



AGENCY: City Council & Planning Commission Joint Workshop
MEETING DATE: 9/5/2018
DEPARTMENT: Community Development
PRESENTED BY: Marie Jones
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AGENDA ITEM SUMMARY

TITLE:

Receive Report and Provide Direction to Staff Regarding: 1) the Final Land Use Plan and the Hart's Alternative Land Use Plan; 2) Mill Site Policies Regarding Public Facilities Requirements, Phasing and Financing; and 3) the Local Coastal Program (LCP) Amendment

ISSUE & BACKGROUND:

Over the last 18 months, the Planning Commission, City Council and the Community have defined and refined the Local Coastal Program (LCP) Amendment for the eventual reuse of the Mill Site. As direction has been provided, staff has worked to incorporate policies and regulatory language into the three components of the LCP, namely:

1. Land Use Plan (Zoning Map), which defines the uses that are permitted within a zoning district and the location of that zoning district (this is a map);
2. Land Use Policies, which are broadly written and interpreted by City Staff and the Planning Commission to define and describe development outcomes and conditions (this is the General Plan); and
3. Land Use Regulations, which are narrowly written and include strictly applicable requirements for the development of any Land Use (the Zoning Ordinance, e.g. Coastal Land Use and Development Code).

A summary of all workshops and City Council and Planning Commission meetings is attached (Attachment 1). Since January 2017, the City has held 22 community, City Council and Planning Commission meetings and workshops regarding the Mill Site Reuse Plan.

Staff has rolled the revised policies of the Mill Site Reuse Plan into the Coastal General Plan. The table below illustrates the status of each Element (chapter) of the Coastal General Plan Amendment.

Coastal General Plan Element	Review & Direction Provided
Land Use Plan (Zoning Map)	Refinement is ongoing
Land Use Element (2) <ul style="list-style-type: none">• Vision• Guiding Principles• Development Phasing and Land Use Policies	Direction provided and revisions completed.

Public Facilities Element (3) <ul style="list-style-type: none"> • General Infrastructure Requirements • Infrastructure financing • Subdivision policies • Water Infrastructure development, phasing, studies, etc. • Waste Water Infrastructure development, phasing, studies, etc. • Storm Water Management infrastructure development, phasing, studies, etc. • Other infrastructure policies 	Review and direction at this meeting
Conservation, Open Space & Parks Element (4) <ul style="list-style-type: none"> • Cultural Resource Protection • Open Space policies • Public Access policies • Parks & Plaza policies 	Direction provided and revisions completed
Circulation Element (5) <ul style="list-style-type: none"> • Street network: connectivity, gateways, safety, design, streets and stormwater management, street furniture, street lighting, parking, pedestrian amenities, etc. 	Initial direction provided and revision completed. Additional direction and revisions may be required pending transportation study.
Community Design Element (6) <ul style="list-style-type: none"> • No changes proposed to the Community Design Element. Design requirements will be achieved through the City's Design Review Permit which relies on the City's Design Guidelines. 	Direction provided on first chapter of Citywide Design Guidelines. Remaining three chapters have been revised and direction will be sought at future City Council and Planning Commission meetings.
Noise Element (7) <ul style="list-style-type: none"> • No changes proposed 	No action needed
Safety Element (8) <ul style="list-style-type: none"> • Mill Site Remediation Policies • Tsunami policies 	Pending input from DTSC.
Housing Element (9) The City is obligated by state law to update the Housing Element in 2019. This element will be updated in 2019.	No action needed.
Sustainable Element (10) <ul style="list-style-type: none"> • Green Building • Clean Energy • Water Minimization • Waste Reduction 	Direction provided and all revisions completed. Except for USGBC LEED requirement, which needs further discussion by the City Council & the Planning Commission.

Staff is seeking direction from the Planning Commission and City Council regarding:

1. The final Land Use Plan and proposed revisions by the Harts.
2. Proposed infrastructure, phasing and financing policies for the Mill Site Reuse LCP Amendment.
 - a. Do you want policies which are more proscriptive (less risk and less flexibility) or policies which are more general (more risk and more flexibility)?
 - b. Which policies should be included and which deleted?
 - c. Policy revisions?

ANALYSIS:

1. OVERVIEW OF COMMUNITY INPUT

As a reminder, the Community Survey, completed by over 1,000 residents, included a question that asked respondents to prioritize four statements about the reuse of the Mill Site. As collated in Table 1, Fort Bragg residents placed higher priority on new jobs and business creation on the Mill Site, than on more housing or open space. The current Land Use Plan dedicates 56% of the site to open space, 23% of the site to jobs, 7% to housing and 14% to public rights of way.

