

# 1. INTRODUCTION

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## A. What Is the Coastal General Plan?

Every city and county in California is required by State law to have a General Plan. A General Plan is a legal document that serves as the community's "constitution" for land use, development and conservation. A General Plan must be comprehensive and long term, outlining proposals for the physical development of the city and any land outside its boundaries which in the City's judgment bears relation to its planning. The Coastal General Plan achieves these goals for the Coastal Zone in the City of Fort Bragg.

State law specifically requires that the General Plan address seven topics or "elements." These are land use, circulation (transportation), housing, conservation, open space, noise, and safety. Additionally, jurisdictions with lands located within the coastal zone must adopt a coastal land use plan. The General Plan may also address other topics the community feels are relevant to its development. The Coastal General Plan also addresses community design, sustainability and public facilities. All of the City's land use regulations for the Coastal Zone, including zoning and subdivision regulations, specific plans, and Citywide Design Guidelines must conform to the Coastal General Plan. The Coastal General Plan serves the following functions:

- Expresses the community's vision of the future physical development of Fort Bragg in the Coastal Zone.
- Enables the Planning Commission and the City Council to establish long-range conservation and development policies in the Coastal Zone.
- Provides the basis for judging whether specific private development proposals and public projects are consistent with these policies in the Coastal Zone.
- Informs the residents, developers, decision makers, and other jurisdictions of the ground rules that will guide development and conservation in the Coastal Zone.

The Coastal General Plan applies to all projects in the Coastal Zone, by contrast the Inland General Plan updated in 2012 applies only to the non-coastal zone areas of the City of Fort Bragg. There is significant overlap and similarities between the two General Plans; however, due to the unique requirements of the Coastal Act, the Coastal General Plan has additional regulations that are not included in the Inland General Plan. The policy framework for the Coastal General Plan has a long-range perspective and is intended to address development concerns for the next ten years (2023). Throughout this document the term "General Plan" is used interchangeably with the term "Coastal General Plan" and both terms refer to this document. The Coastal General Plan consists of narrative text and maps, along with goals, policies, and programs. It is organized into seven elements required by State law, and two optional elements dealing with Community Design and sustainability.

The nine elements of the Coastal General Plan are summarized below:

2. *Land Use*: Establishes land use designations with types and intensities of land use, and policies and programs regarding - redevelopment - and maintenance of coastal-dependent businesses.
3. *Public Facilities*: Establishes the essential public facilities and services to ensure that the existing and future population of Fort Bragg is provided with the highest feasible level of public services.
4. *Conservation, Open Space, Energy, and Parks*: Contains the State-mandated open space and conservation elements. Emphasis is placed on protecting the City's natural resources, protecting and enhancing environmentally sensitive areas, and providing open space and parks to meet the community's recreational needs. This element also includes specific policies and programs to ensure continued public access, preserve and enhance scenic views, protect wetlands, bluff tops, and other natural resources.
5. *Circulation*: Contains policies and Levels of Service standards for the roadway system, as well as policies for public transit, bicycle facilities, parking and transportation for the mobility impaired, taking into account the relationship between land use and transportation needs of the community.
6. *Community Design*: This optional element establishes policies and programs dealing with the appearance of the community. It includes urban design guidelines to ensure that development contributes to the community's identity and unique sense of place, and policies to preserve historic sites and buildings.
7. *Safety*: Contains policies and programs to reduce the risk of injury, loss of life, and property damage resulting from natural disasters and hazardous conditions and materials.
8. *Noise*: Contains policies and programs to reduce the community's exposure to excessive noise.
9. *Housing*: Includes policies and programs to meet the housing needs of all economic segments of the community, emphasizing increased mixed-use housing, more effective utilization of infill sites, inclusionary housing, and providing additional housing for special needs groups such as seniors.
10. *Sustainability*: Includes policies and programs to meet the sustainability goals of the community, including green building, clean energy, water conservation and recycling.

State law requires that all parts of the General Plan comprise an integrated, internally consistent and compatible statement of policies. This standard, as well as court cases which have interpreted it, implies that all elements of the General Plan have equal status, that all goals and policies must be internally consistent, and that programs must follow logically from the Plan's goals and policies. This Coastal General Plan meets these standards.

## **B. California Coastal Act**

The California Coastal Act of 1976 established a comprehensive plan to protect resources and regulate development along California's coast. The Coastal Act requires every city and county located partly or wholly within the designated Coastal Zone to prepare a Local Coastal Program (LCP) which is reviewed and certified by the California Coastal Commission. The Coastal Act defines a Local Coastal Program as “a local government’s (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resource areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of this division at the local level” (Public Resources Code Section 30108.6). The LCP zoning ordinance, district maps, and other implementing actions must be found to conform with and be adequate to carry out the LCP Land Use Plan.

The Coastal Act (in Public Resources Code, Section 30001.5), sets the following goals for LCPs in the Coastal Zone:

- Protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and artificial resources.
- Assure orderly, balanced utilization and conservation of Coastal Zone resources taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
- Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses in the Coastal Zone.

## **C. Coastal General Plan**

This document establishes the Land Use Plan portion of the City of Fort Bragg Local Coastal Program (LCP), and was prepared in accordance with the California Coastal Act. The Land Use Plan is defined as “the relevant portion of a local government’s general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and where necessary, a listing of implementing actions” (PRC Section 30108.5). The policies contained in the portion of the Coastal General Plan that constitute the LCP described in subsection (2) below govern the use of land and water in the Coastal Zone within the City of Fort Bragg.

This Coastal General Plan update, following certification by the Coastal Commission, will supersede the City’s 1983 certified Land Use Plan.

### **1. Area Covered by the Coastal General Plan**

The Coastal General Plan establishes policies for all land within the Fort Bragg Coastal Zone. Approximately one-third of the City of Fort Bragg is located within the Coastal Zone, including all of the lands west of Highway One and most of the lands on the east side of the highway, south of Walnut Street as described in Coastal Act Section 30150 and generally depicted on General Plan Map LU-1. The City administers a separate General Plan and Land Use and Development Code that governs development outside of the Coastal Zone.

## 2. Organization and Content

The policies contained within the Coastal General Plan constitute the Land Use Plan portion of the City's Local Coastal Program and govern the review and approval of coastal development permits include the following:

### 2.a: Policies that are part of the Certified Local Coastal Program

- **Land Use Element:**

Policy LU-1.1	Policy LU-6.1	Policy LU-9.6
Policy LU-1.2	Policy LU-6.2	Policy LU-9.7
Policy LU-3.1	Policy LU-6.3	Policy LU-9.8
Policy LU-3.2	Policy LU-6.4	Policy LU-9.9
Policy LU-3.3	Policy LU-7.1	Policy LU-9.10
Policy LU-3.4	Policy LU-7.2	Policy LU-9.11
Policy LU-3.5	Policy LU-7.3	Policy LU-9.12
Policy LU-4.1	Policy LU-7.4	Policy LU-9.13
Policy LU-4.2	Policy LU-7.5	Policy LU-9.14
Policy LU-4.3	Policy LU-8.1	Policy LU-9.15
Policy LU-4.4	Policy LU-8.2	Policy LU-9.16
Policy LU-5.1	Policy LU-8.3	Policy LU-9.17
Policy LU-5.2	Policy LU-8.4	Policy LU-10.1
Policy LU-5.3	Policy LU-9.1	Policy LU-10.2
Policy LU-5.4	Policy LU-9.2	Policy LU-10.3
Policy LU-5.5	Policy LU-9.3	Policy LU-10.4
Policy LU-5.6	Policy LU-9.4	Policy LU-10.5
Policy LU-5.7	Policy LU-9.5	Policy LU-10.6
Policy LU-5.8		Policy LU-10.7

- **Public Facilities Element:**

Policy PF-1.1	Policy PF-1.4	Policy PF-2.4
Policy PF-1.2	Policy PF-2.2	Policy PF-2.5
Policy PF-1.3	Policy PF-2.3	Policy PF-2.6

- **Conservation, Open Space, & Parks Element:**

Policy OS-1.1	Policy OS-9.1	Policy OS-15.3
Policy OS-1.2	Policy OS-9.2	Policy OS-16.1
Policy OS-1.3	Policy OS-9.3	Policy OS-16.2
Policy OS-1.4	Policy OS-9.4	Policy OS-16.3
Policy OS-1.5	Policy OS-9.5	Policy OS-16.4

Policy OS-1.6	Policy OS-10.1	Policy OS-16.6
Policy OS-1.7	Policy OS-10.2	Policy OS-16.7
Policy OS-1.8	Policy OS-10.3	Policy OS-16.8
Policy OS-1.9	Policy OS-10.4	Policy OS-16.9
Policy OS-1.10	Policy OS-10.5	Policy OS-16.10
Policy OS-1.11	Policy OS-10.6	Policy OS-16.11
Policy OS-1.12	Policy OS-11.1	Policy OS-16.12
Policy OS-1.13	Policy OS-11.2	Policy OS-16.13
Policy OS-1.14	Policy OS-11.3	Policy OS-16.14
Policy OS-1.15	Policy OS-11.4	Policy OS-16.15
Policy OS-1.16	Policy OS-11.5	Policy OS-16.16
Policy OS-2.1	Policy OS-11.6	Policy OS-16.17
Policy OS-2.2	Policy OS-11.7	Policy OS-16.18
Policy OS-3.1	Policy OS-11.8	Policy OS-16.19
Policy OS-4.1	Policy OS-11.9	Policy OS-16.20
Policy OS-4.2	Policy OS-11.10	Policy OS-16.21
Policy OS-4.3	Policy OS-12.1	Policy OS-16.22
Policy OS-4.4	Policy OS-12.2	Policy OS-17.1
Policy OS-4.5	Policy OS-13.1	Policy OS-17.2
Policy OS-5.1	Policy OS-14.1	Policy OS-17.3
Policy OS-5.2	Policy OS-14.2	Policy OS-17.6
Policy OS-5.3	Policy OS-14.3	Policy OS-18.1
Policy OS-5.4	Policy OS-14.4	Policy OS-19.1
Policy OS-6.1	Policy OS-14.5	Policy OS-19.2
Policy OS-6.2	Policy OS-15.1	Policy OS-19.3
Policy OS-6.3	Policy OS-15.2	

- **Circulation Element:**

Policy C-1.1	Policy C-2.10	Policy C-9.2
Policy C-1.2	Policy C-2.12	Policy C-9.3
Policy C-1.3	Policy C-3.1	Policy C-9.5
Policy C-1.4	Policy C-3.2	Policy C-9.6
Policy C-1.5	Policy C-4.1	Policy C-10.1
Policy C-2.1	Policy C-5.1	Policy C-10.2
Policy C-2.2	Policy C-6.1	Policy C-10.3
Policy C-2.3	Policy C-6.2	Policy C-10.4
Policy C-2.4	Policy C-7.1	Policy C-10.5
Policy C-2.5	Policy C-8.1	Policy C-11.2
Policy C-2.6	Policy C-8.2	Policy C-12.1
Policy C-2.7	Policy C-8.3	Policy C-13.1
Policy C-2.8	Policy C-9.1	Policy C-14.1
Policy C-2.9		

