREEN) requiring all new buildings in the state to be more energy-efficient and environmentally responsible. These regulations include a mix of prescriptive and performance-based standards to achieve major reductions in greenhouse gas emissions, energy consumption, and water use to create a greener California.

Construction practices, building technologies, and best practices are likely to evolve, and new practices and technologies are likely to be developed during the life of the Specific Plan. Consequently, the Specific Plan focuses on performance-based requirements for achieving sustainability.

In order to capture a broad spectrum of sustainable design practices, the Specific Plan uses the US Green Building Council's LEED® for Neighborhood Development (LEED-ND) rating system as a benchmark in setting various design criteria and performance standards. LEED-ND is a voluntary, point-based rating system that provides detailed design criteria in three major areas of neighborhood-scale design: Smart Location and Linkages, Neighborhood Pattern and Design, and Green Infrastructure and Buildings. The Northern and Central Districts of the Plan Area are designed to meet the LEED-ND prerequisites and to be eligible for conditional approval (Stage 1) as a LEED for Neighborhood Development Plan, with the

expectation of being eligible for pre-certification (Stage 2) following adoption of the Specific Plan by the City of Fort Bragg.

In addition to neighborhood-scale certification, LEED for New Construction (LEED-NC), LEED for Core and Shell (LEED-CS), and LEED for Homes (LEED-H), as well as the Energy Star Homes and Green Point Rated programs, evaluate the sustainability of individual buildings. To meet prerequisites for LEED-ND, at least one building in the Plan Area must be either built or redeveloped in accordance with a building-level rating system that includes independent, third-party verification.

### **Green Building Policies:**

**Policy SD-7. Building Reuse.** Where existing buildings in the Plan Area are structurally sound and reuse is economically feasible, reuse of buildings in whole or part is preferred.

**Policy SD-8. Green Building Certification in Northern and Central Districts.** Development in the Northern and Central Districts of the Plan Area shall achieve Leadership in Energy and Environmental Design for New Construction (LEED-NC), Build-it-Green, or comparable certification.

**Policy SD-9. LEED Certification.** All new development projects of more than 5,000 square feet shall achieve Leadership in Energy and Environmental Design for New Construction (LEED-NC) certification. All new development projects of more than 10,000 square feet shall achieve the LEED-NC silver rating.

**Policy SD-10. Reducing Water Use.** All new development projects shall achieve at least 80 percent of the possible credits in the water conservation component of Leadership in Energy and Environmental Design for New Construction (LEED-NC).

**Policy SD-11. Preferred Green Techniques.** All green building techniques are encouraged, with preference given to techniques that address local issues, such as use of locally produced natural materials, water and energy conservation measures, and techniques that respond appropriately to Fort Bragg's cool, rainy environment, such as passive solar design and low impact development (LID) strategies.

**Policy SD-12. Recycling.** All development in the Plan Area shall provide a centralized drop-off location or locations for all recyclables, including compostable materials.

**Policy SD-13. Preserving High-Quality Native Trees.** Applicants for any development proposed for the eastern edge of the Plan Area between Chestnut and Cypress Streets, which is heavily wooded, shall hire an arborist certified by the International Society of Arboriculture to conduct a survey of trees to identify those that are (1) in good or excellent condition, (2) heritage or champion trees of special importance in the area, and (3) larger than 6 inches in diameter at chest height. Development in the Plan Area shall endeavor to preserve many, though not necessarily all trees that meet these criteria.



# Open Space, Parks, and Resource Conservation

## 5



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# 5

## OPEN SPACE, PARKS, AND RESOURCE CONSERVATION

*This chapter describes open space, park facilities, and resource conservation opportunities in the Plan Area and adjoining areas. Open space and park facilities will be located throughout the Plan Area, and the chapter provides policy guidance for minimum design requirements, project phasing, and operations issues for open space, park facilities, and wetlands. Additionally, as many parts of the Plan Area may develop slowly, this chapter addresses minimum maintenance and safety requirements for undeveloped areas that may function as a kind of open space until they are developed. Since the Plan Area also contains cultural and natural resources, this chapter identifies policies related to cultural and natural resource conservation.*

### 5.1 OPEN SPACE AND PUBLIC PARKS

The open space and parkland features of the Plan Area will provide a variety of important site amenities, including:

- Active and passive recreation;
- Multi-modal circulation connections;
- Preservation, restoration, and protection of many coastal resources, such as surface ponds, wetlands, riparian corridors, uplands, and coastal bluff habitats; and
- Coastal and visual access.

Over 101.3 acres of parks will be located in the Plan Area and adjoining properties. They will include the following:

- **Fort Bragg Coastal Trail Park Connections.** The 82-acre Fort Bragg Coastal Trail, located just outside the Plan Area on a separate property, provides much of the coastal access for the Plan Area, and therefore connections between the trail project and the Plan Area are discussed here. The Fort Bragg Coastal Trail, developed by the City of Fort Bragg in 2012-2013, provides 4.5 miles of multi-use trails, parking areas, picnic areas, and miles of scenic ocean viewing.
- **Downtown Plaza and Farmers' Market.** This five acre Central District park will provide a town plaza or town square for Fort Bragg. It will also connect the Central Business District with the scenic and recreational resources of the Coastal Trail [and the Mill Pond Complex Area](#).
- **Redwood Avenue Park.** This 0.35 acre park near the terminus of Redwood Avenue, will [provide passive recreational and landscaping features that connect the adjacent visitor serving area with the Coastal Trail and the Downtown Plaza](#).



- **Neighborhood Park.** This three acre park will serve 500 new residential units in the Northern and Central Districts.
  - **Linear Park.** This park will provide important pedestrian and bicycle connections through the Northern District.
- Mill Pond Complex Restoration Area.** This 3620-acre site will include the restoration of the historic site drainage features and a mix of restored and enhanced wetlands and open spaces that will provide integrated wetland, stream, and terrestrial habitat.

### 5.1.1 COASTAL TRAIL CONNECTIONS

The Fort Bragg Coastal Trail, a 82-acre, 3.5-mile stretch of the California coastline, adjoins the western edge of the Plan Area. This parkland, owned by the City of Fort Bragg, will consist of 4.5 miles of multi-use paths and two parking areas. The Coastal Trail will connect Glass Beach and the Pudding Creek Trestle at the north end of the Plan Area to Main Street, Noyo Beach and Pomo Bluffs Park at the south end of the Plan Area. The Fort Bragg Coastal Trail will ultimately connect 11 miles of coastal multi-use trails and will be a key link in the California Coastal Trail.



Access to the shoreline is guaranteed by the California Constitution and further defined by the Coastal Act, which requires that new development provide public access to the California coastline. Development in the Plan Area will increase the need for public shoreline access. The following policies will guide developers in meeting Coastal Act requirements.

#### **Coastal Trail Policies:**

**Policy MSOS-1. Pedestrian Connections to Coastal Trail.** Development shall provide pedestrian connections to the City's Coastal Trail. Required pedestrian improvements include crosswalks at all road intersections along the Coastal Drive, trail connections from the crosswalk/sidewalk to existing trails, and installation of trailhead signage and amenities (e.g., bike racks, dog bag dispensers, trash cans).

**Policy MSOS-2. Pocket Parking on Coastal Drive.** The development of Coastal Drive shall include pocket parking on the west side of the road to facilitate coastal access. The placement of this parking shall be coordinated with existing and planned access points for the Coastal Trail.

**Policy MSOS-3. Restoration of Areas Adjoining Coastal Drive.** Development of Coastal Drive shall include restoration of areas between Coastal Drive and the edge of the City's Coastal

*Trail with native coastal bluff vegetation. Such restoration shall include a monitoring plan to ensure an effective restoration project.*

**Policy MSOS-4. Stormwater System on Coastal Drive.** *Development of Coastal Drive shall include installation of stormwater infrastructure as needed to effectively convey stormwater runoff from the Plan Area across the Coastal Trail property.*

### 5.1.2 DOWNTOWN PLAZA AND FARMERS' MARKET

The proposed downtown park/plaza is envisioned as an important site amenity that will connect the Central Business District along Redwood Avenue with the natural and scenic resources of the site. The approximately 5-acre park will provide a variety of amenities and facilities for passive recreation and social gathering activities, including facilities for:

- A farmers' market;
- Festivals and events; and
- Facilities for walking, resting, informal gatherings, and socializing,

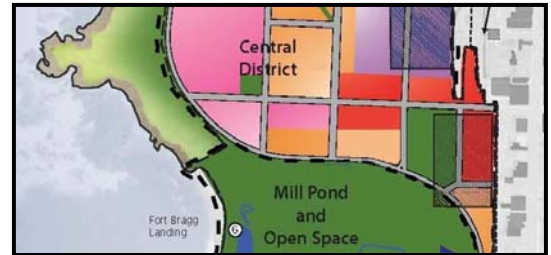
#### **Downtown Plaza Policies:**

**Policy MSOS-5. Downtown Plaza Amenities.** *The downtown park/plaza shall include the following amenities:*

- Benches and picnic tables;
- A covered facility for the farmers' market and other community events;
- Sidewalks along the park perimeter;
- Walking paths that cross the park ;and
- Native landscaping and low-water-use landscaping.

**Policy MSOS-6. Downtown Plaza Phasing.** *The downtown park/plaza shall be phased according to the following schedule:*

- A Downtown Plaza Plan shall be completed by the subdivision applicant and submitted for approval as part of the first major subdivision in the Central District. The Downtown Plaza Plan shall include (1) a site map that details the location of all amenities and infrastructure, elevations and floor plans for any proposed structures, a grading plan, and a landscaping plan; and (2) a financing plan for funding Phases I, II, and III which costs shall be advanced by the subdivider and reimbursed by future developments pursuant to cost advancement or reimbursement agreements.
- Phase I of the downtown plaza shall be developed and dedicated to the City prior to issuance of a Certificate of Occupancy for any development that equals or exceeds 100,000 square feet (residential and commercial) in the Central District. Phase I shall



consist of a graded and seeded field, sidewalks, pathways, benches, and picnic tables as defined in the Downtown Plaza Plan.

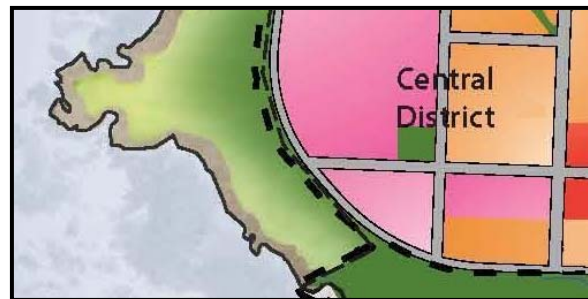
- Phase II, the farmers' market facility, shall be added to the downtown plaza and dedicated to the City prior to issuance of a Certificate of Occupancy for any development that equals or exceeds 200,000 square feet (residential and commercial) in the Central District.
- Phase III, the small amphitheater, shall be developed and dedicated to the City prior to issuance of a Certificate of Occupancy for any development that equals or exceeds 250,000 square feet (residential and commercial) in the Central District.

**Policy MSOS-7. Downtown Plaza Hours of Operation.** The downtown plaza shall be open to the public from sunrise until sunset.

**Policy MSOS-8. Downtown Plaza Funding.** Operation and maintenance of the downtown plaza shall be funded as described in Chapter 8, Implementation and Phasing.

### 5.1.3 REDWOOD AVE. PARK

The Redwood Avenue Park will provide a visual connection between the Central park, and the Coastal Trail. It will be landscaped to provide an attractive entrance to the visitor serving amenities on the adjacent parcel. The park will be designed to provide opportunities for gathering and passive recreational activities.



**Policy MSOS-9. Redwood Park Amenities.** The Redwood Park shall include benches, sidewalks along the park perimeter; walking paths that cross the park, and native low-water-use landscaping.

**Policy MSOS-10. Redwood Park Development.** The Redwood Park shall be developed concurrently with the development of the first visitor serving hotel or bed and breakfast. The developer of the first hotel/bed and breakfast shall fund and construct park improvements and through a reimbursement agreement will be proportionally reimbursed by developers of subsequent visitor serving hotels and bed and breakfasts in the Central District.

**Policy MSOS-11. Redwood Park Operations & Maintenance.** Operation and maintenance of the Redwood Park shall be funded as described in Chapter 8, Implementation and Phasing.

### 5.1.3 NEIGHBORHOOD PARK

Implementation of the Specific Plan will add 520 new residential units and an estimated 1,200 new residents to the City of Fort Bragg. The neighborhood park will serve the active recreational needs of these new Fort Bragg residents.



#### **Neighborhood Park Policies:**

**Policy MSOS-129. Neighborhood Park Amenities.** The minimum three-acre active recreation park in the Northern District shall include:

- A tot lot for small children;
- A ball field sufficient to accommodate a baseball diamond and/or ~~a half-court~~ soccer field; and
- A public restroom.

**Policy MSOS-130. Neighborhood Park Phasing.** The Neighborhood Park may be built in its entirety at the Northern District subdivision stage or developed in stages according to the following schedule:

The Neighborhood Park Plan and location shall be submitted by the property owner for approval by the City as part of the Master Tentative Subdivision Map. The Neighborhood Park Plan shall consist of a site plan, elevations, a landscaping plan, and a financing plan for funding construction of the ball field, restroom, and tot lot. The costs of the preparation of the Neighborhood Park Plan shall be advanced by the first subdivider in the Northern District and may be reimbursed by future developers under a cost advancement or reimbursement agreement.

The ball field and restroom shall be developed and dedicated to the City prior to issuance of a Certificate of Occupancy for development that equals or exceeds the 100th residential unit.

The tot lot shall be developed and dedicated to the City prior to issuance of a Certificate of Occupancy for development that equals or exceeds the 150th residential unit.

**Policy MSOS-141. Neighborhood Park Funding.** Operation and maintenance of the Northern District neighborhood park shall be funded ~~through a Mello-Roos district or other financing mechanism,~~ as described in Chapter 8, Implementation and Phasing.

### 5.1.4 LINEAR PARK

The linear park will serve as a location for neighborhood gatherings and for bicycle and pedestrian circulation. The linear park is envisioned to include a multi-use trail, landscaped areas, and benches.

#### **Linear Park Policies:**

**Policy MSOS-12. Linear Park Amenities.** The linear park shall include, at a minimum, a 25-foot-wide public right-of-way, a 10-foot-wide multi-use trail with a





bench on each block, native drought-tolerant landscaping, and park signage at each entrance. Trees and stormwater treatment swales are encouraged.