Table 1: Fort Bragg Residents: Please prioritize the following statements about the reuse of the Mill				
	Priority 1	Priority 2	Priority 3	Priority 4
It is more important to add new businesses and jobs to our community	31.68%	22.38%	27.72%	18.22%
It is more important to get well designed and sustainable projects on the site	28.32%	35.94%	26.56%	9.18%
It is more important to build more housing for our community	21.21%	26.26%	24.24%	28.28%
It is more important to limit development and maximize open space	22.44%	15.16%	18.70%	43.70%

2. REVISED LAND USE PLAN

Recent Revisions to the Land Use Plan

On July 18, 2018 the City Council and Planning Commission directed staff to revise the Land Use Plan to:

1. Extend the Central Business District onto the Mill Site on the south side of Redwood Avenue.
2. Add a downtown square on the south side of Redwood Avenue that would front on the east and west sides of the park onto CBD zoning and on the south side to the Coastal Trail.
3. Zone for a linear park to extend pedestrian access from the end of Redwood Avenue through the Visitor zoning to the Coastal Trail.
4. Add Visitor zoning on the east end of Redwood Avenue to accommodate a hotel close to downtown and existing infrastructure so that it might be built early in the process.

5. Replace approximately ten acres of Timber Resources Industrial zoning with Light industrial zoning adjacent to the Coastal Trail and Mill Pond.

Staff revised the Land Use Plan in response to this direction (Attachment 2).

On August 20th staff, the Mayor and the Vice Mayor met with the owners and operators of the Skunk Train (aka Mendocino Railroad) who indicated that they are in contract (in escrow) with Georgia Pacific to purchase 70 acres of the Mill Site (everything north of Redwood Ave.). Staff has confirmed this with Georgia-Pacific. Mike and Chris Hart (Skunk Train owners) provided an overview of their vision for the reuse of the parcel they are under contract to purchase, and staff worked with the Harts to create an alternative land use plan (Attachment 2A) to illustrate a compromise between their vision and the Land Use Plan developed over the past 18 months with the community.

1. Initially the Harts wanted to double the area dedicated to hotel zoning, from 10 to 20 acres. However upon reflection and discussion with staff, the Skunk Train saw value in a smaller increase from ten acres to 13 acres, which is more in line with the current Land Use Plan.
2. Initially the Harts sought to rezone the entire area north of Pine Street as residential; thereby leaving no area zoned urban reserve for a future planning process. Through discussion with staff, and upon understanding some of the constraints for rezoning the entire site at this time, the Harts are comfortable with the amount of land zoned residential in attachment 2A, which includes an additional ½ acre for residential development.
3. Initially the Harts wanted to rezone more of the site (+ 3 acres) as CBD, specifically along both the south and west side of the light industrial district. However after further discussion and after understanding concerns about diluting the strength and economic vitality of the existing Central Business District, the Harts expressed comfort with a rezoning of just the southern edge of the industrial district as CDB (an additional 1.5 acres), which is more in keeping with the community vision and past Council direction.
4. The Harts requested a change in the location of the Light Industrial Zoning district in order to accommodate the expansion of the Brewery onto the site and a large green park in the middle of the area. Given the Planning Commission's and City Council's support for the Brewery and light industrial zoning generally, an additional half block (1.5 acres) of the site was switched from high density residential to light industrial zoning; and an equivalent area was switched from light Industrial to park zoning directly to the east of Dry Shed 4.
5. The Hart's are seeking zoning for an extension of the Skunk Train's track along the eastern edge of the Coastal Trail property (for a "trees to seas" train experience) and the addition of a train depot at Glass Beach. Staff's recommendation is that this be illustrated on the plans as a potential Right of Way (ROW) located within the Urban Reserve, rather than be rezoned for this specific use at this time. This would allow the Skunk Train to more easily revise the route (around potential coastal act resources, if necessary). It would also allow the City to hold a public hearing to determine if this use is compatible adjacent to the Coastal Trail during at a future time when a specific RR line extension and Use Permit/CDP is considered by the Planning Commission.
6. The Harts would like to reduce the number of north-south roads, in the ten block area that is north of Redwood Ave., to just one road to reduce the number of railroad crossings and to allow the Brewery to have an 'uninterrupted" parcel for their operations. Staff has revised the Land use plan to address this request. However the final plan will need to ensure effective

traffic flows on and off the site and effective fire-fighting access. Therefore the finalization of the road alignments must await the transportation study.