- **Community Design Element:**

Policy CD-1.1	Policy CD-1.12	Policy CD-3.2
Policy CD-1.2	Policy CD-1.13	Policy CD-3.4
Policy CD-1.3	Policy CD-1.14	Policy CD-3.5
Policy CD-1.4	Policy CD-2.1	Policy CD-4.1

Policy CD-1.5	Policy CD-2.2	Policy CD-5.1
Policy CD-1.6	Policy CD-2.3	Policy CD-6.1
Policy CD-1.7	Policy CD-2.4	Policy CD-6.2
Policy CD-1.8	Policy CD-2.5	Policy CD-7.1
Policy CD-1.9	Policy CD-2.7	Policy CD-7.2
Policy CD-1.10	Policy CD-2.8	Policy CD-8.2
Policy CD-1.11	Policy CD-3.1	

- **Safety Element:**

Policy SF-1.1	Policy SF-1.10	Policy SF-3.2
Policy SF-1.2	Policy SF-2.1	Policy SF-3.3
Policy SF-1.3	Policy SF-2.2	Policy SF-3.4
Policy SF-1.4	Policy SF-2.3	Policy SF-3.5
Policy SF-1.5	Policy SF-2.4	Policy SF-5.1
Policy SF-1.6	Policy SF-2.5	Policy SF-5.2
Policy SF-1.7	Policy SF-2.6	Policy SF-5.5
Policy SF-1.8	Policy SF-2.7	Policy SF-8.1
Policy SF-1.9	Policy SF-3.1	Policy SF-8.2


- **Noise Element**

n/a

**Housing Element**

Policy H-1.2	Policy H-2.5	Policy H-3.4
Policy H-1.3	Policy H-2.6	Policy H-3.5
Policy H-2.1	Policy H-2.7	Policy H-3.6
Policy H-2.2	Policy H-3.2	Policy H-3.8
Policy H-2.4		

## 2.b: Policies not part of the Certified Local Coastal Program

The policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits. These policies are not part of the standard of review for coastal development permit purposes, as they are not relevant to indicate the “kinds, location, and intensity of land uses” as required of Coastal Land Use Plans (PRC Section 30108.5). However, the policies demarcated with the City seal are retained in the Coastal General Plan document as the City will apply these policies within the Coastal Zone under its own separate authority.

The following policies and associated programs demarcated with the City seal are not considered part of the City’s certified Local Coastal Program for purposes of the review and approval of coastal development permits:

### 2. Land Use Element:

- **Map LU-3 Sphere of Influence**
- **Policies LU-2.1 through LU-2.5**

### 3. Public Facilities Element:

- Policy PF-1.5
- Policy PF-2.1
- Policy PF-2.7
- Policy PF-2.8
- Policy PF-2.9

**4. Conservation, Open Space, Energy, & Parks Element:**

- Policy OS-7.1
- Policy OS-7.2
- Policy OS-8.1
- Policy OS-17.4
- Policy OS-17.5
- Policy OS-17.7
- Policy OS-18.2
- Policy OS-18.3

**5. Circulation Element:**

- Policy C-2.11
- Policy C-9.4
- Policy C-9.7
- Policy C-12.1
- Policy C-12.1
- Policy C-12.3
- Policy C-13.1
- Policy C-15.1

**6. Community Design Element:**

- Policy CD-2.6
- Policy CD-3.3
- Policy CD-7.3
- Policy CD-8.1

**7. Safety Element:**

- Policy SF-4.2
- Policy SF-5.3
- Policy SF-5.4
- Policy SF-6.1
- Policy SF-6.2
- Policy SF-7.1
- Policy SF-7.2
- Policy SF-9.1
- Policy SF-9.2

**8. Noise Element**

- Policies N-1.1 through N-1.6

## **9. Housing Element**

- **Policy H-1.1**
- **Policy H-2.3**
- **Policy H-2.8**
- **Policy H-3.1**
- **Policy H-3.3**
- **Policy H-3.7**
- **Policy H-3.9**
- **Policy H-3.10**
- **Policy H-3.11**
- **Policy H-4.1**
- **Policy H-4.2**
- **Policy H-5.1**
- **Policy H-5.2**

## **D. Mission and Vision**

The mission of the Coastal General Plan is to preserve and enhance the small town character and natural beauty that make the City a place where people want to live and visit, and to improve the economic diversity of the City to ensure that it has a strong and resilient economy which supports its residents. The following concepts articulate a vision of Fort Bragg that embraces its past and prepares for the future. Fort Bragg is:

- A friendly city with a small town character and a strong sense of community.
- A city which seeks to preserve its natural beauty and provide access to the scenic and recreational resources of its natural setting.
- A city that values its roots in the fishing and timber industries and seeks to maintain a connection to its past, while preparing for the future.
- A city with strong connections to its heritage and a commitment to the preservation of historic resources.
- A city which strives to create an environment where business and commerce can grow and flourish.
- A city that embraces its role as the primary commercial and service center on the Mendocino coast.
- A city which promotes itself as a tourist destination and which provides the necessary infrastructure and services to support a growing population of transient visitors.
- A city that supports efforts to preserve and strengthen the vitality of commerce in its central business district.

- A city that fosters a business climate which sustains and nourishes the growth and expansion of local businesses and cottage industries.
- A tolerant city that welcomes and values the cultural diversity of its residents.
- A city that values its youth and considers their needs in the planning of public spaces and facilities.
- A safe city that emphasizes community-oriented policing and crime prevention.
- A city that strives to provide housing opportunities for all income groups.
- A city that provides an adequate road system and public infrastructure to serve its residents, businesses, and future growth.

### **Mill Site Reuse Vision**

The vision for the reuse of the Mill Site:

**Over the next 20 years, reuse of the Mill Site should help support Fort Bragg as a working town with a diversified economy and good jobs, and a healthy, sustainable community with open space, parks and natural communities. New development on the Mill Site should enhance Fort Bragg's role as an economic and cultural center for the Mendocino Coast.**

The following principles establish a framework for the reuse of the Mill Site:

1. Establish a coastal park with a multi-use trail and other parks.
2. Create new job opportunities on the Mill Site.
3. Establish zoning for residential & visitor serving uses in the Northern District.
4. Establish zoning for jobs in the Southern District (light industrial, education, visitor serving, R & D, and office space).
5. Provide for visitor services along Redwood Ave.
6. Establish an Urban Reserve to preserve part of the site for a future planning effort.
7. Incorporate smart growth practices such as compact design, mixed-use development, and higher density residential development adjacent to the City's central business district.
8. Require sustainable development practices such as low impact development and green building.
9. Require high quality design for all development.
10. Retain public view corridors to the ocean.
11. Allow for daylighting of Maple Creek.
12. Extend the City street grid onto the site, as feasible.

## **E. The General Plan and Coastal General Plan Process**

The City initially decided to update its General Plan in 1994. An extensive public participation process took place to ensure that the revised Plan reflects the concerns and views of the community.

Key milestones of the public participation process include the following:

- The Citizen Advisory Committee (CAC) was established in 1994 and conducted public workshops on the General Plan Vision Statement and various elements.
- The CAC and the Planning Commission conducted public workshops on the goals and policies in 1995.
- Joint Planning Commission/City Council public workshops were held in 1996 to review an Administrative Draft General Plan. After these workshops, work on the General Plan was interrupted for more than two years.
- In 1999, an insert describing the General Plan and Coastal Element update process was placed in the local newspaper, the *Fort Bragg Advocate-News*. The City Council and Planning Commission conducted a joint workshop to review the 1996 Administrative Draft and provide direction to staff and the consultants regarding additional work necessary to complete the General Plan.
- In 2000, a Background Report was prepared on land use, environmental resources, transportation, and on the Local Coastal Program. The Background Report presented information about the City, the issues and constraints related to the General Plan, and alternative policy options.
- Joint Planning Commission/City Council public workshops were held during 2000 and 2001 on General Plan issues and alternatives.
- A revised Administrative Draft General Plan with a more comprehensive Coastal Element was prepared in October 2001.
- Public workshops were held by the Planning Commission and the City Council during late 2001.
- Public hearings were held by the Planning Commission and the City Council in August through December 2002 to review the Draft General Plan and the Environmental Impact Report.
- The General Plan was adopted by the City Council in December 2002.

The result of this multi-year process is a General Plan which reflects the concerns and values of Fort Bragg residents and businesses. It is a Plan that seeks a balance among the environmental, social, and economic needs of the community.

The General Plan was transformed into the Land Use Plan portion of the Local Coastal Program through the following process:

- The General Plan was submitted to the California Coastal Commission by the City of Fort Bragg in January of 2006 as part of the LCP amendment to update the City's certified Local Coastal Program.
- City Staff and Coastal Commission staff held a series of meetings and conference calls to resolve as many of the issues as possible that Coastal Staff had identified regarding conformity of the Land Use Plan as submitted with the Coastal Act prior to publication of the Coastal staff recommendation to the Coastal Commission on the Land Use Plan amendment.
- The Coastal Commission acted on the LCP amendment at its January 11, 2008 public hearing. The Commission denied the LCP amendment as submitted by the City, but certified the LCP amendment with numerous suggested modifications in accordance with the staff recommendation. The Commission directed the staff to work with the City to attempt to resolve outstanding issues by considering minor language changes that substantially conform to the Commission's action to certify the LCP Amendment with suggested modifications.
- The City subsequently held three public workshops to obtain further input and review the amendments.
- Furthermore a separate public hearing was held by the Planning Commission, with the Planning Commission making a "written recommendation" to the Council for acceptance and adoption of the Coastal Commission suggested modifications to the LUP amendment with minor changes that substantially conform to the Coastal Commission's previous action in January.
- The City Council held a public hearing for acceptance and adoption of the suggested modifications to the LCP Land Use Plan (Coastal General Plan) by resolution and the LCP Implementation Program (Coastal Land Use & Development Code) by ordinance.
- The Executive Director of the Coastal Commission reviewed the resolutions and ordinances adopted by the City and determined that the LCP changes adopted by the City substantially conform to the Commission's action to certify the LCP amendment with suggested modifications and that the resolutions and ordinances are legally adequate to implement the LCP amendment as modified.
- The Coastal Commission concurred with the Executive Director's determination at the Commission's July, 2008 meeting.

The new LCP became effective upon submittal of Notice of Determination by the Coastal Commission to the Secretary of Resources after the meeting.