**Policy MSOS-13. Linear Park Phasing.** The linear park may be built in its entirety at the Northern District subdivision stage or phased according to the following schedule:

- The Linear Park Plan and location shall be submitted for approval as part of the Northern District Tentative Subdivision Map. The Linear Park Plan shall include a site plan, grading plan, and landscaping plan.
- The Linear Park shall be developed, by the adjoining residential site developer, prior to approval of a Certificate of Occupancy for the 50 percent unit of housing on each adjacent block

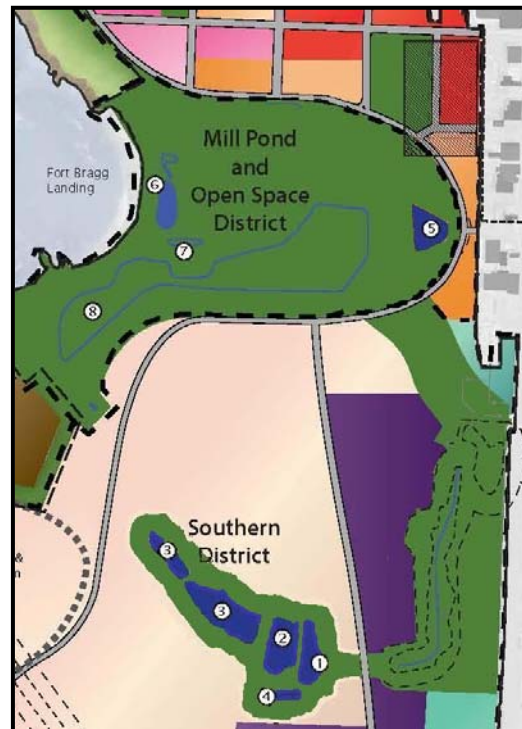
**Policy MSOS-14. Development Adjoining Linear Park.** Development adjacent to the linear park shall comply with the following guidelines:

- Fencing of not more than 4 feet in height may be installed on private property adjacent to the linear park
- Trash and storage sheds are not allowed within the 20-foot setback from the linear park; and
- Front yards are encouraged to face the linear park.
- [Development adjacent to the linear park shall have pedestrian scale.](#)

## 5.2 WETLANDS AND PONDS

The Plan Area includes 31 acres of open space with the following key features:

- **Mill Pond Complex.** The largest of the open spaces at 20 acres, the Mill Pond Complex provides surface water conveyance, including Plan Area surface runoff and flow from the City of Fort Bragg Alder and Maple Creek drainages, which are routed into the man-made Mill Pond (Pond 8) and then out to Fort Bragg Landing. Through the Mill Pond Complex Restoration Project, the Mill Pond will be closed, the Mill Pond Dam will be removed, and the Mill Pond Complex area will be restored to reflect pre-mill development aquatic and terrestrial habitat conditions including seasonal wetlands, a perennial stream, riparian habitat, and coastal grassland and shrub habitats.
- **Maple Street Riparian Area.** This 11.5-acre riparian area includes perennial wetlands at the end of Maple Street and a spring-fed perennial stream channel that provide surface





water conveyance and water quality improvement benefits as well as wetland and upland riparian habitat.

- **Wildlife Corridor.** This 200-foot-wide wildlife corridor connects the Maple Street riparian area with the Mill Pond Complex and provides space for the daylighting of Maple Creek from the Maple Street Riparian Area to Fort Bragg Landing.
- **Pond 5.** This former man-made fire-fighting pond, located at the end of Oak Street, currently provides some surface runoff detention functions for upgradient areas adjacent to the pond. It also provides habitat for water fowl and aquatic vegetation.

Additional pond features in the Plan Area include:

- **Pond 9.** This man-made above-ground former firefighting pond in the Northern District is currently fed with pumped waters from Pudding Creek. A wetland has formed at the western edge of this pond due to ongoing seepage of water from the earthen berms that retain the pond.
- **Industrial Ponds 1-4.** These former industrial ponds (South Ponds) in the Southern District are Coastal Act wetlands and will be retained. They currently capture surface runoff from the central portion of the Southern District. Pond 3 is fed by perennial emergent groundwater.

These aquatic features are a mix of man-made ponds and historical habitats that will be restored and/or enhanced to provide open spaces that range from small, simple ponds and wetlands to larger integrated wetland, stream, and terrestrial habitat areas providing substantially greater ecological function and complexity.

### 5.2.1 MILL POND COMPLEX

As the dominant feature of the open space in the central portion of the Plan Area, the Mill Pond Complex will provide restored perennial and seasonal wetlands, surface water conveyance, and terrestrial habitat. This open space is designed to provide for the ecological integration of several isolated and degraded habitats that exist on the site and will provide a central focus for nature-based recreation and community stewardship. The Mill Pond Complex open space will be achieved through implementation of the Mill Pond Complex Restoration Project, which provides for the closure

of the man-made Mill Pond, removal of the dam and related features, restoration of historical wetlands in the lowland area adjacent to Fort Bragg Landing, and restoration of the former Maple Creek that connected the Maple Street riparian area and the Maple Creek watershed with the beach at Fort Bragg Landing. This restoration project will result in the establishment of significant seasonal and perennial wetlands and riparian habitats that will continue to provide surface water conveyance and water quality benefits. The site will also provide public access, ocean and beach access, and opportunities for passive recreation.



**Mill Pond Complex Policies:**

**Policy MSOS-15. Mill Pond Complex Amenities.** The Mill Pond Complex, upon completion, shall include:

- A multi-use trail alignment that connects to the north and south components of the Fort Bragg Coastal Trail. The trail shall include a spur that provides beach access at Fort Bragg Landing.
- Drainage features that safely convey surface runoff from of the Plan Area and the Alder and Maple Creek watersheds.
- Re-establishment and restoration of the historic creek from the Maple Street Riparian Area and the urban Maple Creek watershed to Fort Bragg Landing.

### 5.2.2 POND 5 [AND ALDER CREEK DRAINAGE](#)

**Pond 5.** This former man-made firefighting pond is located at the end of Oak Street and currently provides limited surface runoff retention functions for adjacent upgradient areas. This pond does not have a natural contributing watershed, but captures sufficient runoff to sustain a pond that is used by water fowl and supports aquatic vegetation; as such, it is considered an environmental sensitive habitat area under the Coastal Act. [While pond 5 is located within the Mill Pond Complex restoration area, this pond is significantly up-gradient of most of the Mill Pond Complex area. The City intends to use the upland areas of this area for public events such as fairs and festivals.](#)



**Alder Creek Drainage.** [It is unclear if this currently culverted drainage can be day-lighted due to the quantity of flow and the steepness of grade. The City will undertake a feasibility study to determine if the culverted drainage can be daylighted. If the City finds that the drainage can technically be day-lighted the City may seek to acquire the property and daylight the creek.](#)

**Pond 5 [and Alder Creek Drainage](#) Policies:**

**Policy MSOS-19. Pond 5 Enhancement.** The Pond 5 shall be enhanced in conjunction with development of the adjacent roadway (Coastal Drive or Oak Street Extension) or the adjacent residential zone, whichever occurs first. Pond 5 shall be offered in dedication to the City of Fort Bragg upon completion of the improvements required by all permitting agencies and establishment of a permanent funding mechanism for operation and maintenance.

**Policy MSOS-20. Pond 5 activities.** [The area outside of the 100 foot buffer around pond 5 may be used for community events in conjunction with the Central District Downtown Plaza.](#)

**Policy MSOS-21. Daylighting of Alder Creek.** [The day-lighting of Alder Creek is encouraged.](#)

Program MSOS 21.1 : The City of Fort Bragg shall complete an engineering feasibility study to determine if the alder creek drainage can be day-lighted in full or in part.

Program MSOS 21.2: If it is feasible to daylight Alder Creek, the City of Fort Bragg will be responsible for obtaining funding and managing the implementation of the day-lighting, including preparing environmental review, permitting, design, engineering, construction, restoration and adoptive management.

### 5.2.3 MAPLE STREET RIPARIAN AREA

This wetland at the end of Maple Street provides surface flow conveyance and water quality benefits and wetland habitat. This area includes a perennial wetland, a spring-fed stream channel, the confluence of the Maple Street Riparian Area stream, and the discharge from the City Fort Bragg Basin C Maple Creek watershed storm drain \as well as forested upland riparian habitat. Improvements to the confluence of the Maple Creek storm drain and the Maple Street Riparian Area stream are proposed as components of the Mill Pond Complex Restoration Project. These improvements are intended to control the high energy discharge from the Maple Creek watershed storm drain and improve channel conditions at the head of the daylighted Maple Creek (See Section 5.2.3).



No development is proposed for this location.

#### ***Maple Street Riparian Area Policies:***

***Policy MSOS- 16. Maple Street Riparian Area Habitat Enhancement.*** *The property owner shall develop and implement a plan to enhance the riparian habitat on the west side of the Maple Stream Riparian Area at the time of any proposed adjacent development requiring a Coastal Development Permit (CDP).*

### 5.2.4 WILDLIFE CORRIDOR

A 200-foot-wide wildlife corridor will be a component of the Mill Pond Complex area and will connect the Maple Street Riparian Area with the Mill Pond Complex and Fort Bragg Landing. The wildlife corridor will be aligned to daylight Maple Creek. The restored Maple Creek will convey surface flow from the urban Maple Creek watershed east of the Mill Site (Defined as Basin C in the City of Fort Bragg Storm Water Management Plan) and from the Maple Street Riparian Area within the Plan Area to the Mill Pond Complex wetland and Fort Bragg Landing. The Maple Creek channel will replace the existing culverted storm drain that conveys these flows to Pond 8 and then to Fort Bragg Landing. The restored Maple Creek channel, flood plain, and riparian corridor will provide a protected link between the Maple Street Riparian

Area at the eastern perimeter of the Plan Area and Fort Bragg Landing. The riparian corridor will also improve habitat diversity, density, and vertical structure in the Plan Area.

### **Wildlife Corridor Policies:**

**Policy MSOS-17. Wildlife Corridor Features.** *The 200-foot-wide wildlife corridor shall include:*

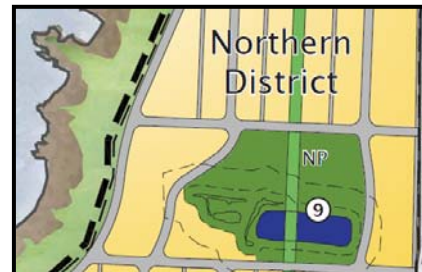
- *A daylighted Maple Creek and riparian habitat extending from the Maple Creek drainage and Maple Street Riparian Area to the Mill Pond Complex; and*
- *Restored natural habitat along the length and width of the wildlife corridor.*

**Policy MSOS-18. Wildlife Corridor Implementation.** *The Wildlife Corridor restoration shall be implemented as follows:*

- *Maple Creek shall be daylighted and restored concurrently with the closure of the Mill Pond and may satisfy wetland mitigation requirements of the U.S. Army Corps of Engineers, the California Coastal Commission, and the Regional Water Quality Control Board.*
- *All asphalt located in the wildlife corridor shall be removed at the time that the creek is daylighted, and the upland portion of the corridor shall be restored with native plants and grasses.*

### 5.2.5 POND 9 – FIREFIGHTING POND

This former man-made firefighting pond, located above ground behind earthen berms, is in the Northern District. It is currently fed with water pumped from Pudding Creek and has no natural source of water other than rainfall. A wetland has formed at the western edge of this pond due to ongoing seepage of water from the earthen embankment.



### **Pond 9 Policy**

**Policy MSOS-20. Pond 9 Enhancement.** *Pond 9 shall be preserved and the habitat features enhanced at the time of the development of the adjacent roadway (Glass Beach Drive extension) and/or the residential district. Pond 9 shall be offered in dedication to the City of Fort Bragg upon completion of the pond improvements required by all permitting agencies and establishment of a permanent funding mechanism for operation and maintenance.*

### 5.2.6 PONDS 1-4



These former industrial ponds were used to circulate Mill Site process waters. Ponds 1, 2, and 4 are man-made ponds. They are now seasonal aquatic habitats that capture surface runoff during the wet season and dry up during the summer months. Pond 3 consists of two perennial wetlands separated by a culvert. Pond 3, while formerly an industrial pond, is also a historical wetland feature that is shown on the 1873 Geodetic Survey map of the Mill Site. The South Ponds and upland between the ponds encompass approximately 2.4 acres.

***Policy MSOS-21. Maintenance of Ponds 1-4 Wetlands.*** Ponds 1 -4 are Coastal Act wetlands and shall be maintained as wetlands.

***Policy MSOS-22. Open Space Between Ponds 1-4.*** The area between the ponds shall be retained as open space.

***Policy MSOS-23. Ponds 1-4 Open Space Plan.*** An open space plan for the South Ponds shall be developed as part of the Southern District Tentative Subdivision Map and implemented prior to issuance of a Certificate of Occupancy for adjacent development projects in the Mill Site Industrial (IMS) zone.

***Policy MSOS-24. Ponds 1-4 Surface Runoff Management Plan.*** A surface runoff management plan shall be developed and implemented to supply runoff to Ponds 1-4 during the wet season to sustain the existing wetland features and any enhanced wetland features developed through the open space management plan.

### 5.3 UNDEVELOPED PROPERTIES

Many parts of the Plan Area will likely remain undeveloped for many years due to the relatively slow rate of growth in the City of Fort Bragg. The following policies will ensure that the undeveloped properties are maintained in a safe and aesthetically acceptable manner until such time as they are developed.

#### ***Undeveloped Property Policies:***

***Policy MSOS-25. Weed Control on Undeveloped Properties.*** Invasive weeds shall be controlled on all undeveloped lands by the property owner of record.

***Policy MSOS-26. Security and Safety on Undeveloped Properties.*** The preferred method for dealing with security and safety issues is the removal of all hazards from vacant and undeveloped parcels by the property owner. Security fencing is discouraged for vacant and undeveloped properties, however if such fencing is installed it shall comply with the fence design requirements of its district.



**Policy MSOS-27. Revegetation of Undeveloped Properties.** As each block of street infrastructure is developed, existing asphalt shall be removed from the adjacent blocks and the blocks shall be planted with native grass seed and graded to facilitate stormwater infiltration. Revegetation of these undeveloped areas with native plant communities shall not be construed to represent environmentally sensitive habitat subject to protection under the Coastal Act.

## 5.4 CULTURAL RESOURCES

Portions of the Plan Area were formerly occupied and visited by Native Americans, and cultural resources have been discovered on the site. A portion of the Plan Area has been designated an archaeological district and the site has a number of National Register of Historic Properties (NRHP)-eligible archaeological deposits. The locations of cultural resource deposits must remain confidential under state and federal law.



### **Cultural Resource Protection Policies:**

**Policy MSOS-28. Archaeological Testing and Evaluation.** A licensed archaeologist, hired by the City at the applicants' expense, shall complete pre-construction surficial and subsurface testing and evaluations to determine the extent and quality of cultural deposits and complete data recovery as required under the California Environmental Quality Act (CEQA).

## 5.5 VISUAL RESOURCES

Reuse of the Plan Area will open areas with significant visual resources to the public for the first time in over 100 years. The Coastal Trail and Coastal Drive will provide public visual access to the ocean and the near-shore environment along the entire length of the Plan Area. However, the ocean is visible from various public rights-of-way throughout town. The policies in this section are designed to ensure that visual access will be retained as the Plan Area is developed.



### **Visual Resource Policies:**

**Policy MSOS-29. Visual Analysis of Development Adjoining Coastal Drive and Coastal Trail.** A visual analysis shall be required for all new Coastal Development Permits for development located immediately adjacent to Coastal Drive and the Coastal Trail

**Policy MSOS-30. Visual Analysis of Other Development That May Affect Ocean Views.** *A visual analysis shall be required for Design Review and or a Coastal Development Permit for all new development projects of more than 28 feet in height that are located on any east-west street and/or have the potential to affect distant views of the ocean from public rights-of-way within the City of Fort Bragg.*

## 5.6 BIOLOGICAL RESOURCES

The Mill Site contains some biological resources, primarily located along the Coastal Trail and in wetlands throughout the Plan Area. The City's Coastal General Plan policies are sufficient to ensure the protection of these biological resources.