7. If escrow closes, the Harts will retain and would like to reuse Dry Shed 4 for train storage/maintenance, brewery storage, and possibly for industrial art studios. The reuse of this shed for these purposes will need a CDP/UP approval and would require the approval of the LCP Amendment to rezone the Dry Shed to Light Industrial zoning.

Staff prepared a draft Land Use Plan (Attachment 2a) to illustrate the compromise between the Skunk Train's vision for the reuse of the site and staff's recommended modifications to that vision. Staff is seeking direction from Council and the Planning Commission regarding these proposed changes to the Final Land Use Plan.

3. COASTAL GENERAL PLAN PUBLIC FACILITIES ELEMENT: POLICIES FOR MILL SITE INFRASTRUCTURE FINANCING AND PHASING

Staff reviewed and studied a number of Mill Site Specific Plan documents to formulate effective public utility phasing and financing policies, including the Mill Site Master Utility Plan and Chapter 7 Utilities and Public Services and Chapter 8 Implementation and Phasing.

However, these documents were prepared for a much larger and more extensive Land Use Plan, are quite lengthy and are very out of date due to significant improvements to the City water and wastewater systems. They are therefore of limited use for the Mill Site Reuse Plan and it would have taken significant time and money to update them for the new Land Use Plan. Rather than hire the consultants and engineers to update these documents (which would only be necessary if the City were preparing a Specific Plan, which it is not preparing) staff instead removed the relevant policies from these documents and placed them directly into the relevant section of the Coastal General Plan. Staff also developed new policy language to address deficiencies in the policies.

The policies were selected and revised and in some cases developed by the Director of Community Development. The resulting policies were reviewed and vetted by the Director of Public Works and the City Attorney.

The draft policies are provided below. They have also been integrated into the Land Use Element and the Public Facilities Element of the Coastal General Plan for context (see Attachments 3 & 4) and for your consideration, review, comments and direction. New policies are noted by **purple text**.

When reviewing each policy, you may want to start by reading them all to see how they work together as a whole. Then please develop your questions and comments regarding any policies for which you have concerns or questions. Staff is prepared to provide the rationale and background for each policy and to answer your questions.

In general, the goals of all of these policies is to provide for a self-funded reuse of the Mill Site that is rational and orderly and for which infrastructure and other public services are sized, developed, financed and located appropriately and proportionally for the eventual redevelopment of the site. Of course developing policy language that will achieve this in the absence of a specific development project can be challenging. There is a risk that the policies are overly detailed and proscriptive, which

must be balanced against a risk that policies which are too general would not have the necessary teeth to ensure orderly, appropriately sized infrastructure that is installed at the expense of the developer/property owner.

New Land Use Element Policies

Policy 3-10. Mill Site Development Phasing and Fiscal Impact. Development on the Mill Site shall result in a revenue-neutral or revenue-positive fiscal impact on the City of Fort Bragg. A fiscal Impact Analysis shall be prepared by a City managed consultant, at the applicant's expense, for any project with 5,000+ square feet of new structures or on a project site of more than two acres. The Fiscal Impact Study shall evaluate the anticipated ability of the project to generate sufficient municipal taxes and other revenues to cover the costs for the new municipal services required by the project and its users. In order to achieve the minimum requirement of a revenue-neutral fiscal impact, the City may require one or more of the following courses of action:

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 levied on 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 neutrality in totality.

Policy 3-11. Master Tentative Map. A Master Tentative Subdivision Map may be adopted by the City Council with the appropriate CEQA document with the simultaneous approval of a Coastal Development Permit. The Master Tentative Map should provide for the initial subdivision of the Mill Site into 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 Master Tentative Subdivision Map shall conform to the Coastal General Plan, Coastal LUDC, Citywide Design Guidelines, Fort Bragg Municipal Code, etc.

Policy 3-12. Public Private Partnership. The City and Developers are encouraged to work together to create value and economic activity on the Mill Site in order.

Program 3.12.1 Establish and maintain a regulatory program of subsequent approvals that minimizes uncertainty, controls costs and timing, and clarifies financial obligations.

Program 3.12.2 Work with local businesses to expand and/or relocate onto the Mill Site.

Program 3.12.3 Collaborate with Mill Site property owners to market and attract desired uses and businesses to the Mill Site.