## **F. Goals, Policies and Programs**

The City's mission and vision form the foundation for the goals, policies, and programs included in each element of the General Plan. Goals, policies, and programs are the essence of the Coastal General Plan and are defined below:

- **Goal:** A general, overall, ultimate purpose, aim or end toward which the City will direct effort. Goals are a general expression of community values and, therefore, are abstract in nature. Consequently, a goal is not quantifiable, time-dependent, or suggestive of specific actions for its achievement. Examples of goals include: "Maintain the small-town atmosphere" or "Diversify the economic base of the City."
- **Policy:** A specific mandatory statement binding the City's action and establishing the standard of review to determine whether land use and development decisions, zoning changes or other City actions are consistent with the Coastal General Plan. An example of a policy is: "New development shall minimize energy consumption."
- **Program:** An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal. An example of a program to implement the above policy is: "Complete the bicycle and pedestrian trail system as indicated in Map 4: Bicycle and Pedestrian Trails."

## **G. Administering the Coastal General Plan**

All land use and development decisions in the Coastal Zone must be consistent with the Local Coastal Program (LCP). In authorizing Coastal Development Permits after LCP certification, the City must make the finding that the development conforms to the certified LCP as well as all other findings required by Section 18.71.040 of the Coastal Development Permit ordinance of the Coastal Land Use and Development Code.

The following general policies shall provide the framework for the Coastal Land Use Element:

**Policy 1-1:** The policies of the Coastal Act (Coastal Act Sections 30210 through 30264) shall guide the interpretation of the Land Use Plan.

**Policy 1-2:** Where policies within the Coastal General Plan overlap or conflict, the policy which is the most protective of coastal resources shall take precedence.

**Policy 1-3:** Prior to the issuance of any development permit required by this Plan, the City shall make the finding that the development meets the standards set forth in all applicable Coastal General Plan policies.

**Policy 1-4:** The textual discussion is intended as elaboration of and justification for the Plan policies and map designations. Therefore, the text shall be considered as the findings justifying the specified policies and Land Use Maps.

In addition, certain types of development, as well as development within certain geographic areas that are acted on by the City after certification of the LCP, are appealable to the Coastal Commission (PRC Section 30603). These include:

- (1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the

mean high tideline of the sea where there is no beach, whichever is the greater distance.

- (2) Developments approved by the local government not included in paragraph (1) that are located on tidelands, submerged lands, and public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff.
- (3) Developments approved by the local government not included with paragraphs (1) or (2) that are located in a sensitive coastal resource area.
- (4) Any development which constitutes a major public works project or a major energy facility (whether approved or denied by the local government).

The grounds for an appeal of an approval of a permit are limited to an allegation that the development does not conform to the standards set forth in the certified Local Coastal Program or the public access policies of the Coastal Act. In addition, the grounds for appealing of a denial of a permit for a major public works project or major energy facility, referenced in number (5) above, are limited to an allegation that the development conforms to the standards set forth in the certified Local Coastal Program and the public access policies of the Coastal Act.

The Coastal Commission retains coastal development permitting jurisdiction on submerged lands, tidelands, and public trust lands (PRC Section 30519).

## **H. Amending the Coastal General Plan**

Any amendments to the certified LCP will require review and approval by the Coastal Commission prior to becoming effective.

## **2. LAND USE ELEMENT**

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### **A. Purpose**

The Land Use Element is the heart of the Coastal General Plan since it has the broadest scope of the required elements and provides an overview of the long-term development and conservation goals and policies of the City. Map LU-1: Land Use Designations describes the desired types and intensity of land use for the City's Coastal Area and its relevant portion of the Sphere of Influence. The goals, policies, and programs in this element should be considered in relation to this map.

This Element covers the following policy areas:

- Sphere of Influence and Annexation
- Redevelopment
- Land Use Designations
- Residential Land Uses
- Commercial Land Uses
- Recreation & Visitor-Serving Facilities
- Industrial Land Uses
- Commercial & Recreational Fishing and Boating
- Aquaculture Development

The Land Use Element establishes policies and programs to maintain the existing pattern of land uses within the City Coastal Area while anticipating and providing for future growth and development. It is expected that growth will continue to occur at a slow but regular pace (i.e., less than 0.5 percent per year) as experienced in the last decade.

Commercial land uses in the City's Coastal Area are located along the Highway One. The Central Business District, located between Oak and Pine Streets, is the historic, civic and cultural core of the community. Industrial lands are located on the Georgia-Pacific timber mill property west of Highway One, on North Franklin Street immediately north of the Central Business District, and on Highway One north of Pudding Creek. Residential neighborhoods are located east of the commercial core and in the west Fort Bragg neighborhood.

Land Use Element policies support a concentrated development pattern by encouraging infill development on vacant and underutilized sites throughout the Coastal Area. The Coastal General Plan identifies potential lands South and West of the City which may be suitable for annexation. These lands in the City's Sphere of Influence are designated for residential and harbor/commercial development. The Coastal General Plan establishes annexation policies to ensure that the expansion of the City occurs in an orderly fashion and that clear public benefits are achieved by expanding the municipal boundaries.

### **B. The Sphere of Influence and Annexation**

The Coastal General Plan applies to both publicly and privately owned land within the City's Coastal Area boundaries and its broader Planning Area. State law permits the City to plan for areas outside of its boundaries if the City determines those areas have a relationship to the City's planning needs. The Planning Area is defined in this Plan as lands within the City and the City's designated Sphere of Influence (as approved by the Mendocino County Local Agency Formation Commission or LAFCO) which represents areas that may be annexed to the City and for which urban services may be provided. The purpose of a Sphere of Influence is twofold: to ensure that urban development takes place in an orderly manner, and to allow for the land use and development policies of a city to be recognized in areas that will eventually be part of the City. The Coastal General Plan establishes policies for the Sphere of Influence which ensure that development requiring annexation can be adequately served by infrastructure and that the costs associated with annexations are fairly allocated. It provides for the orderly development and extension of City services within the Sphere of Influence. Map LU-2 indicates the boundaries of the City and its Sphere of Influence. Map LU-3 indicates the Annexation Areas within the Sphere of Influence, as defined by the City Council.

Areas within the Sphere of Influence are currently under County jurisdiction and are regulated by the Mendocino County General Plan and Zoning Ordinance. Although the County is not bound by Fort Bragg's Coastal General Plan, the City will work with the County to assure that County land use decisions in Fort Bragg's Sphere of Influence are compatible with this Coastal General Plan. Furthermore, if and when lands within the City's designated Sphere of Influence are annexed to the City, the land use designations assigned by the City's Coastal General Plan provide guidance for future development densities, and the policies and land use designations established by the Coastal General Plan become effective upon annexation to the City.

## **D. Land Use Designations**

The Coastal General Plan establishes land use designations shown on Map LU-1: Land Use Designations. Each land use designation is described relative to the development density or intensity, and the types of activities, or land uses permitted. Residential density is defined by dwelling units per net acre.

## **E. Applying Land Use Designations to Specific Properties**

The Land Use Element provides the primary basis for City decisions on development applications. Privately and publicly-sponsored projects must be consistent with all parts of the Coastal General Plan, but the Land Use Element is the first place to find out what type of development would be appropriate in a specific location, or what location would be suitable for a particular development type.

Densities described under the applicable land use designations are maximums; maximum densities can only be achieved after meeting all of the other policies and goals of the Coastal General Plan. The City does not guarantee that an individual project will attain the maximum density indicated by the Coastal General Plan land use designations. The Coastal General Plan includes maps identifying hazards and constraints, floodplains, street systems, parkland, and trails which are an integral part of the Coastal General Plan and which must be consulted in order to obtain a complete interpretation of Coastal General Plan policies and goals applicable

in a given area or parcel of land. Other elements of the Coastal General Plan contain specific policies to preserve Fort Bragg's character and appearance, and to protect sensitive environmental resources.

## **F. Residential Land Use Designations**

### **Medium Lot Rural Residential (RR2)**

This designation is intended for single-family dwellings on the northern fringe of the City where the existing development pattern is comprised of one- to two-acre parcels and where infrastructure is inadequate to support higher development densities. The maximum allowable density is 1 unit per 2 acres.

### **Rural Residential (RR1)**

This designation is intended for single-family dwellings in a semi-rural environment. The RR1 designation is located primarily on the eastern edge of the City, where larger lots serve as a transition between the RL neighborhoods of the City and the rural lands in the unincorporated areas. The RR1 designation in the Todd Point and Noyo Heights neighborhoods acknowledges the existing pattern of parcelization. The maximum allowable density is 1 unit per acre.

### **Suburban Residential (RS)**

This designation is intended for single-family dwellings and is assigned to areas where infrastructure limitations and/or environmental constraints inhibit the establishment of urban development densities. The allowable density range is 1 to 3 units per acre.

### **Low Density Residential (RL)**

This designation is intended for single-family residences on standard City lots in residential neighborhoods surrounding the more densely developed core of the City. With issuance of a conditional use permit, limited neighborhood-serving commercial uses are permitted, such as convenience stores, cafés, and restaurants located primarily on individual parcels or in small clusters of retail establishments. The allowable density range is 3 to 6 units per acre.

### **Medium Density Residential (RM)**

This designation is intended for a variety of housing types, including single family homes, duplexes, triplexes, townhouses, and apartment units located in proximity to parks, schools, and public services. With issuance of a conditional use permit, limited neighborhood-serving commercial uses are permitted, such as convenience stores, cafés, and restaurants located primarily on individual parcels or in small clusters of retail establishments. The allowable density range is 6 to 12 units per acre.

### **High Density Residential (RH)**

This designation is intended to allow a variety of higher density housing types, including townhouses, apartments, and mobile home parks on sites that are large and provide important open space or large properties where the City wishes to see creative planning and design. It is assigned primarily to larger parcels where innovative site design can provide for a mix of housing types, aesthetic and functional open space areas, and other features that enhance the development and the neighborhood. With issuance of a conditional use permit, limited neighborhood-serving commercial uses are permitted, such as convenience stores, cafés and restaurants located primarily on individual parcels or in small clusters of retail establishments. The allowable density range is 10 to 15 units per acre. Residential densities above 6 units per acre may only be permitted for projects which include open space, provide affordable housing, clustered housing, energy conservation, and/or aesthetically pleasing design features.

### **Very High Density Residential (RVH)**

This designation is intended to allow high density multi-family housing on sites that are close to commercial areas and public services. Apartments, mobile home parks, and similar types of residential uses are allowed in this designation. With issuance of a conditional use permit, limited neighborhood-serving commercial uses are permitted, such as convenience stores, cafés, and restaurants located primarily on individual parcels or in small clusters of retail establishments. The allowable density range is 12 to 24 units per acre.

## **G. Commercial and Industrial Land Use Designations**

### **Central Business District (CBD)**

This designation applies to the core of the downtown which is the civic, cultural, and commercial center of the community. Uses and site development patterns in the Central Business District are typically pedestrian-oriented. This designation is intended to accommodate government and professional offices, retail stores, theaters, and other similar uses. Residential uses on upper floors or on the ground floor at the rear of buildings are encouraged at a density of up to 40 units per net acre.