## 5.7 COASTAL ACCESS

The City's Coastal Trail will provide coastal access for Plan Area development. Policies MSOS-1, MSOS-2, and MSOS-3 provide for additional coastal access through implementation of the Specific Plan.



## 5.8 CONFORMANCE WITH THE CITY'S COASTAL GENERAL PLAN AND COASTAL LAND USE AND DEVELOPMENT CODE

The Specific Plan designates one-third of the Plan Area as open space and parkland. Much of the open space will provide habitat for native plants and wildlife. The City's Coastal General Plan and Coastal Land Use and Development Code include many policies and regulations for the protection and enhancement of natural resources, the reduction of greenhouse gas emissions, and the protection of water quality. All development in the Plan Area will be required to conform to all resource policies and sections of the Coastal Land Use and Development Code and the Coastal General Plan. The following resource-specific sections and policies are particularly relevant to Plan Area development:

Topic Area	Coastal General Plan Provisions	Coastal Land Use and Development Code Provisions
Environmentally Sensitive Habitat Area Policies and Implementation	Chapter 4: Policy OS-1.1 through Policy OS-1.16	Chapter 17.50.050 Environmentally Sensitive Habitat Areas
Stormwater Management	Chapter 4: Policy OS-9.1 through OS-14.5	Chapter 17.64 Stormwater Runoff and Pollution Control
Cultural Resources	Chapter 4: Policy OS-4.1 through OS-4.5	Chapter 17.50.030 Archaeological Resource Preservation
Open Space and Public	Chapter 4: Policy OS-15.1	Chapter 17.52 Creek and

Access	through OS-16.22	Riparian Resource Protection
Visual Resources	Chapter 6: Policy CD-1.1 through Policy CD-1.11	Chapter 17.50.070 Visual Resources

# Hazards

## 6



### Contents

- 6.1 Hazardous Materials Remediation
  - 6.1.1 Regulatory Context
  - 6.1.2 Remediation of the Plan Area
  - 6.1.3 General Requirements and Restrictions Associated with Areas with Land Use Controls
- 6.2 Coastal Hazards
- 6.3 Emergency Preparedness

*This chapter addresses potential hazards associated with development and future use of certain portions of the Plan Area, including the overall regulatory context, hazardous materials remediation, and specific land use and other restrictions. This chapter also addresses tsunamis, bluff retreat, and storm surge hazards.*

## 6.1 Site Remediation

### 6.1.1 REGULATORY CONTEXT

The Plan Area is under an Imminent and Substantial Endangerment Consent Order (Docket No. HAS-RAO 06-07-150) issued in February 2007 by the Department of Toxic Substances Control (DTSC). The order required remedial actions be taken consistent with the requirements of Chapter 6.8 (commencing with Section 25300), Division 20 of the California Health and Safety Code and other applicable state or federal statutes and regulations.

The City of Fort Bragg Redevelopment Agency authorized the use of the Polanco Redevelopment Act (California Health and Safety Code Sections 33459-33459.8) for the Plan Area. The Redevelopment Agency and DTSC have concurrent oversight obligations under their respective statutory authority. The Polanco Redevelopment Act provides subsequent property owners with immunity from responsibility for any ongoing cleanup requirements associated with existing site contamination.

Georgia-Pacific has investigated certain parts of the Plan Area since 2003. Georgia Pacific's objective has been to comply with requirements of the Imminent and Substantial Endangerment Consent Order "...to identify immediate or potential risks to public health and the environment and prioritize and implement response actions using removal actions and operable units, if appropriate, based on the relative risks at the site."

The North Coast Regional Water Quality Control Board (RWQCB) is also responsible for protecting existing and potential beneficial uses of water resources, including groundwater and surface water, and determining applicable remedial action objectives. The RWQCB considers the potential beneficial use of the aquifer under the Plan Area. Therefore, the RWQCB has mandated that "drinking water standards or more conservative values determined by a Risk Assessment shall be remedial action objectives for this Site" even though groundwater at the site is not planned for potable uses, and Georgia-Pacific intends to establish a deed restriction prohibiting the domestic use of groundwater for the entire Plan Area.

Other "applicable or relevant and appropriate requirements" (ARARs) and "to be considered" (TBC) factors include the following:



Standard, Requirement, Criterion, Limitation	Citation	Description
<b>Federal</b>		
RCRA	40 CFR Part 261 42 USC §6901 et.seq.	Establishes criteria to determine whether solid waste exhibits characteristics that make it a regulated hazardous waste.
Maximum Contaminant Level - Safe Drinking Water Act	40 CFR Part 141 USEPA, 816-F-03-016, June 2003 42 USC §300f	National Primary Drinking Water Standards
Risk Assessment Guidance for Superfund; Ecological Risk Assessment Guidance for Superfund; Ecological Screening Levels	USEPA, 1989, 1997, 2005	Guidance and framework to assess human and ecological risks.
<b>State and Local</b>		
Title 22, California Hazardous Waste Control Act of 1972 Health & Safety Code Chapter 6.5	22 CCR 66260.1 et seq.	Establishes criteria for determining waste classification for the purposes of transportation and disposal of wastes.
	22 CCR 66262.1 et seq.	Establishes standards applicable to generators of hazardous waste.
	22 CCR Chapter 18	Identifies hazardous waste restricted from land disposal unless specific treatment standards are met.
Water Quality Control Plan for the North Coast Region	RWQCB, 2007	Identifies the beneficial uses of water in the region's water quality objectives.
Discharges of Hazardous Waste to Land – California Water Code §13142, 13260, 13263	Title 23, California Code of Regulations, Division 3, Ch. 15	Applies to discharge of waste.
Porter Cologne Water Quality Control Act	Cal. Water Code, Division 7, Section 13000 et seq.	Establishes water quality and beneficial uses to protect both groundwater and surface water quality.
Requirements for Substances Deleterious to Fish and Wildlife	California Fish and Game Code Section 5650	Makes it unlawful to deposit into, permit to pass into, or place where it can pass into the waters of the state certain specified pollutants.
Relevant Policies for the Protection and Conservation of Fish and Wildlife	California Fish and Game Code Section 2014	Requires conservation of natural resources and prevention of the willful or negligent destruction of birds, mammals, fish, reptiles, or amphibians.
	California Fish and Game Code Section 1600	Establishes protection and conservation of fish and wildlife resources.

Safe Drinking Water and Enforcement Act of 1986 ("Proposition 65")	22 CCR Section 12000 et seq.	Prohibits discharge of listed chemicals into a source of drinking water and requires that a reasonable warning be given to individuals who may be exposed to listed substances at levels posing an unacceptable risk.
SWRQB Resolution 88-63		Addresses Beneficial Uses of surface water and groundwater.
Policies and Procedures for Investigation and Cleanup and Abatement of Discharges Under Water Code Section 13304	SWRQB Resolution No. 92-49	Establishes investigation, cleanup, and abatement policies and procedures for cleaning up discharges that affect or threaten to affect waters of the state.
Non-Degradation Policy	SWRCB Resolution 68-16	Promulgated state policy addressing water quality objectives for waters of the state.
Public Health Goals	HSC Sec. 116365	Health-based drinking water standards.
Water Quality Goals	RWQCB, February 2005	Compilation of water quality goals that may be applicable to waters in California.
Remedial Action Plan Policy	EO-95-007-PP	Guidance and framework to develop a Remedial Action Plan.
Supplemental Guidance for Human Health Multimedia Risk Assessments of Hazardous Waste Sites and Permitted Facilities; Guidance for Ecological Risk Assessment at Hazardous Waste Sites and Permitted Facilities	CalEPA, 1992 CalEPA, 1996	Guidance and framework to assess human and ecological risks.
California Human Health Screening Levels	CalEPA, 2006	Risk-based concentrations for human receptors that are intended to assist risk assessors and others in initial screening-level evaluations of environmental measurements.

CalEPA – California Environmental Protection Agency

SWRCB – State Water Resources Control Board

CCR – California Code of Regulations

CFR – Code of Federal Regulations

HSC – Health and Safety Code

USEPA – United States Environmental Protection Agency

RCRA – Resource Conservation and Recovery Act

RWQCB – Regional Water Quality Control Board

### 6.1.2 REMEDIATION OF THE PLAN AREA

The Imminent and Substantial Endangerment Consent Order breaks down the cleanup of the site into five geographic areas called Operable Units (OU-A, OU-B, OU-C, OU-D, and OU-E) (see Figure 6-1). The status of each OU is as follows:

- Investigation and remediation work was completed for OU-A and OU-B in 2008.
- For OU-A, remediation was conducted to be protective of a passive recreational use, and a land use covenant (LUC) is in place to prohibit sensitive uses on portions of the OU. OU-A is being developed by the City of Fort Bragg as a component of the local Coastal Trail. OU-A received a “no further action” determination from DTSC in December 2009.
- OU-B received a “no further action” (NFA) determination from DTSC in 2011.<sup>1</sup>
- OU-C and OU-D were subdivided into 31 Areas of Interest (AOIs) for the investigation (see Figure 6-1). The investigation identified a number of areas that qualify for a NFA determination from DTSC, as shown in Figure 6-2. These areas can be developed in accordance with the land use designations described in Chapter 2, with no further remedial actions required.

The remaining areas of OU-B and OU-C require remedial planning and, in some areas, remediation. The remedial action plan (RAP) will provide for remediation of the site to accommodate the future uses identified in the Specific Plan. Some areas will require specific land use restrictions as outlined in Figure 6-3 (forthcoming).

- OU-E is under investigation, and several areas, including soils in the OU-E lowland area and sediments in some of the ponds, will likely require remedial action. OU-E will be remediated to support passive recreational use and wetland restoration as discussed in Chapter 5, as well as the removal of the Mill Pond dam spillway, cribwall, and north wall as required by the Department of Safety of Dams (DSOD) (DSOD, 2010). In 2010, DSOD determined that the dam is not seismically sound and should be removed by the end of 2015.

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<sup>1</sup> The areas that are suitable for an NFA will have no land use restrictions that affect future development.