Program 3.12.4 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.

Program 3.12.5 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.

New Public Facilities Element Policies

Goal PF-3 **Assure that Mill Site infrastructure is effectively and efficiently phased, funded, constructed and maintained by developers and property owners.**

Policy 3-1. Mill Site Infrastructure Development. Mill Site Backbone Infrastructure, including streets, sidewalks, street lighting, street furniture and landscaping, 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 3-2. Utility Master Plan Required as Part of First CDP on Mill Site. A Utility Master Plan shall be prepared by the first project applicant for a development project of 5,000 sf and/or more than two acres in size and located in one or more of the sub-districts identified in Map 8.1 and/or prior to approval of any Master Tentative Subdivision Map. The Utility Master Plan shall identify the layout, and appropriately sized infrastructure and costs for all backbone circulation and utility improvements for the subject district to meet the “realistic buildout scenario” defined in the Mill Site Buildout Analysis. The Utility Master Plan shall apportion infrastructure development into phases 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. The Utility Master Plan shall identify the layout, infrastructure and costs (capital, operations & maintenance) for all on and off site street, sidewalk and stormwater improvements, on- and off-site potable water improvements, and on- and off-site wastewater improvements for the subject district(s). The Utility Master Plan shall be amended and expanded to address additional districts through the process described above and as part of the permit review process for other districts of the Mill Site.

Program 3.2.1 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.

Program 3.2.2 Value Engineering. Seek “value engineering” solutions to each of the infrastructure improvements as subsequent design and engineering specification occurs.

Program 3.2.3 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.

Program 3.2.4 Refine infrastructure requirements for each Development Application.

Policy 3.3. Refinement of Utility Master Plan. The Utility Master Plan shall be updated as required by the City as part of any development proposal review and as the City’s

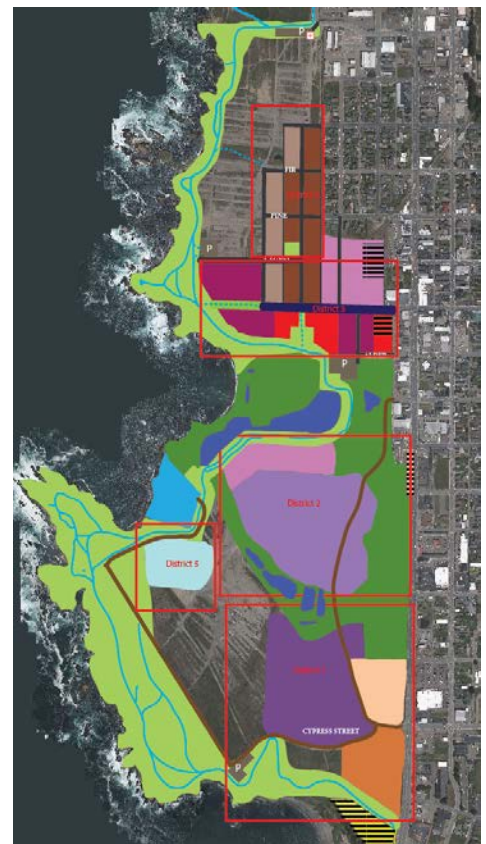


Figure 1: Master Utility Plan Districts

facility master plans are updated.

Policy 3.4. Funding Mill Site Infrastructure Improvements. The full cost of all public infrastructure and facilities shall be paid proportionally by developers according to development entitlements 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, from future development projects, through a reimbursement agreement for that portion of the infrastructure that benefits other properties.

Program 3.4.1. Mill Site Development Agreement. The City may enter into one or more development agreements, per the Subdivision Map Act, with property owners/developers in order to: 1) ensure that adequate infrastructure capacity and public facilities are constructed to serve the area covered by the Development Agreement; 2) ensure that a 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 proposed project consistent with the project entitlements. A development agreement is a voluntary agreement between the City and a Property Owner or Developer to provide regulatory certainty to project applicants in exchange for providing the City with specified improvements, facilities, funding, and services.

Program 3.4.2. Reimbursement Agreements. Reimbursement Agreements may be utilized by the City as an alternative means to land secured financing districts (see Policy 3.5) for financing improvements in instances where infrastructure is funded by a 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).

Policy 3.5. Land Secured Financing District (Community Facilities District (CFD)). Property Owners shall participate in a land secured financing district to fund infrastructure facilities and services required by development on the Mill Site.