### **Neighborhood Commercial (CN)**

This designation provides small-scale, convenience shopping and services for surrounding residential neighborhoods. Retail and service businesses such as grocery stores, laundromats, restaurants, beauty salons, and similar types of uses are allowed in this designation.

### **General Commercial (CG)**

The General Commercial designation is intended for a less compact and intensive type of development than found in the Central Business District. Typical land uses in this designation depend more on vehicular than pedestrian access and include automotive and service-related outlets, retail sales, hardware, paint or carpeting sales, offices, apparel stores, and food stores. Shopping centers are allowed with approval of a conditional use permit. Residential uses are permitted above the ground floor or on the ground floor at the rear of buildings at a maximum density of up to 24 units per acre.

## **Highway Visitor Commercial (CH)**

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

### **Visitor (V).**

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 Visitor (V).

## **Office Commercial (CO)**

This designation is intended to serve the office and institutional needs of the community and permits such uses as professional offices, hospitals, medical clinics, and banks. Commercial uses supportive of the office and institutional uses, such as blueprint and copy shops, cafés and restaurants, pharmacies, and similar retail establishments are permitted. Residential uses are permitted at a maximum density of 24 units per acre with a conditional use permit.

## **Heavy Industrial (IH)**

This designation is intended for a range of heavy industrial uses including manufacturing, assembly and processing, and the storage and distribution of raw materials, aggregate plants, and related heavy industrial uses which are generally incompatible with and require locations removed from residential and visitor serving uses.

## **Timber Resources Industrial (IT)**

This designation is intended primarily for timber resource and forest products related manufacturing. It allows a variety of industrial uses relating to forest products processing such as log yards, manufacturing wood products, planing mills, storage of forest by-products, commercial seedling nurseries, and related support activities including railroad lines, truck shipping facilities, boiler and powerhouse operations, and related uses. In addition, it allows aquaculture with issuance of a conditional use permit. Open space, public parks, and recreation use types and public facilities are also permitted in this district.

The uses listed below are examples of the types of uses which may be allowed in this designation. Refer to the Coastal LUDC for a more precise definition of permitted and conditional uses.

- Log Yard Activities - unloading, loading, and storage of logs.
- Storage and Inventory of finished product and forest by-products, and storage of finished goods inventory, including chips, bark, and hog fuel. Storage includes indoor and outdoor storage.

- Manufacturing and Remanufacturing: sawmills, studmills, veneer plants, plywood and/or layup plants, fence plants, planing mills, portable or fixed wood chip or hog fuel manufacture, dry kilns, and air dry yards.
- Product Shipping Operations: includes trucking, rail shipping, and maritime operations, wholesale distribution, re-loading facilities and operations.
- Remanufacturing and Secondary, Value-Added Manufacturing of forest products: includes, but not limited to, finger jointing, molding and pattern plants, sash and door plants, window plants, gluelam beams, truss and joint fabrication, engineered forest products such as laminated veneer lumber, particleboard or oriented strand board and pallet plants.
- Commercial Seedling Nursery Operations.
- Related Support Facilities and Activities Required to Maintain Manufacturing Operations including: railroad lines that include areas for car storage, boiler and powerhouse operations for timber product manufacture, warehousing of products produced on site, maritime docks, shops for maintenance, fabrication and fueling, water collection, storage, transport, and treatment, fire alarm and control systems, security systems, areas for storage of salvage and/or recycling of metals, wood, wire, rubber and other materials, and buffer areas or screening used for industrial purposes but which enable the operation to comply with noise, air quality, water quality, and other environmental standards.
- Aquaculture with a conditional use permit.
- Public parks and recreation facilities, open space and conservation uses, and public facilities such as stormwater retention ponds and wetland treatment systems.

### **Light Industrial (IL)**

This designation is intended for a variety of commercial, manufacturing, wholesale and distribution, and industrial uses which do not generate a significant amount of on-site customer traffic or high levels of noise, dust, odors, or other potential off-site nuisance characteristics. Manufacturing uses are permitted provided they occur within an enclosed structure. Other uses permitted in this designation include offices ancillary to permitted uses, agricultural product sales and services, construction yards, and automobile repair shops.

### **Harbor District (HD)**

This designation is intended for land uses that support Noyo Harbor's functioning as a commercial fishing center with a mix of commercial and industrial activities. Typical uses include activities that support Noyo Harbor's function as a commercial fishing village and which protect and preserve parcels on, or adjacent to, the sea for coastal-dependent and coastal-related uses, such as: fish processing, aquaculture, boat sales, construction and service, boat chartering, restaurants, gift shops, marine hardware, and retail fish sales.

## **H. Other Land Uses**

### **Urban Reserve (UR)**

This land use designation is intended to preserve land for future planning efforts that will provide employment opportunities and expand the local economic base. Use types are permitted within this designation pursuant to the following: (1) Policy LU 3.3 “The Big Idea”; (2) renewable energy production (solar, cogeneration, wind, etc.); and (3) interim uses (such as public event site or playing fields) as authorized in the Coastal LUDC. Other development within this designation will require a community based planning effort and a Local Coastal Program (LCP) amendment to change the land use designation and zoning classification. The corresponding zoning classification for this land use designation is Urban Reserve (UR).

### **Ocean Dependent (OD)**

This land use provides for nature/ocean research and education facilities. A maximum of 20 housing units, to provide housing or transient occupancy for people engaged in activities related to ocean research and education, is also permitted in this zone. The corresponding zoning classification for this land use designation is Ocean Dependent (OD).

### **Parks and Recreation (PR)**

This land use designation is intended for public parks and recreational facilities. Typical uses include passive and active recreational facilities, including trails, playgrounds, parking lots, interpretive facilities, rest rooms, storage sheds, and other structures needed to accommodate public use or provide for maintenance of the land and recreational facilities.

### **Agriculture (A)**

This land use designation is assigned to land in the Sphere of Influence which is similarly designated by the Mendocino County General Plan. The lands which are designated Agriculture are within the floodplain of the Noyo River and are well-suited and appropriately retained for the production of crops or livestock grazing. The allowable density is one unit per 40 acres.

### **Open Space (OS)**

This land use designation is intended for areas of land which are largely unimproved and used for the preservation of natural resources and habitats, passive outdoor recreation, scenic resources, or for the protection of public health and safety (e.g., preservation of floodplains). Allowable uses include rest rooms, storage sheds, and other structures required to provide for maintenance of land and/or in support of recreational uses.

### **Public Facilities and Services (PF)**

This land use designation is intended for existing and proposed public buildings, utility facilities, water and wastewater treatment plants, and related easements.

## I. Population Density and Building Intensity


State law mandates that general plans include standards of population density and building intensity for all of the territory covered by the plan. To satisfy this requirement, the Coastal General Plan includes building intensity for each of the land use designations, expressed in units per acre for residential uses.

Population densities for residential land use designations are based on an average household size of 2.5 persons, except for Very High Density Residential which is based on an average of 2.1 persons per household. If there is a discrepancy between dwelling units per acre and persons per acre, the dwelling units per acre measure (e.g., building intensity) shall govern.

The population densities are:

· Large Lot Rural Residential (RR5)	up to 0.5 persons per acre
· Medium Lot Rural Residential (RR2)	up to 1.25 persons per acre
· Rural Residential (RR1)	up to 2.5 persons per acre
· Suburban Residential (RS)	up to 7.5 persons per acre
· Low Density Residential (RL)	up to 15 persons per acre
· Medium Density Residential (RM)	up to 30 persons per acre
· High Density Residential (RH)	up to 37.5 persons per acre
· Very High Density Residential (RVH)	up to 50 persons per acre
· General Commercial (CG) Mixed Use	up to 50 persons per acre
· Highway Visitor Commercial (CH) Mixed Use	up to 50 persons per acre
· Office Commercial (CO) Mixed Use	up to 50 persons per acre
Central Business District (CBD) Mixed Use	up to 50 persons per acre

## Goals, Policies and Programs

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Map LU-3 Sphere of Influence, and Policy LU-2.1 through Policy LU-2.5.

## J. 2022 Buildout Projections – This section will need to be updated

A background report was prepared in 2002 that estimates the amount of new development that would occur through 2012 given the land use designations and other policies and programs included in this Inland General Plan and past development trends. However this level of development was not achieved by 2012. The methodology for calculating the 2023 buildout projection for this Coastal General Plan Update follows:

- The existing number of residential units is from the 2010 census.
- The existing (2012) square footage of commercial and office development were derived from adding the square footage of space developed during the past ten years (56,000 SF) to the 2002 General Plan estimate of 1.5 million square feet.
- The existing SF of industrial space was derived from aerial photos, but excludes the structurally unsound vacant industrial buildings on the Mill Site.

- In 2008 the City reduced its sphere of influence to coincide with the spatial extent of the City's water and sewer service areas. All development numbers for the SOI reflect this.
- The 2022 estimates for new development are based on applying past development trends on a rational basis to the Coastal General Plan area based on vacant land opportunities in the Coastal area. These past trends and allocation include:
  - Over the past ten years, on average 15 new single family and ten multi-family units are built in the City per year. Projecting these past trends through 2022, roughly 250 new residential units would be developed throughout the City. However, only about 75% of these would be developed in the Coastal Area.
  - The City adds about 14,300 SF of commercial space per year. Thus through 2023, about 143,000 SF of commercial/retail would be built in the City as a whole. About 70% of this development would occur in the Coastal Area because it has two thirds of the commercial/office zoned property in Fort Bragg.
  - The City adds about 100 hotel rooms every ten years, and all areas zoned for hotel uses are in the Coastal Area.
  - The city adds approximately 20,000 SF of Industrial every ten years and about half of the light and heavy industrial zoned property in the City is in the Coastal Area, so the Inland Area should see about 10,000 SF of new industrial through 2023.

Table LU-1 show 2010 levels of development in the City and its Sphere of Influence, and the 2022 development potential in the City, the Coastal Area, and the SOI.

Table C-3: City, SOI, Coastal General Plan Area 2023 Build Out Potential						
Use	Existing - 2010		2023 New Construction, Entire City		2023 New Construction, Coastal General Plan Area	
	City Existing Development	SOI Existing Development	New Construction in City	New Construction in SOI	New Construction in Inland Area	New Construction in SOI
Residential (units)	3,313	200	250	15	188	15
Single Family & Second Units	2,078	200	150	14	113	14
Multifamily	1,235	0	100	0	75	0
Commercial/Office (Square Feet) *	1,556,000	0	143,000	0	100,100	0
Industrial (Square Feet)**	316,000	0	20,000	0	10,000	0
Lodging (Rooms)	959	15	100	0	0	0
Sources: Census, 2010, City of Fort Bragg, 2012. 2002 Fort Bragg General Plan, Land Use Element Tables LU-1 and LU-2, 2004						
* 2010 estimate for commercial/office includes 2002 General Plan estimate plus new development over the past ten years						
**2010 estimate excludes industrial buildings on the Mill Site, which is being decommissioned and redeveloped into non-industrial uses						

## K. Goals, Policies and Programs

### Using the Land Use Designations and Map

**Goal LU-1      Promote development and conservation of land in Fort Bragg according to the pattern shown on the Land Use Designations Map.**

Policy LU-1.1 Implementation of the Land Use Designations Map: Implement the Land Use Designations Map by approving development and conservation projects consistent with the land use designations, and ensure consistency between the Coastal General Plan and the Coastal Land Use and Development Code.