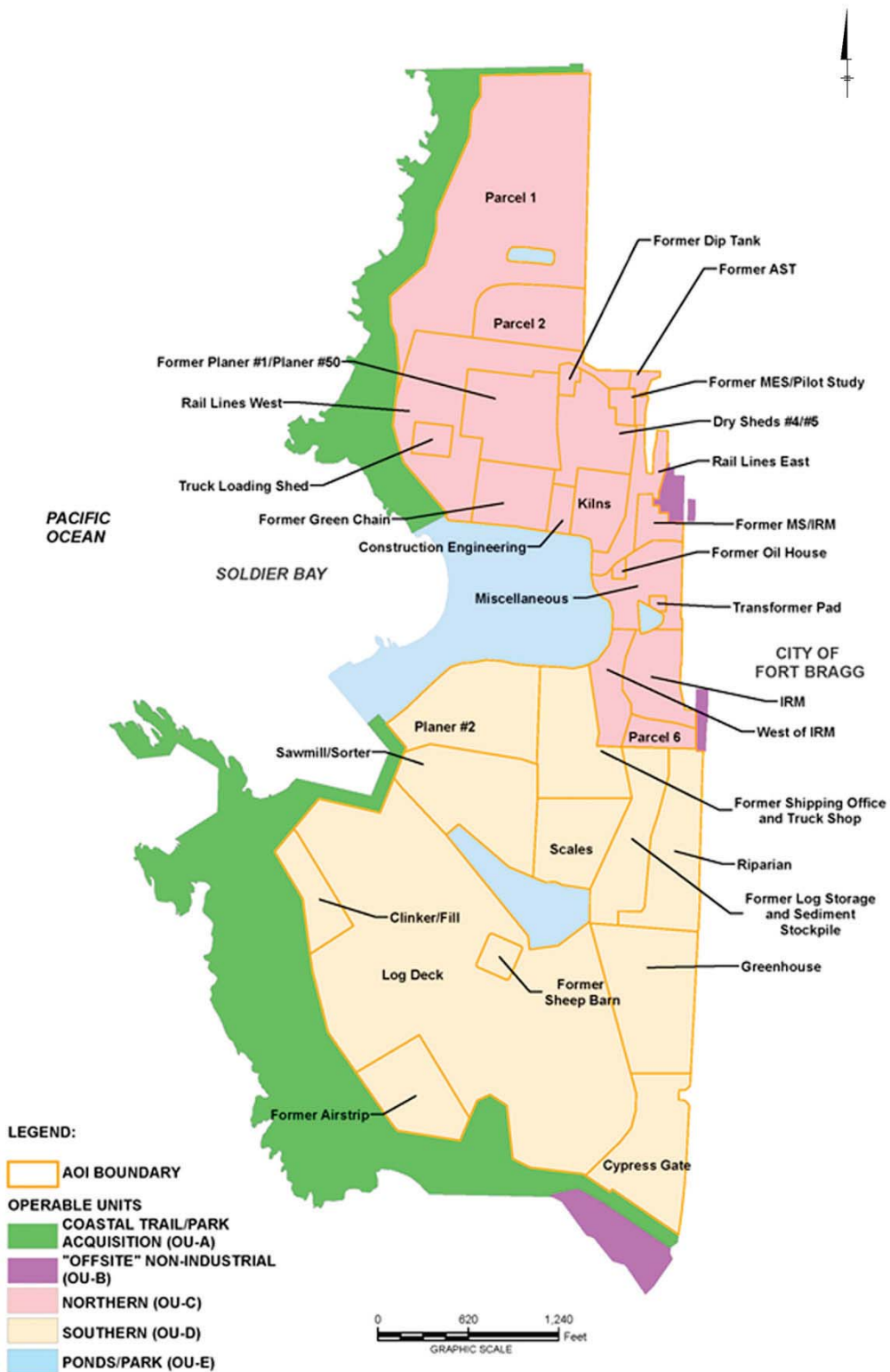


Figure 6-1 Mill Site Operable Units

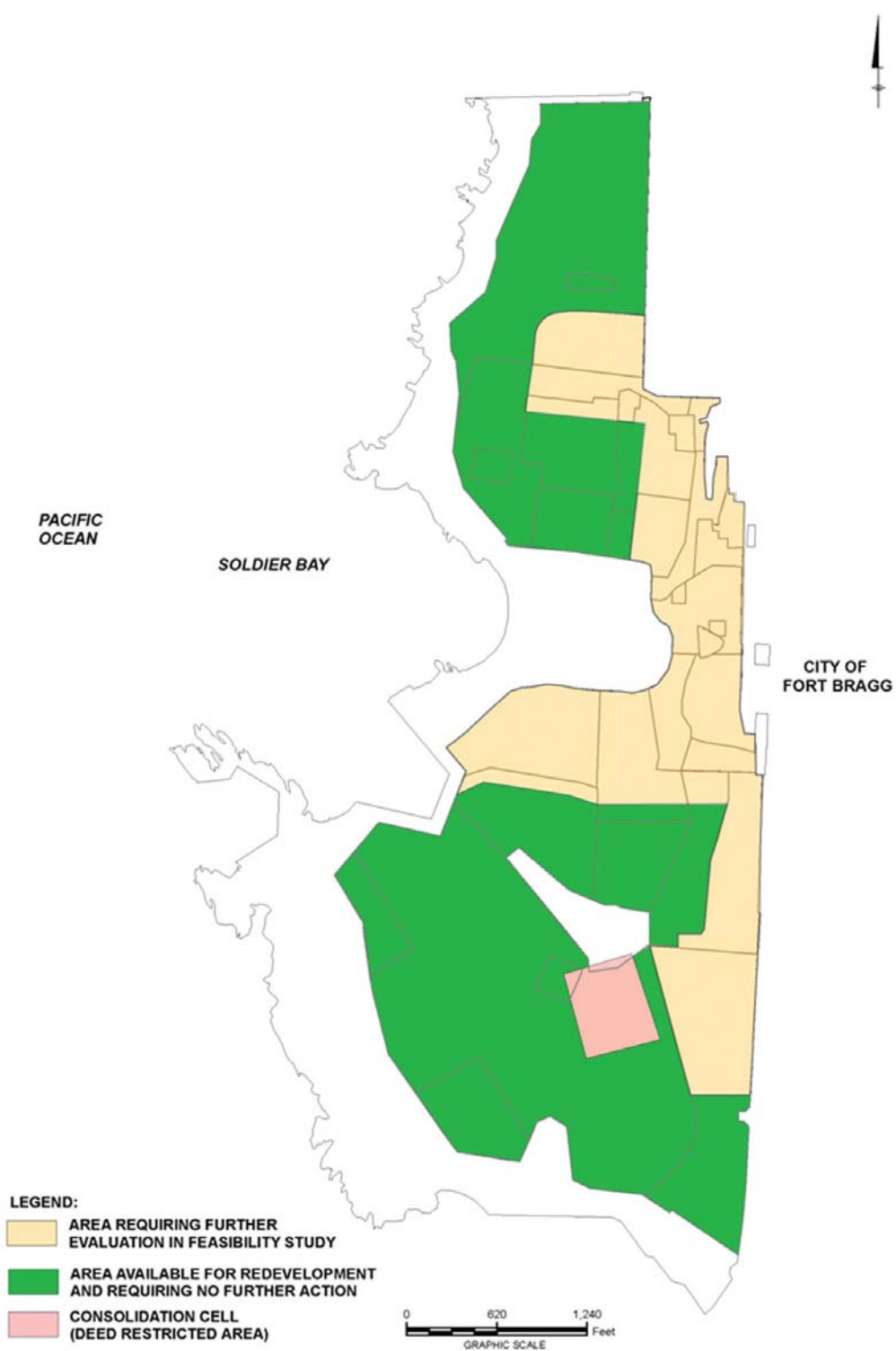


Figure 6-2 Areas of Investigation



### 6.1.3 GENERAL REQUIREMENTS AND RESTRICTIONS ASSOCIATED WITH AREAS WITH LAND USE CONTROLS

The areas that require remediation will be primarily remediated to unrestricted land use and are not expected to have land use restrictions following implementation of the remedial action, with the exception of the following locations, which likely will be subject to a land use covenant (LUC):

- Central District.** Areas within the Central District, generally within OU-C shown in Figure 6-4 in cross hatch are affected by off-site contamination that provides an unacceptable risk via inhalation of indoor air (vapor intrusion). Future development in these areas will need to consider the level of soil vapor risk present at the time of redevelopment. Mitigation measures such as vapor barriers may be needed, and residential uses on the first floor are not appropriate.
- Coastal Trail.** The land use controls developed for OUA are applicable to the coastal bluff areas in both the Northern and Southern Districts. The LUC prohibits residences, hospitals, schools, and day care and recreation areas for children. The LUC also prohibits any disturbance of soil without a Soil Management Plan (SMP) approved by DTSC in advance of disturbance.
- Other Areas.** Other areas of the site could be subject to use restrictions and a LUC/O&M (Land Use Controls Operation and Maintenance) agreement if remedial actions cannot feasibly remediate the areas to unrestricted use levels (considering technology limitations and cost-effectiveness). Restrictions will be identified as institutional controls in the remedial planning and certification documents for each OU, as appropriate. Further, land use controls will be included for each area in the Coastal Land Use and Development Code to ensure that they are implemented as required.

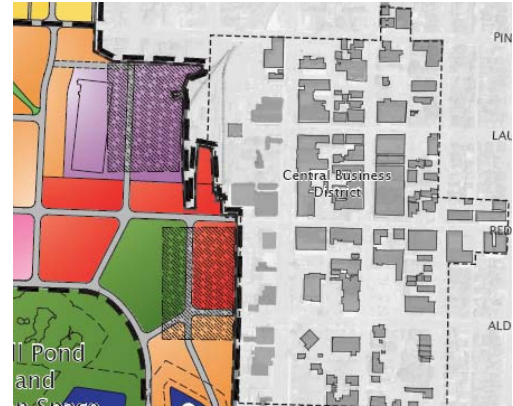


Figure 6-4: Areas subject to land use covenants

An Soil Management Plan (SMP) will likely be necessary for several areas of the site, particularly where some level of contamination remains in place following implementation of the remedial action and in areas where foundations are currently present. The SMP will describe measures to be taken in the event of soil disturbance. These measures could include soil sampling, comparison of soil data to applicable action levels, and subsequent management of soils if samples are found to be above the action levels. The SMP will also provide information regarding appropriate worker protection during construction activities (i.e., personal protective equipment requirements).

The SMP will be provided to all developers, and it will identify those areas where construction and/or landscaping installation and maintenance restrictions are applicable. The SMP will provide the basis for preparation of site-specific construction worker health and health and safety plans. It is anticipated that the SMP will be finalized following completion of the remedial actions for OU-C, OU-D, and OU-E in 2015.

The potential exists for development to begin in the Plan Area before 2015. Figure 6-5 (to be added) provides a current depiction of those areas of the site that are subject to LUCs, may still require remedial action, or contain existing foundations. Until the SMP is finalized, Figure 6-5 will provide the basis for communicating potential hazards that could lead to land use restrictions or require the implementation of a worker health and safety program.

To ensure the health and safety of residents, workers, and visitors within the Plan Area, the following policies have been developed.

***Remediation Hazards Policies:***

***Policy HAZ-1. Deed Restriction.*** Georgia-Pacific shall establish a deed restriction prohibiting the domestic use of groundwater for the entire Plan Area.

***Policy HAZ-2. Soil Management Plan.*** A Soil Management Plan (SMP) shall be prepared for the site to document environmental conditions in areas that are not remediated to an unrestricted use level and/or where foundations remain. The SMP shall be updated as additional information is discovered and shall provide the basis for the following:

- *Identifying potential hazards related to geologic and soils conditions during review of development applications;*
- *Identifying areas with potential soil vapor issues and formulating specific restrictions, measures, and procedures to follow within these areas;*
- *Identifying potential hazards related to soil disturbance, including excavation, construction, and landscaping;*
- *Mapping all land use covenants (LUCs) within the Plan Area and identifying development restrictions*

***Policy HAZ-3. Worker Health and Safety:*** The Soil Management Plan (SMP) shall be provided to all project developers within the Plan Area. Where applicable, the developer's general contractor shall prepare a construction worker and landscape worker health and safety plan containing worker health and safety requirements based on the level of remediation already performed in each project area and any unknown conditions identified in the SMP (e.g., remaining foundations). The SMP shall be reviewed and approved by the Department of Toxic Substances Control (DTSC).

**Policy HAZ-4. Timing of Development.** Development shall be consistent with relevant existing, ongoing, and future remedial actions and associated land use covenants (LUCs).

Development may proceed at locations subject to LUCs and Soil Management Plan (SMP) controls only after all required remedial actions specified by the Department of Toxic Substances Control (DTSC) and/or the Regional Water Quality Control Board (RWQCB) have been completed and approved by DTSC.

**Policy HAZ -5. Land Use Covenants.** Land use covenants shall be included for each restricted development area in the related Coastal Land Use and Development Code sections.

**Policy HAZ-6. Groundwater.** The City's Coastal Land Use and Development Code shall identify and map shallow groundwater table conditions and prohibit groundwater use for residential, commercial, and industrial uses and landscape irrigation.

## 6.2 Coastal Hazards

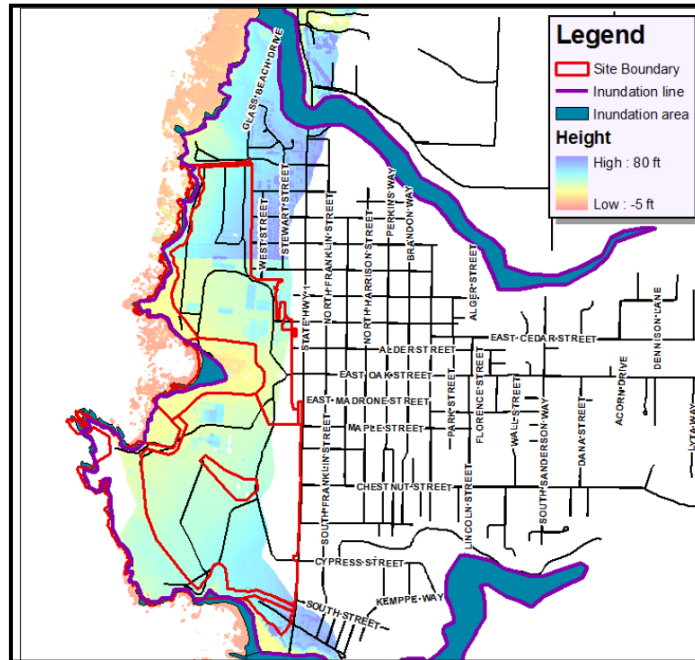
As a coastal site, the Plan Area could be affected by tsunamis, bluff erosion, and storm surges more than other areas of Fort Bragg. However the 92-acre Coastal Trail property provides more than a 100-year buffer of protection from coastal bluff erosion between the Plan Area and coastal bluffs, which will help protect development from bluff erosion). The Coastal Trail property would likewise protect development in the Plan Area from storm surge. Thus, tsunamis are the only remaining coastal hazard for the Plan Area.

A tsunami study was prepared for the Plan Area. The study's conclusions were as follows:

Most parts of the coastline in front of Fort Bragg are protected by sea cliffs and will not flood from a tsunami. Soldier Bay is the most at-risk area for flooding and could see waters reaching 500 feet inland. Parts of Soldier Point could also flood, but the steep cliffs would keep waters from flowing very far onshore. The northern beach of Noyo Bay would also see inundation, with potential risk similar or increased to damages that have been observed historically. Future sea level rise may increase this risk as well. Figure 6-6 illustrates some of the areas that would be most affected by flooding.

Tsunami inundation would most likely not reach the Mill Site. Within the site, the coastal trail and parkland area would be the most at-risk lands. Some of the ponds inland of Soldier Bay could also flood as well. Erosion should be expected in the event of a tsunami, although further modeling is necessary for specific locations and distances.

The City of Fort Bragg existing Local Coastal Program includes policies which require development to: 1) either not be sited in tsunami inundation areas ;or 2) be designed to withstand tsunamis (see Policy SF-2.5). As shown in Figure 6-6 the Tsunami run up area is relatively small and impacts the mill pond complex open space, which permits very limited development.



### Tsunami Policy

Figure 6-6 Tsunami Inundation Area

**Policy HAZ-7. Limit Development in Tsunami Inundation Areas.** Limit uses and development in the Tsunami Inundation Area to those that support passive recreation and open space only.

## 6.3 Emergency Preparedness

### Emergency Preparedness Policies:

**Policy HAZ-8. Emergency Operations Plan.** The Plan Area shall be incorporated into the City's Emergency Operations Plan.

# Implementation and Phasing

# 8



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  - 8.6.5 Continue seeking grant funding and other funding sources for community serving infrastructure located on the Mill Site



# 8

## IMPLEMENTATION AND PHASING

*The preceding chapters of this Specific Plan describe the planning vision and corresponding goals, policies, standards, and guidelines for the orderly development of the Mill Site Specific Plan Area. This chapter sets forth how the Specific Plan will be implemented. Specifically, it: 1) describes the regulatory framework for development of the Mill Site; 2) provides infrastructure costs and describes how infrastructure improvements will be financed; and, 3) offers an implementation strategy and specific action steps.*

### 8.1 REGULATORY FRAMEWORK

This section describes how the Mill Site development has been planned and will be regulated. The Specific Plan, while not a development approval, establishes the policy regulatory and implementation framework for Mill Site redevelopment. The regulatory framework (as described in **Figure 8.1**) consists of three major components: 1) Adoption of Planning Document such as the Specific Plan and the Local Coastal Program Amendment; 2) a Development Project Application Process where in the applicant prepares a development proposal consistent with the Specific Plan and the LCP Amendment; and, 3) a Project Permit Process, wherein the proposed development's environmental impact are reviewed and development permit are considered for approval. **Figure 8.1** illustrates how these components function for the redevelopment of the Mill Site, consistent with the Specific Plan. Because of its location within the Coastal Zone, Coastal Development Permits for Mill Site development are administered by the City of Fort Bragg as required by the Local Coastal Program (LCP). The Local Coastal Program includes the City's Coastal General Plan and zoning regulations (Coastal Land Use and Development Code).