Program 3.5.1 A CFD will be created to fund infrastructure construction, park improvements, emergency response services, and operations and maintenance of infrastructure and parks, and any additional infrastructure or programs specifically set forth in a Development Agreement.

Program 3.5.2 Mill Site CFD financing may be used to reimburse private investment as a part of the development process. CFD funding may be used for funding infrastructure items that can be deferred until such time as development of the Mill Site has substantially progressed, such as intersection signalization.

Program 3.5.3 The CFD special tax will be limited by the overall state limited property-related tax limit. The City may require that special taxes in combination with the one percent base property tax and any overrides fall within a two percent property tax maximum. Under the City's policy any benefit assessments such as homeowner's association dues are excluded from this calculation.

Program 3.5.4 The City will determine which land secured financing district is preferred for the specific type of infrastructure, including but not limited to:

1. The Mello-Roos Community Facilities District. This Act of 1982 enables the City to establish a Community Facilities District for portions of the City and to levy special taxes to fund a wide variety of municipal facilities and services.
2. Benefit Assessment Districts. The City may require the establishment of a Benefit Assessment District, per the Benefit Assessment Act of 1982, to finance services such as maintenance and operation of stormwater management systems and street lighting.
3. Landscape and Lighting Districts. Landscape and lighting districts, formed pursuant to California Streets and Highways Code Section 22500 et seq., may be required to fund landscape, lighting, and other capital improvements within public areas.
4. 1911 Bond Act District may be formed to fund a wide array of improvements including: transportation systems, street paving and grading; sidewalks; parks; sanitary sewers; drainage systems; street lighting; fire protection systems; flood protection; geologic hazard abatement or prevention; water supply systems; gas supply systems; ornamental vegetation; and other "necessary improvements" to the local agency's streets, property, and easements. The 1911 Act may also be used to create a maintenance district to fund the maintenance and operation of sewer facilities and lighting systems.
5. 1915 Bond Act District. 1915 Act bonds are for public financing usually for improvements, such as streets, curbs, gutters and underground sewer and water infrastructure that generally enhance land value and give land utility.

Policy 3.6. Development Impact Fees. Applicants shall pay applicable Development Impact Fees as established by the City. The fee amounts payable shall be the amount of the fees in effect at the time the payment is due unless otherwise determined in a Development Agreement.

Policy 3.7. Mill Site Master Tentative Map Conditions Relating to Infrastructure. When a Tentative Map or Master Tentative Map is filed with the City, all lots shall carry specific infrastructure funding obligations including funding any Backbone Infrastructure needed to support development of each lot and subsequent subdivisions of the lot. A development project may be required to construct "oversize" infrastructure in order to provide the necessary infrastructure for the project and any extensions necessary for future development, and those costs may exceed its proportional share of Backbone Infrastructure costs. The approach shall: 1) provide for flexibility in how and where development occurs; 2) assure that the infrastructure needed to serve future development is built in a timely manner; and 3) allow for the deferral of the financing and construction of some area-serving facilities until land secured funding capacity becomes available.

Policy 3.8. Mill Site CFD and Provision of Professional Fire Services. A professional paid firefighting force shall be funded, in part, through the Mill Site Community Facilities District that includes the entire Mill Site, at the time that a volunteer firefighting force is no longer sufficient or feasible.

Policy 3.9. Development Phasing for Backbone Infrastructure. To ensure that the Mill Site is developed logically with effective infrastructure connections, development is preferred along the Backbone Infrastructure (as identified in the phasing study) within the Mill Site, prior to

development occurring along peripheral streets. Each large developed area shall have a minimum of two roads (or 10' wide clear easements) for fire safety and to loop water lines, as required by the Public Works Director.

Policy 3.10. Backbone Infrastructure as Condition of Occupancy. Necessary Backbone Infrastructure and facilities for each lot or development area as defined in the Utility Master Plan, shall be installed as a condition of approval for private sector development projects within the Mill Site. As a condition of approval for any development project on the Mill Site the project shall pay its fair share of Backbone Infrastructure costs.

Goal PF-5 Assure that the reuse of the Mill Site has a proportional impact on City water infrastructure and that Mill Site development is well ordered for effective and efficient water infrastructure development and connections.

Policy 5.1. Mill Site Water Supply. The City of Fort Bragg will allocate water storage capacity, from the City's water storage, for development on the Mill Site. Developers shall be obligated to develop on or off-site water storage facilities if future conditions (such as regulatory charges, climate change, etc.) necessitate the development of additional water storage facilities to meet the water demand of new development.