Program LU-1.1.1: Request that the County of Mendocino maintain or, if warranted, revise its General Plan in accordance with the land use designations of the Fort Bragg Coastal General Plan for the area within the City's Sphere of Influence.

Policy LU-1.2: Require that development on APNs 018-440-38, -39, -49, -50, & -59 in excess of one dwelling per existing lot obtain a Planned Development approval that minimizes access driveways onto Ocean View Drive and includes design and site planning features to ensure compatibility with the surrounding single-family residential neighborhood.

## **Sphere of Influence**



Policy LU-2.1 through Policy 2.5 and associated Programs are not part of the certified LCP and shall not govern the review and approval of Coastal Development Permits

**Goal LU-2      Establish and maintain clear boundaries and guidelines for the future expansion of Fort Bragg.**



Policy LU-2.1 Boundaries of the Sphere of Influence: Retain the existing Sphere of Influence boundaries, as shown on Map LU-2.



Policy LU-2.2 Sewer and Water Connections outside of the Municipal Service District Boundary: Out-of-area service agreements may be approved for new connections to the sanitary sewer system for development proposals that are located outside of the Municipal Service District Boundary and that comply with the policy of the Municipal Improvement District regarding projects that provide affordable housing per Resolution No. ID 230-2003, adopted on December 8, 2003.



Policy LU-2.3 County Referrals: Request referrals from the County for all development projects in the City's Sphere of Influence which are under the jurisdiction of Mendocino County.

Program LU-2.3.1: Follow agreed to procedures between the City and Mendocino County for project review within the Fort Bragg Sphere of Influence.



Policy LU-2.4 Annexation Standards: Require annexations to the City to meet all of the following standards:

- Areas annexed must be able to be served by existing City facilities and by facilities provided by other agencies, or by environmentally and economically feasible improvements to these facilities. Prior to City approval of an annexation application, findings shall be made indicating that: necessary public and private infrastructure to support the development is available, or that a development plan for extending or upgrading the infrastructure has been adopted, and that the annexation would not result in a substantial reduction or deterioration of public services and facilities, including streets, water supply, wastewater treatment, storm drainage facilities, fire, police, schools, and other public services and facilities.
- Proposed annexations must be contiguous to existing developed areas. Annexation proposals that “leapfrog” over vacant and undeveloped land shall not be approved.
- Based on a cost-revenue analysis, annexations shall have a cumulative net positive fiscal effect on the City within fifteen years of approval. The fiscal analysis must demonstrate that annexed properties would generate sufficient City revenues to pay for ongoing services to the annexed area and infrastructure cost benefiting annexed area borne by City – such as public safety, road maintenance, street lighting, etc. To achieve this, property owner(s) may be required to establish Mello-Roos districts and/or other forms of benefit assessment districts as a condition of, and at the time of, annexation to the City.
- All annexation applications shall include an environmental review document which provides full disclosure of any potential adverse environmental impacts. To the maximum extent possible, annexations that would result in significant environmental impacts will not be approved.
- A development plan, including maps and text, showing how existing and proposed future development within the annexation area contributes to the attainment of Inland General Plan goals and policies, shall be submitted with an annexation application.
- All proposed future development within an annexation area shall be consistent with the land use designations shown on the Land Use Designations Map and all other requirements of the Inland General Plan and the Fort Bragg Municipal Code.
- A cost-revenue analysis is not required for parcels that are annexed by the City of Fort Bragg for public purposes.

Program LU-2.4.1: Require a fiscal impact analysis of proposed annexations, at the applicant’s cost, as deemed appropriate by the City. The fiscal impact analysis shall include, at a minimum, the cost of providing City services on a per capita basis for residential projects, or per square foot of building for commercial and industrial projects, the impact on existing and future property owners, and a comparison of the potential revenues anticipated from the proposed annexation versus the cost to the City of providing services for a period of at least five years from the date of project completion.

**Policy LU-2.5 Discourage Piecemeal Annexations:** Discourage annexations of small, individual parcels of land in a piecemeal fashion.

Program LU-2.5.1: Consider revising the Coastal LUDC to establish a minimum area for an annexation request or a process for pre-approval of the annexation area by the City Council prior to accepting an annexation application as complete.

Program LU-2.5.2: Annexation applications should include, to the maximum feasible extent, the entire annexation area as shown in Map LU-3: Annexation Areas. Annexation applications for smaller subareas may be allowed for parcels that are annexed by the City of Fort Bragg for public purposes and for projects that provide affordable housing consistent with the criteria established in Resolution No. ID 230-2003, adopted on December 8, 2003.

### **Goal LU-3      Establish clear development phasing and land use policies for the reuse of the former Mill Site.**

The former Georgia-Pacific Mill Site is situated between Fort Bragg and its coast and encompasses over 425 acres of land or about ¼ of the City of Fort Bragg. At the height of operations this industrial property provided over 2,000 jobs to the Mendocino Coast and was the largest employer within Mendocino County. Large portions of the property are paved or covered with thick layers of compacted gravel. The City redeveloped 110 acres of the site between 2014 and 2018 with a multiuse trail and related recreational serving facilities. The remaining 315 acres are envisioned for a mix of open space, parks, light and heavy industrial, commercial, & institution, and residential development. The following policies, and policies throughout the Coastal General Plan are intended to guide this development as envisioned by City Council and the Coastal Commission.

Policy LU 3.1. Mil Site Development Phasing. Commercial and industrial development is preferred in the Northern District prior to the Southern District. However, allowable uses in the Southern District that are not permitted or that cannot be accommodated within the Northern District (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 District.

Policy LU 3.2. Mill Site Development Intensity Development intensity that transitions from the most intense development on the eastern edge of the Mill Site to the least intensive development along the western edge of the Mill Site is preferred.

Policy LU 3.3. Provide for “the Big Idea” on the Mill Site. The City Council may permit up to 100,000 square feet of additional new development in the Urban Reserve for high-quality job-generating uses, or to accommodate a significant employer. The significant high-quality job-generating use of up to 100,000 square feet could be accommodated in the Southern District Urban Reserve through a Use Permit & Coastal Development Permit subject to all of the required CDP and UP findings and the following additional special findings: 1) the proposed use will result in new job development of at least 1 job/500 SF and 2) the proposed jobs will pay at least 150% of Fort Bragg median wages.

Policy LU 3.4. Pre-Application Conference. Before submitting a development application for any proposed development within the Plan Area, potential applicants may 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.

Policy LU 3.5. Redwood Ave Mix of Uses. A mix of uses on Redwood Street shall contribute to the creation of a lively urban environment and help strengthen the connection between the coast and the existing Central Business District.

1. The mix of uses that include pedestrian oriented retail and commercial, cultural/arts facilities, hotels, resorts, multi-family residential, and parks **are preferred**.
2. Active pedestrian-oriented ground-level uses that contribute to the pedestrian environment along Redwood Avenue within the Central Business District designation **are preferred**.
3. New development shall enhance the small-scale, pedestrian-friendly, and historic character of the existing Central Business District.

Policy LU 3.6. Density Transfers Density may be transferred from one parcel to another parcel, **with Use Permit approval**, if both parcels are located within the same zoning classification. The transfer of density between parcels shall be analyzed in a conditional use permit concurrently with a Coastal Development Permit (CDP) for the 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; or
- b. The density transfer facilitates mixed-use development or compact building design; or
- c. The density transfer improves the urban design of the Mill Site; or
- d. The proposal has been demonstrated to further the intent of City Council's policies and regulations for the Mill Site Reuse.
- e. In no case may the total density transfer result in an FAR for a parcel that exceeds 2.0.

Policy LU 3.7. Jobs. Uses that provide jobs with compensation at higher than the area median income are preferred.

Policy LU 3.8. Urban Reserve Interim Uses. Uses of an interim nature, are permitted in the Urban Reserve consistent with the use requirements detailed in Table 2-8 of the CLUDC.

Policy LU 3.9. Mix of Residential Densities and Types. A mix of lot sizes, densities, and product types shall be provided consistent with the zoning districts and residential prototypes detailed in Figure 2-1. A variety of lot sizes and residential product types shall be a priority throughout residential areas.

**FIGURE 2-1 RESIDENTIAL PROTOTYPE**

Housing Types Table					
	Standard Single Family	Small Single Family (Affordable)	Cohousing (Affordable)	Multifamily	Mixed Use Residential
Illustrative Photos					
					
					
Lot size	5,000 - 7,500 sf	3,500 - 5,000	2,500 - 4,000 SF	Not applicable	Not applicable
Building Floors	1 or 2	1 or 2	1 to 2	1 to 3	3 to 4
Units/ Acre	6 to 12	6 to 24	6 to 24	12 to 24	12 to 24
Description	Typical single family residential found in Fort Bragg often includes a second unit or alley house.	Small homes on small parcels can provide good starter homes for singles, couples and for senior retirement	Cohousing is an intentional community of private homes clustered around shared space. Each attached or single family home has traditional amenities, including a private kitchen. Shared spaces typically feature a common house, which may include a large kitchen and dining area, laundry, and recreational spaces.	Multifamily residential includes separate housing units within one building or several buildings within one complex. Common forms are row housing and apartment buildings.	Mixed-Use residential includes separate housing units upstairs and commercial or retail space on the first floor. Typically located in the downtown area

Policy LU 3.9. Residential Product Types. A diversity of residential product types is preferred as follows:

- Live-work units are encouraged in the Light Industrial district adjacent to the CBD; and
- A mix of rental and ownership housing is encouraged; and
- Co-housing is encouraged.

Policy LU 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 expense for any project with 15,000+ square feet of new structures. 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 & its users. In order to achieve the minimum requirement of a revenue-neutral fiscal impact, the City shall require one or more the following courses of action:

- 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
- The proposed project achieves revenue neutrality on its own merits; or
- The proposed project, in combination with existing Mill Site development, achieves revenue neutral in totality.

Policy LU-3.11. Public Private Partnership. The City and Applicants are encouraged to work together to create value and economic activity on the Mill Site.

Program LU- 3.12.1 Work with local businesses to expand onto the Mill Site. When possible employ local contractors on the buildout of the Mill Site.

Program LU- 3.12.2 Collaborate with Mill Site property owners to market and attract desired uses and businesses to the Mill Site.

Program LU- 3.12.3 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.