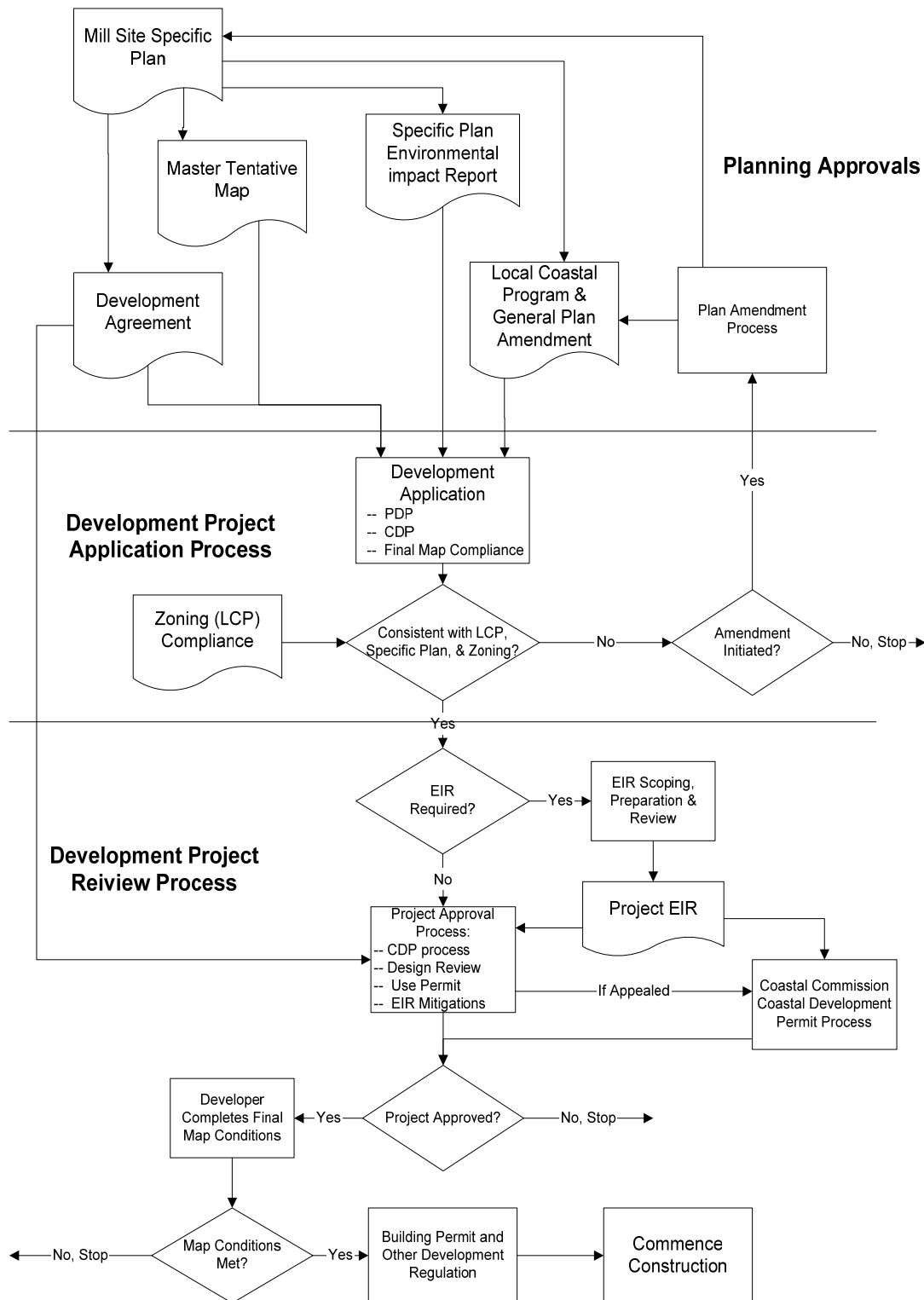
#### 8.1.1 Planning Documents

The Planning Documents include the Specific Plan, the Local Coastal Program Amendment, the Development Agreement, Master Tentative Map, and the Mill Site Environmental Impact Report (EIR). Each is described in more detail below. These Planning Documents form the policy and program basis of subsequent specific project review and approval and development of the Mill Site.

#### Specific Plan

This Mill Site Specific Plan, created pursuant to Government Code Section 65450 et seq., establishes the land uses, policies, and development regulations for the planned development of the Mill Site and includes this implementation and phasing chapter to guide the development process. Specific Plans vary in how they interact with the General Plan and the zoning ordinance, as well as in the precision of the land use regulations they contain. The Mill Site Specific Plan is on the more "general" end of this spectrum. Much of the policies and land use regulations that will guide development on the Mill Site are in the Local Coastal Program. Indeed, for the Specific Plan to have the force of law in the Coastal Zone, all key provisions of the Specific Plan must be incorporated into the Local Coastal Program as described below.

Figure 8.1 Mill Site Specific Plan Regulatory Framework



### **Local Coastal Program Amendment**

The Plan Area is located within the Coastal Zone and an amendment to the Local Coastal Program is required to incorporate the land use policies and regulations from the Specific Plan into Local Coastal Program. The City has prepared a Local Coastal Plan Amendment for submission to the State Coastal Commission for certification. The LCP is administered by the City of Fort Bragg to regulate new development within the Coastal Zone in compliance with the Coastal Act. A total of 73 local governments located along California's 1,100-mile coastline have locally administrated LCPs. The Local Coastal Program in each of these jurisdictions serves both a comprehensive planning and regulatory function (effectively superseding the General Plan and zoning ordinance within the portion of the jurisdiction located in the Coastal Zone).

The required LCP Amendment consists of the following:

- A Coastal General Plan amendment, which incorporates all of the policies of the Specific Plan into the Land Use, Public Facilities, Conservation, Open Space and Parks, Community Design, Sustainability, and Safety Elements;
- A Coastal General Plan Map amendment, which incorporates the proposed changes in Land Use into the zoning map for the coastal zone; and
- A Coastal Land Use and Development Code (Coastal LUDC) amendment, consisting of a zoning map amendment, along with text amendments that places regulatory language from the Specific Plan into Article 2, "Zoning Districts & Allowable Land Uses"; Article 3, "Site Planning and Project Design Standards"; Article 4, "Standards for Specific Land Uses"; and Article 6, "Site Development Regulations"; Article 7 "Planning and Permit Procedures"; and Article 10 "Glossary and Index".

These amendments were all derived from the Specific Plan. The LCP Amendment, considered concurrently with the Specific Plan, was recommended for adoption by the Planning Commission and adopted by the Fort Bragg City Council before submittal to the State Coastal Commission for consideration.

Once the LCP amendment is certified by the Coastal Commission it will supersede chapters 1 through 6 of the Specific Plan. Chapters 7 and 8 of the Specific Plan will also regulate and guide development even though they are not part of the LCP, and that is because they are beyond the purview of the Coastal Commission.

### **Specific Plan Environmental Impact Report**

An Environmental Impact Report (EIR) was prepared to assess the environmental impacts of the Mill Site Specific Plan, the concurrent LCP amendment, modifications to the Citywide Design Guidelines, the Mill Site remediation process, Georgia-Pacific's water rights change petitions, and the Mill Pond Complex restoration project. The EIR analyzed the entire Project, with certain aspects of the Project analyzed at a program level and other aspects at a project level.

Development of the Mill Site is expected to occur incrementally by different developers over more than 20 years. Given its program design, the EIR will streamline the environmental review for development applications in the Plan Area. Proposed projects that are consistent with the Specific Plan may be considered for approval with minimal or no new environmental analysis. Residential projects that are consistent with the Specific Plan, for example, are generally exempt from subsequent environmental review pursuant to Section 15182 of the California Environmental Quality Act (CEQA) Guidelines. For nonresidential and mixed-use projects that conform to the development limitations established in the Specific Plan, a subsequent environmental review process will address the project's site-specific or unique impacts. Such additional analysis may be performed through an Addendum to the EIR, a Negative Declaration, or a Supplemental or Subsequent EIR consistent with CEQA requirements.

Mitigation measures specified in the EIR will be implemented as set forth in the Mitigation Monitoring and Reporting Program (MMRP). The MMRP provides a list of the required mitigation for impacts attributable to the various components of the project, identifies the party responsible for monitoring compliance with the mitigation measures, and identifies at what point or phase of the project the measure must be implemented. Some of the mitigations identified in the EIR will be implemented as part of site development projects.

### **Master Tentative Subdivision Map**

A Master Tentative Subdivision Map, pursuant to Government Code Sections 66489.1 to 66498.9, provides a framework for implementation of the Specific Plan. A Master Tentative Subdivision Map provides for the initial subdivision of the Mill Site into 29 large lots (parcels). These individual large lots can, individually or as groups, be further subdivided as part of the approval of individual Final Subdivision Maps. The current property owner has prepared and filed an application for a Master Tentative Subdivision Map that the City Council will consider following adoption of the Specific Plan and certification of the LCP Amendment by the Coastal Commission. The Master Tentative Subdivision Map will conform to the Specific Plan and other regulations (e.g., LCP, Coastal General Plan, Coastal LUDC, Citywide Design Guidelines, Fort Bragg Municipal Code, etc.) and to any subsequent changes to the applicable general and specific plan, or zoning or subdivision ordinances.

### **Development Agreement**

The approvals granted for this project include a development agreement pursuant to Government Code Sections 65864 to 65869.5 in order to: 1) ensure that adequate infrastructure capacity and public facilities are constructed to serve the Plan Area; 2) ensure that the project produces adequate revenues to offset any additional City costs associated with serving the Specific Plan development; and 3) provide the property owner and/or developer with vested rights to construct the project consistent with the project entitlements.

The development agreement is a contractual agreement that provides certainty with regard to vested rights and public improvements for the property owner, developers, and the City. A development agreement is a voluntary agreement to provide regulatory certainty to project applicants in exchange for providing the City with specified improvements, facilities, funding, and services.

## **Water Rights and Planning**

The Plan Area will be served with a combination of City and Georgia-Pacific water rights and infrastructure. During the initial stages of development, uses can be served by City water as detailed in the Development Agreement. In order for development to proceed beyond the initial threshold specified in the Development Agreement, additional water supply and storage must be secured using Georgia-Pacific's water rights.

Georgia-Pacific has petitioned the State Water Resources Control Board (SWRCB) to allow a change in type of use for its water rights from solely industrial to domestic, commercial, industrial, and in-stream beneficial use. Georgia-Pacific has filed Petitions to change both its Noyo River and Pudding Creek licenses. If approved, these Petitions will allow use of water diverted from the Noyo River and Pudding Creek to meet the water needs of both the Mill Site Specific Plan Area development and fish and wildlife in-stream benefits.

A portion of the City's water right may be used, as specified in the Development Agreement, to provide water for interim Plan Area development until such time as Georgia-Pacific's water rights are secured. The City will file with the SWRCB a Petition for Extension of Time to place water under its Noyo River Permit to beneficial use, and a Petition to Change the Purpose of Use for water diverted under its Noyo River permit to add storage at Pudding Creek and Newman Gulch as a purpose of use.

Additionally, every urban water supplier that serves more than 3,000 connections is required by law to prepare an Urban Water Management Plan (UWMP). Development in the Plan Area will result in the City adding its 3,000th customer. The UWMP will assess the reliability of the City's water sources over a 20-year planning horizon considering normal, dry, and multiple dry years. The UWMP will provide long-term resource planning and ensure that adequate water supplies are available to meet existing and future water demand in the Plan Area and throughout the city.

### **8.1.2 Development Project Application Process**

Developers or builders seeking permission from the City to develop any portion of the Mill Site will submit a development application to the City pursuant to its development review process and procedures. The Mill Site development application must include all items enumerated in Article 7 of the Land Use and Development Code as well as a plan for how the Master Tentative Subdivision Map conditions will be met.

### **Pre-Application Consultation**

The City of Fort Bragg offers pre-application consultation with applicants to assist with the application process and to assure that the application is responsive to City plans, policies, and regulations.

### **Planned Development Permit**

The Planned Development Permit (PDP) provides a flexible approach to zoning regulations applicable to the development of a site of five or more acres. Under the PDP the applicant has the ability to establish a unique set of development standards so long as they are consistent with the Specific Plan and the Local Coastal Program.



## **Coastal Development Permit Process**

Every development project within the Plan Area will require Coastal Development Permit approval. Coastal Development Permits are reviewed and approved by the City of Fort Bragg. However if approved they can be appealed to the Coastal Commission, where they are reviewed de novo.

## **Design Review and/or Use Permit**

Development proposals on the Mill Site, as is the case with development throughout the City, will be subject to Design Review by the City consistent with the City's Design Review Guidelines. A number of uses within the Plan Area will also require a Use Permit or a Minor Use Permit as part of the approval process.

## **Final Subdivision Map**

Each development proposal will occupy one or more of the 29 large lots created by the Master Subdivision Map. A plan for how the applicable Subdivision Map conditions will be met for these parcels must be submitted as part of the development application. This plan will include provisions for any oversizing of infrastructure needed to support development of the site including how these oversized improvements will be funded.

## **Other Permits**

Other approvals that may be required, either as part of the project approvals or subsequently, include a grading permit, building permit, and a limited term permit.

## **Consistency Determination**

Following preparation and submittal of the Development Application, the City will first determine whether the project is consistent with the Specific Plan, the Local Coastal Program and the Citywide Design Guidelines. If so, the Application will proceed to CEQA review (beginning with an Initial Study and related scoping). As noted above, the "Program Level" EIR of the Mill Site Specific Plan will either eliminate or reduce the scope of subsequent environmental review. Following completion of the environmental review and preparation of a staff report the Development Application will be scheduled for the appropriate hearings before the Planning Commission and, if required, the City Council. CEQA review may trigger the need for mitigation measures identified in the Program EIR or additional mitigation measures as may be revealed as part of subsequent environmental review.

If the Applicant wishes to proceed with a Development Application that is not in conformance with the Specific Plan and LCP, the Applicant will need to seek appropriate amendments to both documents. Over time the City itself may also seek amendments, a process that is permitted by statute, so long as they don't conflict with the terms and agreements in the Development Agreement. The process of securing such amendments is described in the following section.

### **8.1.3 Amendments to the Planning Documents**

#### **Specific Plan Amendment**

An amendment to the Specific Plan shall proceed as defined in the Coastal LUDC Chapter 17.78.080. A Specific Plan amendment requires a public hearing before the Planning

Commission and the City Council. Any Specific Plan amendment will require compliance with CEQA. If it is determined that additional environmental impacts, beyond those identified in the Mill Site EIR, will occur as a result of the changes proposed to the Specific Plan, additional environmental review may be required.

### **Local Coastal Program Amendment**

Amendments to the Specific Plan may also require an LCP amendment to become effective. After an amendment to the Specific Plan is adopted by City Council, City staff will determine if an LCP amendment is required and will prepare and process an LCP amendment, if necessary as defined in Chapter 17.94. The LCP amendment will be considered for a recommendation by the Planning Commission and considered for adoption by City Council. If adopted by City Council, the LCP Amendment will be submitted to the California Coastal Commission to be considered for certification. If the Coastal Commission certifies the LCP amendment with modifications, those modifications must be approved by the City Council before taking effect.

### **Development Agreement Amendments**

It is anticipated that the rights and obligations conferred by the Development Agreement will be assigned to subsequent developers or builders. As a part of this assignment process there may arise the need for amendments to the original Development Agreement. Such amendments will involve the full public review required for the original adoption of the Development Agreement.

#### **8.1.4 Development Project Review Process**

Following the preparation and review of the Development Project Application (and any necessary amendments to the Planning Documents), formal review of the Development Application will begin.

### **Environmental Review, Determination, and Analysis**

The City will follow its normal procedures in implementing the requirements of the CEQA. The Specific Plan EIR, as a “program” EIR, will create a framework for this environmental review, thus focusing subsequent review of actual development proposals on topics that may not have been fully covered in the Specific Plan EIR.

### **Project Review and Determination**

As a part of its normal development review procedures, the City will consider the proposed project as expressed in the Planned Development Permit, the Coastal Development Permit, Final Subdivision Map conditions, Design Review, and any required Use Permit. The City processes all required permits for a single development project concurrently. This process will include public noticing, public hearings before the Planning Commission and if required the City Council.

### **Construction and Building Regulation**

The City will have an ongoing role with engineering review, issuing building permits; inspecting buildings under construction and insuring that all permit related Special Conditions are implemented in the final project.

## 8.2 MILL SITE INFRASTRUCTURE IMPROVEMENT PROGRAM

The Mill Site will require a range of infrastructure improvements to support and provide municipal services to the anticipated new development. These improvements include “backbone” infrastructure within the Mill Site, certain off-site improvements to mitigate impacts of demands placed on existing City infrastructure, and improvements to water and sewer utility systems. Key backbone improvements include on-site circulation, drainage, utility improvements, parks, and open space improvements. Additionally, development on the Mill Site will be subject to the City’s development impact fees. The total of these infrastructure improvement costs is estimated to be approximately \$70 million, as shown on **Table 8.1. Appendix A, Mill Site Financing Plan**, provides detailed back-up tables for each of the infrastructure improvements.