Policy 5.2. Augmentation of the City's Water Supply & Storage. Developers are encouraged to construct on-site treated water storage for high water uses.

Policy 5.3. Transfer of Industrial Water Rights. Developers are encouraged to seek a transfer of Georgia-Pacific's water rights for industrial water storage and water use for future industrial water users on the Mill Site.

Policy 5.4. Two Points of Water Connection. All new water main lines shall be installed by developers such that there are at least two points of connection between the water main lines and existing City or Plan Area potable water piping, except as approved by the City. All water main line connectivity shall provide for full water system functionality.

Policy 5.5. Water Facilities Near Residential Uses. Above-grade water facilities on the Mill Site shall be located away from adjacent residential uses whenever feasible and shall be screened from residential, visitor serving and commercial uses through the use of suitable native trees or vegetation.

Policy 5.6. Water Conservation. Development on the Mill Site shall be designed to maximize water conservation opportunities and minimize potable water demand in compliance with California Green Building standard and the water conservation policies of the Sustainability Element of the Coastal General Plan.

Policy 5.7. Water Use Limitations on the Mill Site. New development shall conform to the water use limitations per State Law, in effect at the time of development, and such conformance shall be required with a Special Condition on all approved development permits.

Policy 5.8. Construction of Potable Water Infrastructure. Construction of potable water infrastructure shall be sequenced as described in the District Utility Master Plan. If development proceeds in a manner other than described in the District Utility Master Plan, infrastructure upgrades and construction shall meet the intent of the Utility Master Plan unless otherwise required by the Director of Public Works.

Policy 5.9. Urban Water Management Plan. Every urban water supplier that serves more than 3,000 connections is required by law to prepare an Urban Water Management Plan (UWMP) and development in the Mill Site has the potential to result in the City adding its 3,000th customer. Therefore, all Mill Site development shall fund its proportional share of the development of the UWMP to 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.

Goal PF-7 Assure that the reuse of the Mill Site has a proportional impact on City waste water infrastructure and that Mill Site development is well ordered for effective and efficient waste water infrastructure development and connections.

Policy 7.1. Regional Sewer Lift Station and Force Main on the Mill Site. As part of the Utility Master Plan District 3 and District 4, developers shall construct a regional sewer lift station and force main. Until the regional sewer lift station is constructed, developers may construct temporary lift stations and force mains that connect to the City's existing collection system, if capacity is available, prior to construction of the regional lift station. Property owners will be obligated to maintain and service all temporary lift stations and provide and operate a back-up generator for operation of temporary lift stations during power outages. The Regional sewer lift station and associated force main shall be constructed to City standards and dedicated to the City of Fort Bragg upon completion.

Policy 7.2. Peak Wet Weather Wastewater Flows. All wastewater collection and pumping facilities shall be designed and constructed to convey peak wet weather flows without surcharging.

Policy 7.3. Pipe Requirements. The wastewater collection system within the Mill Site shall be constructed in accordance with City of Fort Bragg Standards and as approved by the Public Work's Director.

Policy 7.4 Minimum Criteria for Sewer Mains & Lift Stations. Permanent lift stations shall not be allowed where an alternative gravity route exists. Lift stations are not allowed within the street right of way. Gravity feed sewer mains on the Mill Site shall be designed in accordance with City Standards. Off-site sewer mains shall be improved by the developer, where needed, to accommodate new flow from development on the Mill Site.

Policy 7.5. Contributions to Citywide Wastewater Collection Improvements. The Mill Site wastewater collection system shall be designed to accommodate future wastewater generated by development on the Mill Site with a connection to the existing City wastewater collection & treatment system. The City completed a Waste Water Treatment Facility (WWTF) upgrade in 2020, which significantly improved WWTF operations. As the plant has existing capacity that can be utilized to serve future development on the Mill Site, all new Mill Site development shall be obligated to pay Capacity Fees and Development Impact Fees to fund the fair share cost of these improvements.

Goal PF-8 Assure that the reuse of the Mill Site has a proportional impact on City stormwater infrastructure and that Mill Site development is well ordered

for effective and efficient stormwater infrastructure development and connections.

Policy 8.1. Low Impact Development (LID) Features and Best Management Practices (BMPs). Runoff rates and urban pollutants shall be minimized by requiring appropriate low impact development (LID) features and best management practices (BMPs) as required in the Coastal Land Use and Development Code.