## Commercial Land

The goals and policies in this section ensure that the Central Business District remains the historic, civic, cultural, and commercial core of the community. There are also policies encouraging mixed use and infill development to strengthen the other commercial areas of the City. The Circulation and the Community Design Elements provide goals and policies addressing parking, alleyways, and the overall appearance of commercial development.

**Goal LU-3      Ensure that the Central Business District remains the historic, civic, cultural, and commercial core of the community.**

Policy LU-3.1 Central Business District: Retain and enhance the small-scale, pedestrian-friendly, and historic character of the Central Business District (CBD).

Program LU-3.1.1:

Utilize City-owned land at the Guest House Museum and Town Hall for historic and cultural uses, public assembly, and entertainment.

Program LU-3.1.2: Residential uses are permitted only above the ground floor or at the rear of buildings on the ground floor.

Policy LU-3.2 Mixed Uses: Support mixed use development (i.e., a combination of residential and commercial uses) in the Central Business District that does not conflict with the primary retail function of this area.

Policy LU-3.3 Historic Buildings and Mixed Uses: In the Central Business District and in other commercial areas with historic residential structures, encourage residential uses, mixed residential, and commercial uses, and the preservation of historic structures.

Policy LU-3.4 Encourage Infill Development: Encourage infill development of vacant and underdeveloped land in the Central Business District and adjacent commercial ~~areas before amending the Coastal General Plan and rezoning to obtain additional commercial land elsewhere.~~

Policy LU-3.5 Encourage Smart Growth: Locate new residential, commercial, or industrial development within, contiguous with, or in close proximity to, existing developed areas.

Policy LU-3.6 Re-Use of Existing Buildings: Encourage the adaptive re-use and more complete utilization of buildings in the Central Business District and other commercial districts.

Program LU-3.6.1: Consider establishing incentives such as low-interest loans for rehabilitation and installation of fire sprinklers in buildings to encourage the reuse of

upper floors of existing buildings in the Central Business District for housing, offices, and other uses.

**Goal LU-4      Promote the economic vitality of the City's existing commercial areas.**

Policy LU-4.1 Formula Businesses and Big Box Retail: The location, scale, and appearance of formula businesses and big box retail shall not detract from the economic vitality of established commercial businesses, and shall be consistent with the small town, rural character of Fort Bragg.

Policy LU-4.2: Require that a fiscal and economic analysis be performed as part of the conditional use permit process for big box retail projects. The analysis shall evaluate the economic effects of the project for a minimum five-year time frame. A consultant selected by the City and paid for by the project proponent shall carry out the analysis.

Policy LU-4.3 Large-Scale Commercial Development: To maintain scenic views of the coast and to ensure that building sizes at the City's gateways are in scale with the community, no commercial building shall exceed the following limitations on the gross floor area:

- a) between the Noyo River and Pudding Creek Bridges - maximum 50,000 square feet
- b) west of Highway One and north of Pudding Creek Bridge and south of the Noyo River Bridge - maximum 15,000 square feet; and
- c) east of Highway One and south of Noyo River Bridge – maximum 40,000 square feet.

Policy LU-4.4 Standards for Commercial Uses in Residential Areas: Commercial uses in and adjacent to residential areas shall not adversely affect the primarily residential character of the area.

## **RECREATION AND VISITOR-SERVING FACILITIES**

The Coastal Act gives priority to recreational and visitor-serving uses in the Coastal Zone. The goals established by the State for the Coastal Zone include reserving upland areas for recreational uses, protecting an adequate amount of oceanfront land for recreational use, and focusing recreational facilities in selected areas, rather than spreading them out along the entire coastline.

Fort Bragg serves as the regional service center for the Mendocino coast and many support services needed for recreation and tourist-oriented businesses on the coast are located here. No shortage of visitor-serving land use exists in the City.

All commercial land use designations in the City allow visitor-commercial uses, and there are many vacant parcels available for this use.

**Goal LU-5      Maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and the constitutionally protected rights of property owners.**

Policy LU-5.1 Additional Sites for Visitor-Serving Commercial: Continue to provide for and encourage additional visitor-serving commercial facilities.

Policy LU-5.2: Ensure that there are adequate sites for visitor-serving land uses by:

- a) Maintaining existing areas designated for Highway-Visitor Commercial uses;
- b) Maintaining the Highway Visitor Commercial land use designation as one allowing primarily recreational and visitor-serving uses; and
- c) Reserving adequate infrastructure capacity to accommodate existing, authorized, and probable visitor serving uses.

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

Program LU-5.3.1: Create an inventory and monitor lower-cost visitor recreational facilities in the City.

Program LU-5.3.2: Encourage lower-cost visitor and recreational facilities during the project review process with private developers and work with State Parks to expand such facilities on State land.

Policy LU5.X1: Require Low Cost Visitor Accommodations as Part of New Accommodation Projects. If and when the number of Low Cost Visitor Serving accommodations (rooms) has fallen below the 25% of the total room inventory, require development projects to provide 25 percent of units at a lower-cost rate approved by the Commission.

Policy LU5.X2: Public Access Required to Non-overnight Facilities in New Accommodations. ~~Required~~ New hotel and motel projects, that do not offer at least 25% of accommodations as lower cost options, shall incorporate non-overnight facilities that are open to the general public. Such amenities may include public plazas and spaces, restaurants, retail units, gardens, viewing areas, free Wi-Fi, bike parking facilities, or other day-use features that may be used by the general public at no or relatively low cost. The quality and quantity of amenities will be considered in the Coastal Development Permit review process. This policy does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.

Policy LU5.X2: Campgrounds and RV parks shall be regularly maintained.

Policy LU-5.4: Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

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

Policy LU-5.6: The use of private lands suitable for visitor-serving and commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

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

Policy LU-5.8: Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

## **Industrial Land**

The lumber and fishing industries have played an important role in the formation and growth of Fort Bragg. Both of these industries are in transition, and the local economy is evolving from a natural resource-based economy to a more service-oriented economy. Fort Bragg is the commercial, educational, medical, and professional service center for a large portion of the Mendocino coast. Future growth in the local economy is projected to occur in the retail, tourism, and service sectors.

The Coastal General Plan is intended to support the growth and vitality of existing industries while ensuring that the community is prepared to actively participate in the decision-making process as new industries develop in Fort Bragg and as current industrial lands transition to other uses. This Coastal General Plan requires that specific plans be prepared when different land uses are proposed for large areas of industrial land. This offers the community the opportunity to: plan for its future, engage in consensus building, and develop comprehensive land use and economic development strategies.

### **Goal LU-5      Support industrial development which is consistent with the protection, enhancement, and restoration of coastal resources.**

Policy LU-6.1: Standards for Noyo Harbor Industrial Development: Limit industrial development in the Noyo Harbor to uses which:

- a) are coastal-dependent uses or aquaculture, giving priority to commercial fishing activities;
- b) do not generate excessive traffic on City streets, such as South Street, North Harbor Drive, and Cypress Street;
- c) do not interfere with existing coastal-dependent industry, especially commercial fishing; and
- d) are consistent with applicable LCP policies, including but not limited to LCP policies regarding the protection of public access and recreation, visual resources, and environmentally sensitive habitat areas, and Coastal Act public access policies.

Program LU-6.1.1: Work with the County of Mendocino, the Noyo Harbor District and other agencies to develop and adopt a Noyo Harbor Plan establishing standards for conservation and development for the entire Noyo River drainage area.

Program LU-6.1.2: Offshore Oil Drilling: Support Mendocino County's LCP policy to request that the Federal government be requested to establish all underwater land within the Outer Continental Shelf as a petroleum reserve to be used only in a national emergency and that the Mendocino Coast be deleted from any Outer Continental Shelf gas development licensed by the Federal government.

Policy LU-6.2: In areas designated for industrial land uses, coastal-dependent and coastal-related industrial uses shall have priority over other industrial uses on or near the shoreline.

Policy LU-6.3: Pipeline, Electrical, and Telecommunications Transmission Corridors: Consolidate new pipeline, electrical, and telecommunications transmission corridors within existing pipeline or electrical and telecommunications transmission corridors, wherever feasible, unless there are overriding technical constraints or significant social, aesthetic, environmental, or economic concerns.

Policy LU-6.4: Electrical and telecommunications transmission rights-of-way and pipelines shall be routed to minimize impacts to scenic resources and to Environmentally Sensitive Habitat Areas according to the following standards:

- a) Require underground installation of electrical and telecommunication lines where technically and economically feasible, unless it can be shown that other options are less environmentally damaging.
- b) Scarring, grading, or other vegetative removal shall be minimized and construction areas shall be revegetated with plants native to the area.
- c) Where above-ground electrical or telecommunications transmission lines are necessary, the design and color of the support towers shall be compatible with the surroundings to the extent feasible. Avoid locating above-ground transmission lines along the crests of hills, bluffs, and in scenic resource areas.

**Goal LU-7      Support industrial development which is consistent with the protection, enhancement, and restoration of coastal resources.**

Policy LU 7.1 Changes in Timber Resources Industrial & Urban Reserve Land Use. Require that any Local Coastal Program (LCP) amendments and rezoning of lands which are ten acres or more and designated Timber Resources Industrial and or Urban Reserve: 1) be subject to a comprehensive planning process; and 2) be submitted to, and effectively certified by, the Coastal Commission as an LCP amendment.

Policy LU-7.2: Comprehensive Planning Process Required. LCP amendments that propose to rezone lands of more than five acre that are designated Timber Resources Industrial and/or Urban Reserve must be developed through a comprehensive community-based planning process. Community participation shall be solicited throughout the planning process in accordance with established City practices and CLUDC requirements. The LCP amendment should:

- a. Identify new land use classifications, development policies and standards;
- b. Identify potential connections for future transportation and utility infrastructure and public improvements;
- c. Map new zoning and transportation facilities; and
- d. Be consistent with the all policies of the Coastal Act and the Fort Bragg's LCP.

Policy LU-7.3. Subsequent Mill Site LCP Amendment. A Community Based planning process is not required for LCP Amendments to rezone land that is not currently zoned Urban Reserve or Timber Resources Industrial that is less than five acres in size. All LCP amendments shall be processed and considered in conformance with the City's LCP.

Policy LU-7.3 Siting New Industrial Development: Site new industrial development so that it is contiguous with, or in close proximity to, existing developed areas, or previously developed industrial areas, able to accommodate it, or where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects on coastal resources, either individually or cumulatively.

Policy LU-7.4: Where feasible, locate new hazardous industrial development away from existing developed areas.

Policy LU-7.5 Industrial Land Use Standards: Require that industrial development avoid or minimize creating substantial pollution, noise, glare, dust, odor, or other significant adverse impacts.

Program LU-7.5.1: Continue to enforce, and revise as needed, Coastal LUDC standards with regard to noise, glare, dust, odor, and other potentially adverse impacts of industrial activity.