### On-Site Circulation and Utility Improvements

Backbone circulation and utility improvement costs were provided by the Fort Bragg Mill Site Utility Master Plan, West Yost (December 2011), and include circulation, potable water, wastewater and stormwater improvements. All costs include hard costs, soft costs and contingencies. Circulation costs total \$30.3 million including improvements to Coastal Drive, Parkway Street, residential streets in the Northern District, mixed-use streets in the Central District, and Maple and Walnut Streets in the Southern District. Potable water costs total approximately \$9.4 million and include a raw water pump station and transmission main improvements, expansion of the water treatment plant, a storage tank, and booster pump stations, as well as distribution main improvements. Wastewater improvements are expected to cost approximately \$5.7 million and include a pump station, a force main, and one 8” and one 12” gravity sewer. Stormwater improvements include storm drains, drain inlets and leader pipe, maintenance holes, risers, grassy swales and buffer strips, and bubble ups. Total stormwater improvements are estimated to cost \$5.2 million.

### Mill Site Parks and Open Space

The Mill Site Land Use Map details a substantial amount of parks, trails, and recreation facilities for Fort Bragg. These improvements include the Coastal Trail, a linear park, neighborhood parks, downtown parks, the Mill Pond area and riparian areas around Maple Street. Though the Coastal Trail is not technically part of the Mill Site Specific Plan area and costs associated with it are not part of the Mill Site Capital Improvement Program, the Coastal Trail will be an important amenity for development projects on the Mill Site. The City has developed the 82-acre coastal trail property and associated amenities at a cost of \$12.5 million. The costs for the other proposed parks and open space improvements are estimated at \$2.9 million.

### Other Citywide/Off-Site Capital Improvements

Other capital projects include improvements to Citywide infrastructure needed to serve development of the Mill Site over time. These improvements include an off-site traffic signal at Pine Street and Highway 1, which is expected to cost approximately \$260,000. Improvements to the City’s water system capacity and sewer treatment plant also will be required; these and other Citywide costs are included in City’s Development Impact Fees. The Mill Site development will generate approximately **\$16 million** in development impact fees at buildout.

### 8.3 INFRASTRUCTURE AND PUBLIC FACILITY FINANCING

Implementation of the Specific Plan will require the property owner, developers, the City, and other public agencies to provide new public infrastructure, facilities, and services that will require funding from a variety of sources. While the necessary improvements are detailed in the Utility Master Plan, this section identifies potential methods that may be used individually or in combination to fund new or expanded public infrastructure and facilities that directly serve the Plan Area and improvements that serve both the Plan Area and the rest of the City.

Creating new neighborhoods of the City, with infrastructure investments required in advance of real estate development and related financing capacity will rely upon private investment, including “oversizing” of certain infrastructure (funding improvements that while needed for the initial development will benefit the entire Mill Site). Over time as the project matures, financial capacity will evolve that will reimburse a portion of these initial investments and support the additional infrastructure and public facility investments.

#### 8.3.1 Infrastructure and Public Financing Policies

**Policy IF-1. Infrastructure Development.** *Mill Site Backbone infrastructure, including streets, sidewalks, street lighting, sewer, stormwater and water main lines, and other utilities, shall be financed, designed, constructed, and dedicated to the City by the property owner/developer.*

**Policy IF-2. Funding Infrastructure Improvements.** *The full cost of all public infrastructure and facilities shall be paid proportionally by developers according to benefits received at the time of project approval, except where oversized public infrastructure must be installed to serve a larger area due to engineering requirements or to facilitate effective infrastructure development, in which case the developer that installs the oversized infrastructure shall be eligible to receive reimbursement through a reimbursement agreement for that portion of the infrastructure that benefits other properties.*

**Policy IF-3. Benefit Assessment.** *The cost of infrastructure maintenance within the Specific Plan area shall be funded with benefit assessment district(s).*

**Policy IF-4. Mello-Roos Community Facilities District.** *The City and Property Owner will create a land secured financing district to fund infrastructure facilities and services required by the Specific Plan development.*

**Policy IF-5. Development Impact Fees.** *Developers shall pay applicable Development Impact Fees as established by the City and identified in the Development Agreement. The fee amounts payable shall be the amount of the fees in effect at the time the payment is due unless otherwise determined in the Development Agreement.*

#### 8.3.2 Infrastructure Financing Overview

The expected slow pacing and dispersed pattern of development of the Mill Site and the lack of a master developer at the time of Specific Plan adoption limits the financing options available for funding needed infrastructure and public facilities. At the same time potential City funding options such as redevelopment agency funding have been curtailed by the State and the ongoing economic weakness affecting the City’s tax base. Nonetheless, a financing strategy depending upon private investment and establishment of a land secured financing district can assure adequate funding for infrastructure as the Mill Site develops.

The basic outline of the financing framework is illustrated on **Figure 8-2**. There are three major components to this strategy: 1) continued refinement of funding obligations (infrastructure needs and costs), 2) implementation of the funding obligations (creation of the mechanisms that assure funding and financing), and 3) administering the actual funding and financing process.

### ***8.3.3 Infrastructure Financing Components***

#### ***Refinement of Infrastructure Costs***

Infrastructure cost estimates are summarized in **Table 8.1**. Because of the preliminary nature of the estimates, infrastructure needs and costs will need to be refined as development proposals come forward and as the City's facility master plans are updated. In any event developers of the Mill Site will be obligated to fund, in one manner or another, construction of the needed backbone infrastructure, payment of City fees, along with the necessary "in-tract" improvements.

#### ***Implementation of Funding Mechanisms***

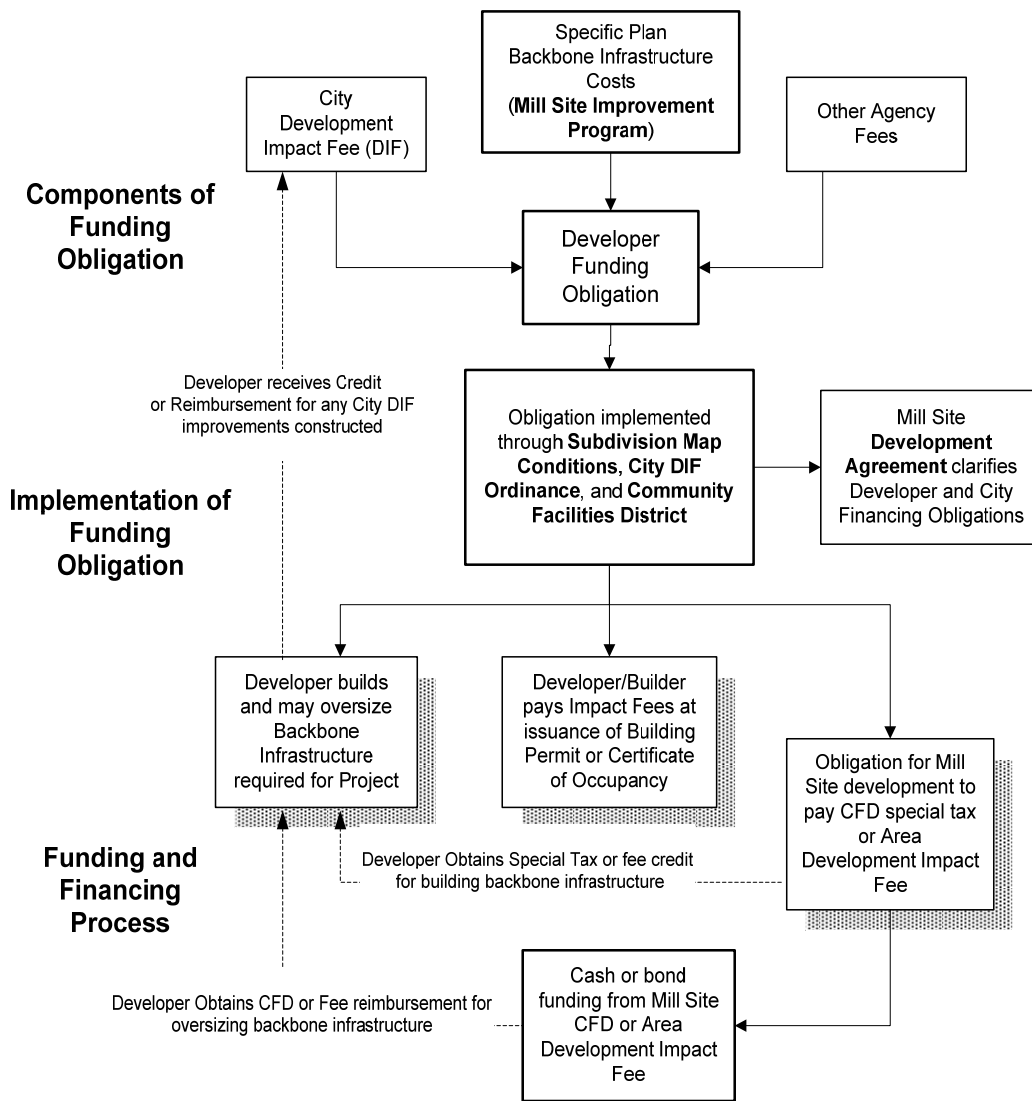
The MSSP area landowner, developers, and/or builders will be responsible for funding or constructing the initial backbone infrastructure and public facilities needed to serve the MSSP area. The precise scope of this construction activity will be defined as individual developers apply for and conform to conditions of the Master Tentative Subdivision Map and other administrative permits. Private capital must be a major source of funding for these backbone infrastructure improvements because of their "upfront" timing and the initial limited capacity of the proposed financing mechanisms. Reimbursement agreements will be authorized and established for repayment to the developers for qualifying improvements, subject to the City's fee credit and reimbursement policies. Private financing will also fund subdivision/in-tract infrastructure improvements (not included in the backbone infrastructure and public facilities costs discussed in this Chapter).

#### ***Master Tentative Map Conditions***

The Master Tentative Map approach discussed above as a part of the Regulatory Framework will service as the basis of funding obligations. Each of the 27 Master Tentative Map "Large Lots" carry, as specified in the Master Tentative Map, specific infrastructure funding obligations including funding any Backbone Infrastructure needed to support development of each Large Lot included in the development application. Insofar as the Large Lot(s) included require improvements that exceed its proportional share of Backbone Infrastructure costs, the developer will be required to "oversize" infrastructure in order to provide the necessary infrastructure on the Large Lot or any extensions necessary to reach the Large Lot. Map conditions will also require participation in the CFD, both as a mechanism for infrastructure funding and meeting any fiscal mitigation requirements. This approach allows flexibility in how and where development occurs and at the same time assures that the infrastructure needed to serve a Large Lot is built in a timely manner while certain area-serving facilities may be deferred until land secured funding capacity (i.e. the proposed Mello Roos Community Facilities District) becomes available.



Figure 8.2 Specific Plan Infrastructure Financing Framework



### ***Mello-Roos Community Facilities District (CFD)***

The Mello-Roos Community Facilities Act of 1982 enables the City to establish a CFD for portions of the City and to levy special taxes to fund a wide variety of municipal services and facilities. In this instance a CFD is proposed to fund certain operations and maintenance of various parks, the stormwater management system, street lights, public parking lots, and fire and police protection services and, to the extent funding capacity is available, infrastructure including roads and park improvements and other items as defined in the Development Agreement. However, given the fact that special tax capacity will only emerge following and proportional to development on the Mill Site CFD financing will mainly be used to reimburse private investment as a part of the development process. Some CFD funding may be available for funding infrastructure items that can be deferred until such time as development of the Mill Site has largely been completed. The CFD special tax will be limited by the overall property-related tax limit as the City requires that special taxes in combination with the one percent base property tax and any overrides must fall within a 2 percent property tax maximum. Under the City's policy any benefit assessments such as the proposed LLMD, or Homeowner's association dues are excluded from this calculation.

***Development Agreement***

The Development Agreement between the Georgia Pacific Corporation and the City of Fort Bragg, as described in the Regulatory Framework above, will clarify the funding obligations of the developers and also of the City. The Development Agreement will assure creation of the CFD and its related special tax structure and also the infrastructure oversizing obligations that will run with the Master Tentative Map conditions.

***Citywide Development Impact Fee***

The City of Fort Bragg has adopted, pursuant to Government Code Section 66000, a Citywide Development Impact Fee (DIF) program that funds a range of City infrastructure costs including water, sewer and wastewater, drainage, parks, transportation, and other public facilities. The Development Impact Fee schedule is updated annually through a consumer price index (CPI) adjustment and every five to ten years following City Council approval of an updated nexus study. Over time as the development envisioned in the Specific Plan occurs, the City's development impact fees are expected to reach approximately \$16 million. Development impact fees for a single-family house in 2012 were \$10,706. In addition to the DIF charged by the City, other agencies may also charge development impact fees. At this time the Fort Bragg School District levies a fee, consistent with the provisions of SB 50, upon new residential and commercial development.

***Area Development Impact Fee***

As a complement to the proposed CFD component for infrastructure and as a way of assuring that Mill Site area-wide improvements are proportionately funded, an "area" development impact fee can be established by City ordinance, or as a feature of the Master Tentative Map. In either case the fee would assure a predetermined share of area-wide infrastructure would be borne by each Large Lot (and any subsequently created subdivision lots).

***Utility Capacity Fees***

The City of Fort Bragg charges capacity fees for all new development within City limits. Capacity fees are paid to the City for the privilege of connecting to City Water and Sewer services. The capacity fee reimburses the City of Fort Bragg for past expenditures to develop excess capacity at the sewer and water treatment facilities to meet the needs of future development. In 2012, the capacity fee for a single family home was \$3,885 for water and \$3,053 for sewer.

***Reimbursement Agreements***

Reimbursement Agreements provide an alternative means for financing improvements in instances where infrastructure is funded by the property owner or developer advancing the full costs of public improvements that benefit parcels or areas of land that have not contributed toward the costs of public improvement. Reimbursement Agreements may be used to allow a property owner or developer to recoup costs associated with providing infrastructure to a particular project that also provides direct benefit to other properties (e.g., a new roadway).

## Other Infrastructure Funding Sources

Certain capital improvements in the MSSP Area may be eligible for state or federal grants. This is particularly true for certain alternative transportation, resource protection, wetland creation, and recreation and open space projects. The City has been quite successful during recent years garnering grant funding from State and federal sources and will continue to explore potential grant funding opportunities as they arise.

Redevelopment Agencies in the State of California were effectively dissolved by State statute as part of the 2012 State Budget adoption. If the legislature passes a law that reconstitutes Redevelopment in a way that complies with California Supreme Court requirements, then Redevelopment funding may be a source of revenue for the implementation of the Mill Site Specific Plan. If Redevelopment authorities are retained or reinstated and if a Redevelopment Plan amendment is prepared and approved at some point in the future, the City's Redevelopment Agency could use the tax increment generated by Mill Site development to fund infrastructure and other public improvements in the Plan Area. However, absent a Redevelopment Plan amendment, the Fort Bragg RDA would not have sufficient tax increment financing or bonding capacity to fund any public infrastructure projects associated with the redevelopment of the Plan Area.