Policy 8.2. New Impervious Surfaces. Development of new impervious surfaces shall be designed to reduce future runoff rates and volumes.

Policy 8.3. Sizing and Installation of Stormwater Facilities. All stormwater facilities shall be sized and installed by the developer to accommodate stormwater from the Plan Area, including upstream flows.

Policy 8.4. Stormwater Conveyance to the Mill Pond & Coastal Trail Stormwater Facilities. Plans for all Mill Site 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 8.5. Stormwater Treatment Services of the Mill Pond. The stormwater treatment services provided by the Mill Pond shall be retained. If the mill pond is restructured or restored the existing stormwater treatment services shall be provided in an alternate location or through an alternate technology as approved by the City.

Policy 8.6. Bioswales along Noyo Headlands Park. Vegetated buffer strips and bioswales shall be retained along the eastern edge of the Noyo Headland Park until such time as an alternative stormwater management system is installed on the Mill Site that effectively and safely conveys stormwater from the Mill Site to the stormwater swales on Noyo Headlands Park.

Goal PF-10 *Ensure that new development on the Mill Site is served by adequate public services, utilities and infrastructure.*

Policy 10.1. Facilities Extensions. State of the art franchise utilities (e.g. electrical, communication, cable, or replacement technologies for these) shall be extended into the Mill Site to provide service to all new development.

Policy 10.2. Siting and Design of Energy Facilities. The siting and design of energy facilities within the Plan Area shall ensure the provisions of safe, reliable, efficient, and economical utility service.

Policy 10.3. Undergrounding of Private Utilities. Dry utilities (including electrical, phone, etc.) shall be installed underground. Conduit shall be sized to allow for additional future underground utilities. Additionally, once installed the conduit shall be dedicated to the City so that future companies can install dry utilities as necessary.

Policy 10.4. Solid Waste Management in the Mill Site. New development on the Mill Site shall participate in all solid waste management activities of the City, including but not limited to

mandatory service by the City's franchise waste hauler, participation in the City's construction and demolition waste recycling ordinance, and all other waste reduction policies of the Coastal General Plan and strategies of the City.

4. COASTAL GENERAL PLAN AMENDMENT

Staff has revised all policies for the Mill Site Reuse Plan per City Council and Planning Commission direction. The next step is to integrate all of these policies into the various Elements (chapters) of the Coastal General Plan. Staff has completed this integration. During this process staff has identified some instances where existing policies of the Coastal General Plan are duplicative of proposed policies. Staff will bring the entirety of the Coastal General Plan Amendment forward to City Council and the Planning Commission at the next joint meeting for review and direction prior to finalization of the document for submission to the Coastal Commission.

As part of this amendment staff would also like to roll some minor changes from the 2013 Inland General Plan into the Coastal General Plan update to address changes in state law and direction from City Council. These changes will all be noted in strike out and underline.

5. COASTAL LAND USE & DEVELOPMENT CODE AMENDMENT

The Mill Site Reuse Plan amendment to the Coastal Land Use and Development Code is relatively minor in scope as it basically includes changes to the Land Use Tables, for which both the Planning Commission and the City Council have already provided direction.

However, in 2014 and again in 2016 the City amended the Inland Land Use and Development Code to address changes in State Law and City Council priorities, including but not limited to:

- a. Compliance with new or existing State Laws regarding: Low Impact Development, Complete Street, Second Units, Telecommunications Facilities, ADA and housing law.
- b. New economic development priorities such as: reduced parking requirements, allowing more uses in more zones, regulations regarding cannabis manufacturing, regulations regarding vacation rentals in the Central Business District, etc.

Staff would like to roll these changes into this LCP Amendment. However, this would require considerable effort, and prior to proceeding staff would like to receive direction from City Council and the Planning Commission that this approach is desired.

RECOMMENDED ACTIONS:

1. Provide final direction to staff regarding the Land Use Plan.
2. Provide direction to staff regarding proposed infrastructure, phasing and financing policies for the Mill Site Reuse LCP Amendment.
 - d. Do you want policies which are more proscriptive (less risk and less flexibility) or policies which are more general (more risk and more flexibility)?
 - e. Which policies should be included and which deleted?
 - f. Policy revisions?

3. Provide direction about the Coastal Land Use and Development code amendment.

ALTERNATIVE ACTION(S):

None.