## **Commercial & Recreational Fishing and Boating**

Commercial fishing and recreational boating and fishing are located in Noyo Harbor. It is an all-weather port and the most active and important harbor between Bodega Bay and Eureka. The Noyo Harbor District has constructed 256 berths since 1968. Those berths are nearly always occupied, and approximately 43 percent of the boats moored there are commercial craft. The lower harbor area also contains parking and ship building areas, boat launching and repair facilities, fish processing plants, and marine supply stores. Commercial outlets, including visitor-oriented restaurants, are clustered on the north bank of the harbor. About a half-mile upriver, on the south side of the river, the Dolphin Cove private commercial marina provides berths for about 150 boats, most of which are recreational.

Several jurisdictions share responsibility for the Noyo Harbor, which is largely located in the County's jurisdiction but is within the City's Sphere of Influence. The U. S. Army Corps of Engineers is responsible for maintaining the channel. The Noyo Harbor District operates the harbor, docks, and related facilities and prepares long-term plans for facilities expansion. The State Department of Fish and Game, the State Department of Boating and Waterways, the California Coastal Commission, the County of Mendocino, and the City of Fort Bragg have partial responsibility and jurisdiction in the area.

The Coastal Act gives priority to coastal-dependent development such as commercial fishing and recreational boating over other types of land use on or near the shoreline.

**Goal LU-8      Encourage a mixture of commercial fishing, recreational boating and fishing, mixed commercial and visitor-serving uses consistent with coastal access policies.**

Policy LU-8.1: Annexation of Noyo Harbor: Consider annexation of the Noyo Harbor.

Program LU-8.1.1: Encourage the preparation of a specific plan for the Noyo Harbor with the cooperation and involvement of the Noyo Harbor District, the County of Mendocino, local property owners, and appropriate State agencies. Include in the specific plan policies that continue to give priority to coastal-dependent land uses such as commercial fishing, recreational boating, and related commercial uses, while increasing the range of visitor-serving uses on parcels not located directly on the coast or the Noyo River.

Program LU-8.1.2: Work with the County of Mendocino to improve emergency vehicle access and to establish a secondary access route to Noyo Harbor.

Policy LU-8.2: Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced and shall be protected unless written findings are made that present and foreseeable future demand for the facilities that could be accommodated on the property is already adequately provided for in the area. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Policy LU-8.3: Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Policy LU-8.4: The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

## **Aquaculture Development**

**Goal LU-9 Minimize impacts of aquaculture development on coastal resources.**

Policy LU-9.1: Aquaculture Development. All aquaculture development or facilities shall require a coastal development permit and shall be consistent with all policies and standards of the certified LCP, including but not limited to policies regarding the protection of public access, water and marine resources, environmentally sensitive habitat areas, hazards, water quality, archaeological resources, and visual resources.

Policy LU-9.2: No intake or discharge lines shall be placed above ground in the Timber Resources Industrial District in any Environmentally Sensitive Habitat Areas as defined in Policy OS-1.2 and Section 30107.5 of the Coastal Act, including but not limited to, along portions of any coastal bluff that constitute ESHA, or within any rocky intertidal habitat area.

Policy LU-9.3: No intake or discharge lines shall be placed above ground within the Harbor District, the adjoining tidelands and submerged lands of the Noyo River, or on the face of

coastal bluffs within the Timber Resources Industrial district, unless all other alternatives have been demonstrated to be infeasible or more environmentally damaging. Alternatives to be evaluated shall include, but not be limited to, (1) placing lines underground through use of directional drilling or trenching, (2) using closed-loop aquaculture systems that do not require offshore intake and discharge lines, and (3) connecting discharge lines to the existing sanitary sewer system. If all other alternatives have been demonstrated to be infeasible or more environmentally damaging and intake or discharge lines must be placed above ground within the Harbor District and the adjoining tidelands and submerged lands of the Noyo River, or on the face of coastal bluffs within the Timber Resources Industrial district, the lines shall be placed in the least environmentally damaging feasible location and in a manner that will not interfere with Noyo River navigation, existing recreational boating facilities, and coastal dependent industry, especially commercial fishing facilities.

Policy LU-9.4: Any intake or discharge lines allowed to be placed above ground within the Harbor District and the adjoining tidelands and submerged lands of the Noyo River shall be removed upon abandonment of the aquaculture development or facility it was installed to serve.

Policy LU-9.5: All aquaculture development or facilities shall be sited and designed to be visually compatible with the character of surrounding areas, and shoreline facilities shall be screened.

Policy LU-9.6: All aquaculture development or facilities shall be sited and designed to prevent impacts which would significantly degrade environmentally sensitive habitat areas, as defined in Policy OS-1.1 and section 30107.5 of the Coastal Act, and shall be compatible with the continuance of biological and ecological values in those habitat areas.

Policy LU-9.7: All aquaculture development or facilities shall be sited and designed to avoid encroachment of aquaculture operations into adjacent recreational areas.

Policy LU-9.8: No aquaculture development or facilities shall interfere with the public's right of access to the sea. All aquaculture development or facilities shall ensure adequate provision of lateral and vertical access.

Policy LU-9.9: All aquaculture development or facilities shall be sited and designed to: (1) minimize risks to life and property from geologic and flood hazards, including but not limited to bluff erosion, slope stability, seismic events, liquefaction, tsunamis, floods, and wave attack; and (2) assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Policy LU-9.10: Availability of adequate water to serve all aquaculture development or facilities shall be demonstrated prior to approval of such aquaculture development or facilities.

Policy LU-9.11: All aquaculture development or facilities shall be sited and designed to minimize the chances for release of non-native species, pathogens, and parasites into the aquatic environment.

Policy LU-9.12: All aquaculture development or facilities shall be sited and designed to ensure that waste discharges will comply with all applicable water quality regulations, including, but not

limited to, any applicable regulations contained within (1) the State Water Resources Control Board's "Water Quality Control Plan, Ocean Waters of California" Ocean Plan, (2) the State Water Resources Control Board's "Water Quality Control Plan for Control of Temperature in the Coastal and Interstate Waters and Enclosed Bays and Estuaries of California" (Thermal Plan), and (3) the North Coast Regional Water Quality Control Board's (RWQCB) "Water Quality Control Plan for the North Coast Region" (Basin Plan).

Policy LU-9.13: All aquaculture development or facilities shall be sited and designed to minimize the discharge of pollutants to water, including but not limited to substances in concentrations toxic to human, animal, plant, or aquatic life.

Policy LU-9.14: All aquaculture development or facilities shall implement Best Management Practices (BMPs) to ensure the number and quantity of pollutants discharged or potentially discharged from the facility shall be minimized to the maximum extent feasible. BMPs shall specifically address adequate cleaning, feeding, transfer and importation of species, husbandry practices, removal of dead species, storage and handling of raw material, drugs and chemicals, and disposal of solid waste.

Policy LU-9.15: All aquaculture development or facilities shall be carried out in a manner that will sustain the biological productivity of coastal waters, protect human health and maintain healthy populations of all species of marine organisms for long-term commercial, recreational, scientific and educational purposes.

Policy LU-9.16: Aquaculture facilities sited within the Harbor District shall not interfere with existing recreational boating facilities and existing coastal-dependent industry, including fishing.

Policy LU-9.17: Ocean front land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.

## **Residential Land**

The residential neighborhoods of Fort Bragg are one of its most precious assets. Due to the layout of the City, most residential neighborhoods are relatively separated from commercial, retail, and industrial developments. Homes are typically located on local and collector streets, rather than on the busier arterial streets, thereby minimizing the number of residents exposed to heavy traffic and noise.

Many of the residences in Fort Bragg were built more than forty years ago and ongoing repair and renovation are required to maintain these older homes. It is a priority of this Coastal General Plan to promote the preservation and rehabilitation of these older neighborhoods. Other priorities include maintaining the character of existing residential areas and providing additional areas for affordable housing, particularly for senior citizens. More detailed policies and programs regarding housing and enhancing the quality of the City's residential neighborhoods are contained in the Housing and the Community Design Elements.

**Goal LU-10     Provide adequate land to accommodate the housing needs of all income groups.**

Policy LU-10.1: Preserve Neighborhoods: Preserve and enhance the character of the City's existing residential neighborhoods.

Program LU-10.1.1: Use the minimum density indicated by the Land Use Designations Map as a starting point when determining specific density for a residential project. Densities above the minimum may be achieved only through a combination of the following: excellence of design, provision of affordable housing, effective mitigation of environmental constraints and impacts, demonstrated ability to provide services, and compatibility with adjacent development.

## Locating New Development

Policy LU-10.2: Locating New Development. New residential, commercial, or industrial development, except as otherwise provided in the LCP, shall be located within, contiguous with, or in close proximity to, existing developed areas **including formerly developed areas**, able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. Where feasible, new hazardous industrial development shall be located away from existing developed areas.

Policy LU-10.3: The location and amount of new development shall maintain and enhance public access to the coast by: (1) facilitating the extension of transit services where feasible; (2) providing non-automobile circulation within the development that includes circulation connections outside of the development; (3) assuring that the recreational needs of new residents will be supported by onsite recreational facilities and/or off-site local park recreational facilities to ensure that coastal recreation areas are not overloaded; and (4) utilizing smart growth and mixed-use development concepts where feasible to improve circulation and reduce auto use, where such auto use would impact coastal access roads.

Policy LU-10.4: Ensure Adequate Services and Infrastructure for New Development. Development shall only be approved when it has been demonstrated that the development will be served with adequate water and wastewater treatment. Lack of adequate services to serve the proposed development shall be grounds for denial of the development.

Policy LU-10.5: Minimize Impacts on Air Quality and Green House Gasses. New development shall: 1) be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development, and 2) minimize energy consumption and vehicle miles traveled.

Policy LU-10.6: Protect Special Communities. New Development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

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

## Industrial and Energy Development Policies

While the Coastal Act emphasizes protection, enhancement, and restoration of coastal resources, it recognizes that some industrial and energy development may need to be located in the Coastal Zone. The following excerpts from the Coastal Act illustrate this policy:

*Section 30001.2. "The Legislation further finds and declares that, notwithstanding the fact that electrical generating facilities, refineries, and coastal-dependent developments, including ports and commercial fishing facilities, offshore petroleum and gas development, and liquefied natural gas facilities, may have significant adverse effects on coastal resources or coastal access, it may be necessary to locate such developments in the coastal zone in order to ensure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the state."*

*Section 30250(b) requires that "where feasible, new hazardous industrial development shall be located away from existing developed areas." Sections 30260 through 30265 contain provisions regulating the development, location, expansion, and continued operation of tanker facilities, terminals, offshore and onshore oil and gas facilities, refineries and power plants, as well as other hazardous industrial development.*

[AB1775/SB34](#), signed into law in 2018, prohibits the State Land Commission from entering into any new lease or other conveyance authorizing new construction of oil- and gas-related infrastructure upon tidelands and submerged lands within state waters associated with Pacific Outer Continental Shelf leases issued after January 1, 2018

Throughout California, including Mendocino County and Fort Bragg, there is popular opposition to offshore oil and gas exploration. Voters in Fort Bragg approved a ballot measure entitled Measure C, codified as Ordinance 790, at the General Election on November 5, 1996 prohibiting on- and offshore oil and gas exploration, development, and/or production in the City.