## 8.4. MAINTENANCE AND OPERATIONS COSTS AND FUNDING

Maintenance and operations of the new infrastructure created on the Mill Site and provision of ongoing municipal services will be funded through a variety of sources, including water enterprise (water) and wastewater enterprise (wastewater) rates and service charges, the City's Community Finance District (parks, street lights, storm drains, police services), the City's General Fund, the Fort Bragg Fire Protection Authority (fire services), a special sales tax override for street maintenance, and property owners (sidewalks and street lights and landscaping assessment districts).

A Fiscal Analysis has been prepared as part of the Specific Plan. The Fiscal Analysis evaluates the anticipated ability of the Mill Site development to generate sufficient municipal taxes and other revenues to cover costs for the new municipal services required. Because of the potential for shortfalls in municipal revenue, the City of Fort Bragg, with landowner consent, will form a Mello-Roos CFD encompassing the Mill Site Area following adoption of the Specific Plan and LCP Planning Documents. The CFD will establish a special tax authorization that the City can impose to fund operations and maintenance of various parks, the stormwater management system, street lights, public parking lots, and fire and police protection services.

### 8.4.1 Maintenance and Operations Policies

**Policy IF-6. Development Phasing for Fiscal Impact.** *Development shall result in a revenue-neutral fiscal impact on the City of Fort Bragg. In order to achieve revenue-neutral fiscal impact, one or more of the following courses of action shall be undertaken:*

- 1. The developer may enter into an agreement with the City of Fort Bragg whereby the net negative fiscal impact of a project is offset by a revenue source (e.g., special tax or assessment) that is tied to the development; or*
- 2. The proposed project achieves revenue neutrality on its own merits; or*

3. The proposed project, in combination with existing Mill Site development, achieves revenue neutral in totality.

**Policy IF-7. Fire Services.** A professional firefighting force shall be funded, in part, through the Community Facilities District that includes the entire Mill Site, at the time that a volunteer firefighting force is no longer sufficient or feasible. The Community Facilities District shall be formed, pursuant to Development Agreement terms, following adoption of the Planning Documents and prior to consideration of any Development Application.

### 8.4.2 Special Maintenance and Operations Funding

Because of the likelihood that existing funding sources will not adequately cover maintenance and operations costs the City will require expansion or creation of new benefit assessment districts and also use a portion of the proposed Community Facilities District special taxes to provide a source of funding and offset fiscal deficits for City services to the Mill Site.

### Benefit Assessment Districts and Landscape and Lighting Districts

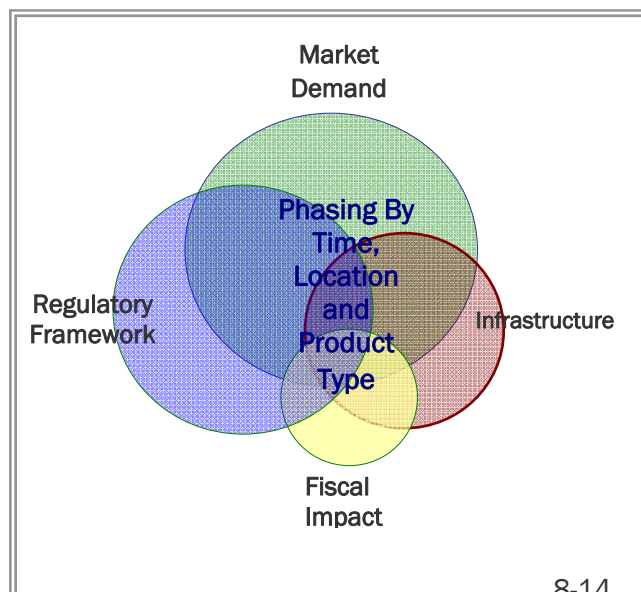
Benefit assessment districts, which are enabled by the Benefit Assessment Act of 1982, can be used to finance services such as maintenance and operation of stormwater management systems and street lighting. However, the Benefit Assessment Act does not authorize assessments to cover the costs of constructing such facilities (Government Code Section 54710). Landscape and lighting districts, formed pursuant to California Streets and Highways Code Section 22500 et seq., are assessment districts that can be used to fund landscape, lighting, and other capital improvements within public areas.

### Community Facility District

As described above, the Mill Site Community Facilities District special tax will include a portion dedicated to offsetting costs for providing municipal services to the Mill Site, operations and maintenance of various parks, the stormwater management system, street lights, public parking lots, and fire and police protection services. The actual amount of tax levied will reflect the fiscal performance of the Mill Site over time.

## 8.5 SPECIFIC PLAN PHASING AND LINKAGE

As noted throughout this Specific Plan, build out of the Plan Area is likely to take several decades, and thus sequential, logical phasing of development and infrastructure is necessary to minimize uncertainty and improve the financial feasibility of development. The pace, location, and type of development in the Specific Plan Area will be influenced by several factors including market demand, the community vision as expressed through the Specific Plan policies and regulatory framework, infrastructure



capacity and timing of construction, and fiscal management. The City of Fort Bragg undertook extensive community visioning for the Mill Site Specific Plan and held a number of City Council and Planning Commission meetings during which the phasing of Mill Site development was considered.

Three primary types of phasing will influence Specific Plan build out:

- **Phasing by Time.** Phasing development over time will be primarily influenced by market conditions, community vision and infrastructure development. For example, while the community may envision new development in a specific location, that development will not commence until market conditions are strong enough for a developer to risk capital, complete the infrastructure improvements necessary to serve the development, and obtain a reasonable return on investment.
- **Phasing by Location.** Development of the Mill Site will be spatially organized by the Master Tentative Subdivision Map into 29 large lots. It is expected that the sequencing of these large lots will be influenced by ease of connecting to existing infrastructure. For example, it will be less expensive to develop new projects close to existing streets that have water and sewer lines already in place. The City has a strong preference for development to occur close to downtown before development occurring in the Urban Reserve.
- **Phasing by Product Type.** Different product types will have favorable market conditions at different times. For example, apartments and commercial development may have a strong market at one time and, at a later date, hotels and single-family homes may have more market support. Overall, the various product types will be phased to ensure that the Plan Area development has a net neutral fiscal impact on the City of Fort Bragg.

### 8.5.1 Specific Plan Phasing Policies

**Policy IF-8. Utility Master Plan.** A Utility Master Plan that defines infrastructure phasing shall be submitted to the City for consideration prior to approval of the Master Tentative Subdivision Map. The Utility Master Plan shall identify appropriately sized infrastructure to connect and serve all development potential as noted in the Development Limitations Table (Table 2-1) and Land Use Plan (Figure 2-2). The Utility Master Plan shall apportion infrastructure development into segments that can be reasonably implemented and connected to the City system and provide functioning service for development on large parcels as defined in the Master Tentative Subdivision Map.

**Policy IF-9. Development Phasing for Backbone Infrastructure.** As feasible, development is preferred along the backbone infrastructure (as identified in the phasing study) within each Specific Plan district, prior to development occurring along peripheral streets, in order to ensure that the site is developed logically with effective infrastructure connections. Efforts should be made to ensure that each developed area has a minimum of two roads for ingress and egress.

**Policy IF-10. Backbone Infrastructure as Condition of Occupancy.** Necessary backbone infrastructure and facilities for each Large Lot (as defined in the Utility Master Plan) shall be installed as a condition of occupancy for private sector development projects within the Large Lot. Subsequent projects that connect to the backbone infrastructure shall reimburse the developer for a share of the costs of backbone infrastructure within the Large Lot through a Reimbursement Agreement, unless the backbone infrastructure was constructed with funds from a Benefit Assessment District or a Community Facilities District.

**Policy IF-11. Development Phasing for Water Rights.** *The City of Fort Bragg may approve a limited amount of new development as defined by the Mill Site Development Agreement prior to approval of the water rights change petitions for the City of Fort Bragg and Georgia-Pacific by the State Water Resources Control Board (SWRCB).*

### Phasing by Time

The phasing of development will be influenced primarily by emerging market demand for the uses proposed in the Specific Plan. As a part of the planning process considerable effort was expended on market related questions and research. In summary, at this time (2012) there is not a strong ready market for the proposed uses, especially given the persisting weakness in the real estate industry generally. Even under improved conditions it will take many years to reach full development of the Specific Plan Area because of relatively shallow demand. However the Specific Plan and related development potential of the Mill Site is a “game changer” for Fort Bragg, offering substantial new development capacity including high amenity ocean frontage property with direct access to the Coastal Trail, new parks, and open space.

The Specific Plan Development Limitations Table (**Table 2-1** in Chapter 2) is based on reasonable estimates of market demand for new residential, commercial, visitor-serving, and industrial uses over the next 30 years (see **Appendix A, Financing Plan** for additional information regarding the development forecast).

### Phasing by Location

The spatial pattern of development will follow the 29 large lots created by the Master Tentative Subdivision Map. Purchasers of any of these large lots will be able to pursue development consistent with the Specific Plan. However, if the development does not flow from east to west, the developers may bear additional “oversizing” costs associated with the reach of infrastructure needed to serve the development. In any event, as noted in the *Utility Master Plan*, some over-sizing of infrastructure may be required in the first phases of development in order to accommodate development in later phases. The cost burden of this oversizing can be minimized through careful planning and spatial phasing that ensures infrastructure (streets, water and sewer lines, stormwater improvements, etc.) is to serve the development for which it is installed as well as subsequent development.

### Phasing by Product Type & Fiscal Mitigation

The phasing of product types will be generally dictated by market demand and related development opportunities. The first phase of development will likely include residential uses and commercial uses adjacent to Main Street, which can be served by existing in-street infrastructure. The mix of product types will influence the fiscal performance of the Mill Site development. For example if only residential uses are built, the Fiscal Analysis indicates that General Fund revenues would be insufficient to cover the cost of providing municipal services. This would require mitigation through imposition of a special tax. As the City desires Mill Site development to complement and enhance the downtown area, the City requires as a matter of Specific Plan policy, that the first lodging property should be located in the Central District.



## 8.6 IMPLEMENTATION STRATEGY & ACTIONS

This section defines a strategy and identifies related implementing actions needed to create value, manage costs, and create the private and public financing mechanisms associated with Mill Site development. The first step in implementation will be review and approval of the Planning Documents.

### 8.6.1 Continue Mill Site Value Creation

The ability of the Mill Site development process to fund infrastructure depends largely on the increasing value of real estate and related economic activity on the Mill Site and upon effective and efficient ways of capturing an appropriate portion of that value to fund the necessary infrastructure investments. Initially, this real estate value will be created by completing the entitlement phase (adopting the Specific Plan and other required Planning Documents), which will create certainty for the development community and confer substantial market value. At the same time, preliminary investments in the Site by the City and Georgia Pacific, the landowner, specifically construction of the Coastal Trail and completion of the environmental remediation work will confer additional value to the Mill Site in its undeveloped state, making it more attractive to real estate investors and builders.

Consistent with this value creation strategy, it will be necessary to establish and maintain a regulatory program of subsequent approvals that minimizes uncertainty, controls costs and timing, and clarifies financial obligations. The City's positive commitment to achieving the Specific Plan indicates to prospective investors, developers and builders that the City is supportive of development on the Mill Site. At the same time, a coordinated private and public effort to attract desired uses to the Site will be necessary. In addition to early efforts to accommodate existing local businesses wishing to relocate to and expand on the Mill Site and to identify and accommodate potential institutional users, this effort should include national marketing through the use of a developer solicitation for all or selected geographic phases of the Site.

Action	Entity	Time Frame	Related Policies Implemented
<b>Action 1:</b> Finalize the regulatory documents for the redevelopment of the Mill Site. These documents include: the Mill Site EIR, the Development Agreement, the Local Coastal Program Amendment, the Citywide Design Guideline Revisions, the Master Tentative Map, and the Remedial Action Plans and associated CDPs.	City of Fort Bragg and State Coastal Commission	Concurrently with and following Specific Plan approval.	
<b>Action 2:</b> Continue City efforts to develop the Coastal Trail and special projects such as the proposed Noyo Center for Science and Education and the Industrial Arts Center.	City of Fort Bragg	Trail 2013, other projects ongoing.	

Action	Entity	Time Frame	Related Policies Implemented
<b>Action 3:</b> Cooperate with local businesses seeking to relocate to or expand onto the Mill Site.	Local Businesses, Property Owner, and the City of Fort Bragg	Continuous	
<b>Action 4:</b> Ongoing City collaboration with the property owner to market and attract desired uses to the Mill Site.	Georgia Pacific and the City of Fort Bragg	Continuous, following Specific Plan Approval	
<b>Action 5:</b> Complete Remediation of OUC and OUD	Georgia Pacific	2015	
<b>Action 6:</b> Complete the remediation and restoration of the Mill Pond Complex Project.	Georgia-Pacific	2016-2018	
<b>Action 7:</b> Secure water rights change petition to serve new development on the Mill Site.	Georgia-Pacific and the City of Fort Bragg	2012-2019	

### ***8.6.2 Refine the Mill Site Infrastructure Program***

The Mill Site Infrastructure Program (as detailed in the Utility Master Plan) is preliminary and, therefore, includes substantial (70 percent) cost contingencies. The City, landowner and subsequent developers will develop more precise infrastructure project designs and engineering specifications which will result in more accurate cost estimates and seeking “value engineering” approaches to lowering improvement costs.

Action	Entity	Time Frame	Related Policies Implemented
<b>Action 8:</b> Refine the Infrastructure Program (Utility Master Plan) as more detailed cost information becomes available and individual development applications are made, with the objective of increasing certainty and reducing cost contingencies	City of Fort Bragg and developers as part of development application process	Concurrent with each Development Application	
<b>Action 9:</b> Seek “value engineering” solutions to each of the infrastructure improvements as subsequent design and engineering specification occurs.			

### ***8.6.3 Link infrastructure improvements to specific geographic phases of development***

It is essential that each phase of development (i.e., the Northern, Central and Southern geographic sub-areas proposed for development) be linked to the Mill Site Infrastructure Program clearly identifying those improvement items absolutely necessary for the sub-area's development versus those items that will be shared with other sub-areas over time. This approach will minimize the "front end" costs to specific development sub-areas while at the same time obligating such development, through one mechanism or another, ultimately to fund its proportional share of Mill Site or Citywide improvements. The Master Subdivision Tentative Map can be used as a mechanism to establish this linkage, clearly indicating the specific infrastructure improvements needed for each large lot as a part of meeting Final Subdivision Map conditions.

Action	Entity	Time Frame	Related Policies Implemented
<b>Action 10:</b> Allocate Infrastructure Program improvements by line item to the individual large lots showing all items necessary for the large lot to be developed, including costs that will benefit other (subsequently developed) large lots.	City of Fort Bragg and the Property Owner	Part of the Planning Documents	
<b>Action 11:</b> Refine infrastructure requirements for each Development Application.	City of Fort Bragg and individual developers	Concurrent with development applications for the Large Lots	

### ***8.6.4 Establish financing mechanisms that impose financial obligations necessary to fund major infrastructure items over time***

Financing the Mill Site's infrastructure improvements will require mechanisms that capture value from development over time including reimbursements to investors choosing to "oversize" improvements related to their project, special taxes or assessments that fund municipal bonds, or use of various tax increment mechanisms that exist or that may exist in the future (e.g., infrastructure financing district). The notion here is that certain infrastructure items will be necessary to serve the entire Site (e.g., water and sewer capacity improvements). While these improvements may be deferred during early stages of development, eventually they will need to be constructed. The related City and landowner/developer obligations should be included in the Development Agreement.