FISCAL IMPACT:

The City was awarded a Community Development Block Grant (CDBG) in the amount of \$50,000, a Coastal Commission grant of \$100,000, and a \$48,000 MCOG grant for this LCP amendment.

As City Council and the Planning Commission further refine a final Land Use Plan and LCP Amendment, staff will prepare a fiscal analysis to identify if the overall Mill Site Reuse will have a net positive fiscal impact on Fort Bragg.

CONSISTENCY:

The City's 2014 Economic Development Strategy specifically includes rezoning and the eventual reuse of the Mill Site as a high priority project. The project must comply with the City's Coastal General Plan in order to be certified by the Coastal Commission. This may require modification of one or more policies of the Coastal General Plan prior to submittal of an LCP amendment.

IMPLEMENTATION/TIMEFRAMES:

There are a number of next steps for the Mill Site LCP amendment process, which will necessitate ongoing meetings and workshops to obtain additional input, collaboration and direction from the City Council, Planning Commission and the community in order to complete the following:

LCP Amendment Task	Status
Prepare a Land Use Plan (zoning map) for the LCP amendment.	Completed
Prepare supporting maps, including: parcel lines, existing development, wetlands, transportation and access constraints.	
Revise the Coastal General Plan to include relevant policies for the LCP amendment.	Completed
Revise the Coastal Land Use and Development Code to include relevant regulatory changes for the LCP amendment.	Underway & anticipated October 2018
Circulate draft changes to the Zoning Map, Coastal General Plan and the Coastal Land Use and Development Code to relevant public agencies for review and comment, including: Caltrans, Mendocino County, California Department of Fish and Wildlife, DTSC, the water board, the school district, Sherwood Valley Band of Pomo, etc.	Jan 2018 – March 2018
Determine the "maximum buildout" scenario for the proposed Land Use Plan based on development regulations (height limits, parking requirements, floor area ratios, lot coverage, open space requirements and setbacks) for each zoning district.	Completed
Prepare a fiscal analysis to identify the impacts of buildout under the Land Use Plan on the City's fiscal position and to identify phasing policies necessary to ensure that future development results in positive fiscal impacts.	October 2018

Prepare an analysis of the City's capacity to serve future development, including: water, sewer, police, fire, emergency medical, schools, dry utilities, public transit, etc.	Underway & anticipated completion date of November 2018
Prepare a summary of current lower cost visitor serving facilities, including: room inventory, revenue per available room, occupancy rates, etc.	Underway & anticipated completion date of September 2018
Transportation study, including availability of parking to serve coastal access and the effects of the project on the capacity of Highway 1 and Highway 20 both within and outside of City Limits.	Oct – Dec 2018
Climate change study: sea level rise and bluff top vulnerability & impact of Mill Site development on Climate Change.	Oct –Dec 2018
Tsunami study.	Completed
Visual Analysis of Land Use Plan and analysis of how the Citywide Design Guidelines would be revised and implemented on site to reduce visual impacts.	Nov 2018 – Jan 2019
Prepare and submit the LCP Amendment application with all attachments and analysis.	Feb 2018 – April 2019
Coastal Commission Review & Analysis of LCP Amendment. One year statutory review period.	May 2019 – May 2020
Submission of "Friendly Modifications" by the Coastal Commission to the City of Fort Bragg.	June 2020
City consideration of "Friendly Modifications" and negotiations with Coastal Commission regarding modifications. Six month statutory review period.	June 2020 – December 2021
Adoption of LCP Amendment by Coastal Commission and City of Fort Bragg.	January 2022 – March 2022
New regulations and policies become law and applicants can submit development projects permit applications for review and consideration by the Planning Commission.	April 2022 and ongoing

ATTACHMENTS:

1. Summary of past Workshops with Planning Commission and City Council direction
2. Draft Final Land Use Plan
3. Coastal General Plan Land Use Element
4. Coastal General Plan Public Facilities Element

NOTIFICATION:

1. Georgia Pacific Site Plan Notify Me Subscriber List
2. Georgia Pacific Site Remediation Notify Me Subscriber List
3. Downtown Businesses Notify Me Subscriber List
4. Affordable Housing Notify Me Subscriber List

5. Economic Development Notify Me Subscriber List
6. Community Development Notify Me Subscriber List
7. Dave Massengill, Georgia-Pacific Corporation
8. Sherwood Valley Band of Pomo Tribal Chairman Mike Knight & THPO Tina Sutherland
9. Cristin Kenyon, California Coastal Commission