Action	Entity	Time Frame	Related Policies Implemented
<b>Action 12:</b> Create and utilize a cost reimbursement mechanism (Reimbursement Agreement) that assures that developers or builders funding oversized infrastructure items receive reimbursement from subsequent development on the Mill Site for area-serving improvements that they are required to construct.	City of Fort Bragg	Established as part of Planning Documents. Used as a part of Development Approval Process.	
<b>Action 13:</b> Establish a Mill Site Community Facilities District special tax to fund municipal bonds or alternative financing mechanism to capture value from future development needed to build infrastructure or reimburse previous private or public funding advances.	City of Fort Bragg with consent of Property Owner	Following Planning Documents and before processing the first Development Application	IF-3
<b>Action 14:</b> Assure that Master Tentative Map conditions applied to each of the large lots assure construction or funding for all infrastructure needed to serve the large lot (or lots).	City of Fort Bragg, Property Owner, and Developers	Master Map conditions specifying linkage between infrastructure and each Large Lot are a part of Planning Documents. Each Development Application will refine these requirements.	
<b>Action 15</b> Amend Mill Site CFD to create a zone of benefit for each Development Application. This amendment will include obligations to pay special taxes and assessments as may be necessary to provide adequate infrastructure and services to the development project.	City of Fort Bragg and individual developers as part of their Development Applications	Concurrent with processing of Development Applications.	

### ***8.6.5 Continue seeking grant funding and other funding sources for community serving infrastructure located on the Mill Site***

The City has very successfully garnered grant funding in recent years for improvements on the Mill Site (e.g., the Coastal Trail and related open space and the Noyo Center Project) and will continue to pursue other opportunities to fund public benefit improvement portions of the Mill Site Improvement Program with grant funding, such as the Industrial Arts Center, the Downtown Plaza Park, restoration of wetland areas, etc. Lowering the net cost of the

Improvement Program to the landowner or developers (or the City in the case of Citywide funding such as development impact fee-funded projects) will improve development feasibility and create opportunities for the City to improve facilities and service standards for the community as a whole.

Action	Entity	Time Frame	Related Policies Implemented
<b>Action 16</b> Pursue regional, State and federal grant opportunities to provide public facilities and amenities on the Mill Site and to lower the costs of the Improvement Program.	City of Fort Bragg	Continuous	

# Glossary and List of Acronyms

## 9



**MILL SITE**  
SPECIFIC PLAN



## Glossary

**AB 32:** The California Global Warming Solutions Act of 2006 (AB 32) aims to reduce greenhouse gas emissions to 1990 levels by 2020 (a reduction of approximately 30 percent), followed by an 80-percent reduction below 1990 levels by 2050. A range of greenhouse gas reduction actions have been scoped, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program.

**Accessory Dwelling Unit:** See “Second Unit.”

**Accessory Unit:** A structure that is physically detached from, secondary and incidental to, and commonly associated with a primary structure on the same site.

**Backbone Infrastructure:** Infrastructure with broad benefit to an area. Backbone infrastructure cannot functionally be developed in incremental sections. Backbone infrastructure is typically owned and operated by the City developed by a developer..

**Bioswale:** A stormwater management landscape element designed to remove silt and pollution from surface runoff water. A bioswale consists of a swaled drainage course with gently sloped sides (less than six percent) and filled with vegetation, compost, and/or riprap. The water's flow path, along with the wide and shallow ditch, is designed to maximize the time water spends in the swale, which aids the trapping of pollutants and silt. Depending upon the geometry of land available, a bioswale may have a meandering or almost straight channel alignment. Biological factors also contribute to the breakdown of certain pollutants. A common application is around parking lots, where substantial automotive pollution is collected by the paving and then flushed by rain. The bioswale, or other type of biofilter, wraps around the parking lot and treats the runoff before releasing it to the watershed or storm sewer.

**Block Size/Block Length:** The longest dimension of any specific block, measured from one intersection to the next. Shorter blocks create a denser network, which can help disperse traffic and create additional route choices for all modes.

**Chicanes:** A traffic calming measure that slows traffic by visually narrowing the roadway and causing vehicles to laterally shift from side to side.

**Complete Streets:** Complete streets (sometimes livable streets) are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including

pedestrians, bicyclists, motorists, and public transport users of all ages and abilities. The specific design elements of a complete street vary from place to place but may include:

- Pedestrian infrastructure such as sidewalks; crosswalks, including median crossing islands and raised crosswalks; accessible pedestrian signals, including audible cues for people with low vision and pushbuttons reachable by wheelchair users; and sidewalk bulb-outs.
- Traffic calming measures to lower driving speeds and define the edges of car travel-ways, including road diets, center medians, shorter curb corner radii, elimination of free-flow right-turn lanes, staggered parking, street trees, planter strips and ground cover.
- Bicycle accommodations, such as dedicated bicycle lanes or wide shoulders.
- Mass transit accommodations, such as bus pull-outs or special bus lanes.

**Connectivity:** Density of connections in a path or road network. A well-connected road or path network has multiple routes and connections serving the same origins and destinations. An area with high connectivity has multiple points of access around its perimeter as well as a dense system of parallel routes and cross-connections within the area, including many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system. The connectivity of the street network has important implications for travel choices, emergency access, safety, sense of place and, more generally, quality of life.

**Context-Sensitive Design:** Public spaces that are designed to meet the needs of the users, the neighboring communities, and the environment. Context Sensitive Design integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring of designs to particular project circumstances.

**Conveyance:** The process of water moving from one place to another.

**Curb Bulb-Outs:** See Curb “Extension.”

**Curb Cut:** The opening along the curb line at which point vehicles or other wheeled forms of transportation may enter or leave the roadway. Curb cuts are essential at street corners for handicap use.

**Curb Extension:** A location where the sidewalk edge is extended from the prevailing curb line into the roadway at sidewalk grade, effectively increasing pedestrian space. Also referred to as a bulb-out.

**Curb Ramp:** A location where the curb is depressed to the level of the roadway to provide a flush transition from the sidewalk to the roadway to enable accessible street crossing or movement.

**Development Limitation:** See Table 2.1 of Chapter 2 of the Specific Plan.

**Density Transfer:** Transfer of permitted density between parcels with the same zoning in the same district. Density transfers require findings, a Coastal Development Permit (CDP), and a Use Permit.

**Development Intensity:** A relative measure. Higher development intensity may include for example, mixed-use development or multi-family development and a floor area ratio (FAR) greater than one. Lower density development would be characterized by single use and an FAR of less than 0.5.

**District Heating:** A system for distributing heat generated in a centralized location for residential and/or commercial heating requirements such as space heating and water heating. The heat is often obtained from a cogeneration plant, although heat-only boiler stations, geothermal heating, and central solar heating are also used. District heating plants can provide higher efficiencies and better pollution control than localized boilers. According to some research, district heating with combined heat and power is the cheapest method of cutting carbon and has one of the lowest carbon footprints of all fossil generation plants.

**Gateway:** A primary entrance to the city or a primary entrance to a specific area within the city, such as the Plan Area.

**Graywater:** Wastewater generated from domestic activities such as laundry, dishwashing, and bathing, which can be recycled on-site for uses such as landscape irrigation. Graywater does not include waters from sinks or toilets (these are known as black water).

**Green Mortgage/Energy Efficient Mortgage:** An Energy Efficient Mortgage (EEM) is a mortgage that credits a home's energy efficiency in the mortgage itself. EEMs give borrowers the opportunity to finance cost-effective, energy-saving measures as part of a single mortgage and stretch debt-to-income qualifying ratios on loans, thereby allowing borrowers to qualify for a larger loan amount and a better, more energy-efficient home. To get an EEM a borrower typically has to have a home energy rater conduct a home energy rating before financing is approved. This rating verifies for the lender that the home is energy-efficient.

**Infiltration:** The downward entry of water into the surface of the soil.

**Infiltration Pond/Infiltration Basin/Recharge Basin:** An infiltration basin is used to manage stormwater runoff, prevent flooding and downstream erosion, and improve water quality in an adjacent river, stream, lake, or bay. It usually takes the form of a shallow artificial pond designed to infiltrate stormwater through permeable soils into the groundwater aquifer.

**Infrastructure Phase Area:** An area of developable land of at least five acres in the Plan Area that is defined graphically in the Infrastructure Phasing Study.

**Infrastructure Phasing Study:** A document completed prior to approval of the Master Tentative Subdivision Map that includes 30 percent engineering for all site backbone infrastructure. The phasing study will identify:

- Block-by-block sizing of wet infrastructure pipes (sewer, water, drainage); and
- District-level required infrastructure improvements (sewer lift stations, man holes, etc.)

**Interim Uses:** Interim uses are permitted only in the Urban Reserve. Interim uses must be of longer duration than those permitted under a Limited Term Permit. Interim uses may involve construction of facilities of not more than 2,000 square feet per use and are limited in time duration to 5 years or less. An extension of an additional 5 years may be approved via Minor Use Permit for an interim use. No extensions beyond 10 years are permitted for interim uses. All interim uses must obtain a Coastal Development Permit (CDP).

**In-Tract Infrastructure:** In-tract improvements are typically built to provide services (water, sewer, drainage) for a specific development project. No reimbursement agreement is typically required.

#### **Land Use Controls:**

**Leadership in Energy and Environmental Design (LEED):** A suite of rating systems for the design, construction, and operation of high-performance green buildings, homes and neighborhoods. Developed by the U.S. Green Building Council (USGBC), LEED is intended to provide building owners and operators with a concise framework for identifying and implementing practical and measurable green building design, construction, operations, and maintenance solutions.

**Live/Work Unit:** An integrated housing unit and working space, occupied and used by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity and that includes complete kitchen space and sanitary facilities in compliance with the Building Code, along with working space reserved for and regularly used by one or more occupants of the unit.

**Low Impact Development (LID):** Small-scale integrated management practices designed to maintain a development site's natural hydrology by minimizing impervious surfaces and infiltrating stormwater close to its source.

**Mixed-Use Development:** The use of a building, set of buildings, or neighborhood for more than one purpose. Mixed-use development provides a range of commercial and residential unit sizes and options. "Mixed use" means some combination of residential, commercial, industrial, office, institutional, or other land uses on a single parcel or in a single develop-

ment proposal. Typically residential development is located above or behind commercial development in mixed-use projects. A mixed-use development project should include pedestrian and design connectivity amongst the uses within the development.

**Mobility:** Movement of people or goods within the transportation system.

**Multi-Modal Circulation/Multi-Modal Transportation:** A circulation/transportation system that gives travelers alternatives to the automobile, such as rail and bus transit, car pools, walking, biking, and shuttle service.

**Parking Demand:** The occupancy of free parking spaces at peak times.

**Parking Lane:** A lane primarily for the parking of vehicles.

**Passive Solar:** Strategies such as daylighting, south-facing building orientation, and/or fenestration design to harvest sun for heat and lighting requirements.

**Pedestrian-Oriented Development:** Development that incorporates comfortable pedestrian access to commercial and residential areas. Compact development, mixed use, and traffic calming features contribute to pedestrian orientation. New residential and commercial developments incorporate pedestrian circulation into site layouts by providing sidewalks and walkways, human-scale landscaping, lighting, and other features that promote a sense of safety and encourage people to make use of pedestrian amenities. Automobile parking is typically provided at the rear of buildings.

**Permeability/Impermeability:** The quality of a soil or material that enables water or air to move through it and thereby determines its suitability for infiltration-based stormwater strategies.

**Permeable Paving:** A range of materials and techniques (gravel, pavers, reinforced sod, permeable concrete, etc) for paving roads, cycle-paths, parking lots, and sidewalks that allow the movement of stormwater and air through the paving material.

**Rain Garden:** A depressed area planted with vegetation where runoff from impervious surfaces is collected and infiltrated into the groundwater supply or returned to the atmosphere through evaporation and evapotranspiration.

**Raised Intersection/Crosswalk:** An area where the level of the crosswalk or intersection is raised to the sidewalk grade to provide a continuous grade walking surface along the sidewalk.

**Retention Area/Retention Pond:** A pond, pool, lagoon, or detention basin used for the storage of water runoff.

**Second Unit:** A second permanent dwelling that is accessory to a primary dwelling on the same site. A second unit provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, sanitation, and parking. If attached to the primary dwelling, the second unit is provided exterior access separate from the primary dwelling.

**Shared Parking Space:** Parking spaces shared by more than one user so that parking facilities are used more efficiently. Shared parking takes advantage of the fact that most parking spaces are only used part-time by different groups of users, and that the parking facility has a significant portion of unused spaces, along with predictable use patterns.

**Sidewalk Zones:** Areas of a sidewalk that are defined by their location and uses. There are three zones in a typical sidewalk: the building zone; the path of travel, typically located in the center of the sidewalk; and the curb zone, which is located on the outer edge of the sidewalk and usually contains streetscape and other amenities.

**Soil Management Plan.** The Soil Management Plan identifies potential hazards in the Plan Area related to soil disturbance and maps all areas that are subject to land use controls.

**Speed Bump:** A traffic calming measure consisting of a crosswise ridge in the road that limits the speed of vehicles.

**Storm Event:** A rainfall event that produces more than 0.1 inch of precipitation and that is separated from the previous storm event by at least 72 hours of dry weather.

**Street Typology:** A system for defining different types of streets. Street typologies attempt to strike a balance among function, adjacent land uses, and any competing travel needs and/or methods.

**Street Furniture:** A collective term for objects and pieces of equipment installed on streets and roads for various purposes, including traffic barriers, benches, bollards, post boxes, newspaper racks, phone boxes, streetlamps, traffic lights, traffic signs, bus stops, grit bins, taxi stands, public lavatories, memorials, and waste receptacles. An important consideration in the design of street furniture is how it affects road safety and pedestrian access.

**Traffic Calming:** The practice of designing streets to encourage drivers to proceed slowly through neighborhoods. Traffic calming devices include visual or actual roadway narrowings, horizontal or vertical shifts in the roadway, and other features.

**Unbundled Parking:** A strategy of renting or selling parking spaces separately, instead of the cost being automatically included in the rent or purchase price of a residential or commercial



unit. Tenants or owners are able to save money and space by using fewer parking stalls and only acquiring the space that they actually need.

**Unit Paver:** A pre-cast piece of concrete or brick commonly used for exterior hardscape.

**Viewshed:** Land, water, or any other element that is visible to the human eye from a fixed vantage point.

## Acronyms

BAD	Benefit Assessment District
BMPs	best management practices
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act of 1970
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CFD	community facilities district
CFR	Code of Federal Regulations
DSOD	Division of Safety of Sams
DTSC	Department of Toxic Substances Control
DA/DDA	Development Agreement
EIR	Environmental Impact Report
GP	Georgia-Pacific, LLC
HSC	Health and Safety Code
LCP	Local Coastal Program
LOS	level of service
OU	Operable Unit
RAP	Remedial Action Plan
RCRA	Resource Conservation and Recovery Act
ROW	right-of-way
RSP	rock slope protection
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SHPO	State Historic Preservation Officer
SMP	Soil Management Plan

SWMP	Storm Water Management Program
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TMP	Transportation Management Plan
UBC	Uniform Building Code
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VTM	Vesting Tentative Map
WSA	Water Supply Assessment