Existing harbor facilities are not adequate to serve oil and gas exploration projects. A report funded by the Coastal Energy Impact Program (CEIP) concluded that Noyo Harbor does not meet the requirements of an all-weather harbor and dock facility necessary for the siting of an onshore energy support base for an offshore Outer Continental Shelf oil and gas development.<sup>1</sup> Construction of a breakwater would be necessary before a service base could be installed.

In addition, the depth limit for channel dredging within Noyo Harbor makes the site not feasible for supply boat trips, although smaller crew boats could be accommodated.

### **Goal LU-11 Prohibit development which is inconsistent with the protection, enhancement, and restoration of coastal resources.**

**Policy LU-11.1 [Prohibit Onshore Facilities for Onshore and Offshore Oil Drilling or Fracking:](#)** Prohibit onshore facilities related to the exploration, development or operation of offshore or onshore oil and gas. Do not approve any permit for onshore facilities related to exploration, development or operation of on- or off-shore oil or gas facilities.

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<sup>1</sup> *Development Scenarios and Siting Options*, Coastal Energy Impact Program Report, 1996

Program LU-11.1.1: Amend the Zoning Ordinance to make facilities that support onshore and offshore oil and gas exploration, development, and/or production within the City an unpermitted use.

## **4. CONSERVATION, OPEN SPACE, AND PARKS ELEMENT**

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### **A. Purpose**


The Conservation, Open Space, and Parks Element of the Coastal General Plan combines two State-mandated elements, Conservation and Open Space. It also includes policies and programs addressing Environmentally Sensitive Habitat Areas, water quality, public access, and recreation.

Open space is defined by Government Code Section 65561 as “any area of land or water which is essentially unimproved and devoted to open space use and which is designated on local, regional or a State open space plan for the preservation of natural resources, the managed production of resources, outdoor recreation, or for public health and safety.” Fort Bragg’s open space includes lands which are publicly-owned and operated for active or passive recreational use and land which is in private ownership but is either undeveloped or managed for the protection and enhancement of natural resources. Open space in Fort Bragg provides for coastal access, recreational uses, scenic and aesthetic resources, and habitat preservation.

The City wishes to preserve as much open space as feasible to provide habitat for native species of plants and wildlife, reduce sprawl, and maintain the aesthetic benefits of undeveloped land. The City also wishes to conserve natural resources and provide its residents with a full range of recreational opportunities. The goals, policies, and programs of this Element address these aims by establishing the framework for the protection and enhancement of natural resources, the environment, and open space and for the provision of recreational opportunities for Fort Bragg residents and visitors.

The EIR for the General Plan contains a full description of the natural resources, parks, trails, and recreational facilities existing within the Planning Area. The EIR also contains a full description of natural resources occurring within the Planning Area. See Map OS-1 for a depiction of Environmentally Sensitive Habitat Areas, Map OS-2 for a depiction of Special Review Areas, and MAP OS-3 for rivers, creeks, riparian habitats and land which can contribute to groundwater recharge and stormwater management. Map OS-3 is illustrative, as most areas of the City can accommodate ground water recharge and assist in storm water management. Please see Map OS-4 for a listing of existing trails, and Map OS-5 for a depiction of existing parks and recreational facilities.

### **B. Goals, Policies, and Programs**

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Policy OS-7.1, Policy OS-7.2, Policy OS-8.1, Policy OS-17.4, Policy OS-17.5, Policy OS-17.7, Policy OS-19.2, and Policy OS-19.3,

### **Environmentally Sensitive Habitat Areas, Conservation and Natural Resources**

#### **Goal OS-1      Preserve and Enhance the City's Environmentally Sensitive Habitat Areas**

Policy OS-1.1: Definition of ESHA. "Environmentally sensitive habitat area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Protection of environmentally sensitive habitat areas is one of the essential aspects of the Coastal Act. Fort Bragg has several environmentally sensitive habitat areas including, but not limited to, portions of coastal bluffs, biologically rich tide pools, nesting grounds, kelp beds, wetlands, riparian habitats, and rare, threatened, or endangered plants or plant communities.

Areas that may contain environmentally sensitive habitat areas include, but are not limited to, areas indicated by Map 0S-1: Open Space and Environmentally Sensitive Habitat Areas. The environmentally sensitive habitat areas shown on Map 0S-1 are based on the best information available at the time mapping was done. The boundaries of environmentally sensitive habitat areas identified in Map 0S-1 are not intended to be definitive, but to identify the general location of sensitive environmental resources. Detailed locations and boundaries of these resources shall be obtained by the preparation of biological reports described in Policy OS-1.7.

Policy OS-1.2: Determination of ESHA. The determination of what constitutes ESHA shall not be limited by what is mapped and not all parcels that are mapped necessarily contain ESHA. Map 0S-1 serves to identify those general areas known to potentially contain ESHA and for which a biological report is required consistent with Policy OS-1.7 to substantiate the presence or absence of ESHA on any particular parcel. Any area not designated on LUP Map 0S-1 that meets the ESHA definition is ESHA and shall be accorded all the protection provided for ESHA in the LCP. All habitat maps shall include a note that states that "the maps may be updated as appropriate and may not include all areas that constitute ESHA." The following areas shall be considered ESHA:

- Any habitat area that is rare or especially valuable because of their special nature or role in an ecosystem and is easily degraded or disturbed by human activities or developments.
- Any habitat area of plant or animal species designated as rare, threatened, or endangered under State or Federal law.
- Any habitat area of species designated as Fully Protected or Species of Special Concern under State law or regulations.
- Any habitat area of plant species for which there is compelling evidence of rarity, for example, those designated 1b (Rare or endangered in California and elsewhere) or 2 (rare, threatened or endangered in California but more common elsewhere) by the California Native Plant Society.

Program OS-1.2.1: Update the mapping of environmentally sensitive habitat areas as new information becomes available.

Policy OS-1.3: Development in ESHA Wetlands: Diking, Filling, and Dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following uses:

- a. New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

- b. Maintaining existing or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- c. New or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
- d. Incidental public service purposes, including but not limited to burying cables and pipes or inspection of piers and maintenance of existing intake and outfall pipelines.
- e. Restoration purposes.
- f. Nature study, aquaculture, or similar resource dependent activities.

Policy OS-1.4: The more specific permissible use provisions for wetlands identified in Policy OS-1.3 shall control over the more general permissible use provisions for other types of ESHA identified in Policy OS-1.5 and Policy OS-1.6.

Policy OS-1.5: Development in Rivers and Streams with ESHA. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to:

- a. Necessary water supply projects,
- b. Flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or
- c. Developments where the primary function is the improvement of fish and wildlife habitat.

Policy OS-1.6: Development within Other Types of ESHA shall protect ESHA against any significant disruption of habitat values and shall be limited to the following uses:

- a. Resource Dependent Uses. Public nature trails within riparian ESHA are considered a resource dependent use provided that: (1) the length of the trail within the riparian corridor shall be minimized; (2) the trail crosses the stream at right angles to the maximum extent feasible; (3) the trail is kept as far up slope from the stream as possible; (4) trail development involves a minimum of slope disturbance and vegetation clearing; and (5) the trail is the minimum width necessary. Interpretive signage may be used along permissible nature trails accessible to the public to provide information about the value and need to protect sensitive resources.
- b. Restoration projects where the primary purpose is restoration of the habitat.
- c. Invasive plant eradication projects if they are designed to protect and enhance habitat values.
- d. Pipelines and utility lines installed underneath the ESHA using directional drilling techniques designed to avoid significant disruption of habitat values.

Policy OS-1.7 Development in areas adjacent to Environmentally Sensitive Habitat Areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Policy OS-1.8: Development adjacent to ESHA shall provide buffer areas to serve as transitional habitat and provide distance and physical barriers to human intrusion. The purpose of this buffer area is to provide for a sufficient area to protect environmentally sensitive habitats from significant degradation resulting from future development. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect. The width of the buffer area shall be a minimum of 100 feet, unless an applicant can demonstrate, after consultation with the California Department of Fish and Game, other relevant

resource agencies, and the City, that 100 feet is not necessary to protect the resources of that particular habitat area and the adjacent upland transitional habitat function of the buffer from possible significant disruption caused by the proposed development. The buffer area shall be measured from the outside edge of the environmentally sensitive habitat areas and in no event shall be less than 30 feet in width.

Policy OS-1.9: Utilize the following criteria to establish buffer areas:

- a. **Biological Significance of Adjacent Lands.** Lands adjacent to a wetland, stream, or riparian habitat area vary in the degree to which they are functionally related to these habitat areas. Functional relationships may exist if species associated with such areas spend a significant portion of their life cycle on adjacent lands. The degree of significance depends upon the habitat requirements of the species in the habitat area (e.g., nesting, feeding, breeding, or resting).  
Where a significant functional relationship exists, the land supporting this relationship shall also be considered to be part of the ESHA, and the buffer zone shall be measured from the edge of these lands and be sufficiently wide to protect these functional relationships. Where no significant functional relationships exist, the buffer shall be measured from the edge of the ESHA that is adjacent to the proposed development.
- b. **Sensitivity of Species to Disturbance.** The width of the buffer zone shall be based, in part, on the distance necessary to ensure that the most sensitive species of plants and animals will not be disturbed significantly by the permitted development. Such a determination shall be based on the following after consultation with the Department of Fish and Game or others with similar expertise:
  - (i) Nesting, feeding, breeding, resting, or other habitat requirements of both resident and migratory fish and wildlife species;
  - (ii) An assessment of the short-term and long-term adaptability of various species to human disturbance;
  - (iii) An assessment of the impact and activity levels of the proposed development on the resource.
- c. **Erosion susceptibility.** The width of the buffer shall be based, in part, on an assessment of the slope, soils, impervious surface coverage, runoff characteristics, erosion potential, and vegetative cover of the parcel proposed for development and adjacent lands. A sufficient buffer to allow for the interception of any additional material eroded as a result of the proposed development shall be provided.
- d. **Use natural topography.** Where feasible, use hills and bluffs adjacent to Environmentally Sensitive Habitat Areas, to buffer these habitat areas. Where otherwise permitted, locate development on the sides of hills away from Environmentally Sensitive Habitat Areas. Include bluff faces in the buffer area.
- e. **Use existing man-made features.** Where feasible, use man-made features such as roads and dikes to buffer environmentally sensitive habitat areas.
- f. **Lot Configuration and Location of Existing Development.** Where an existing subdivision or other development is largely built-out and the buildings are a uniform distance from a habitat area, at least that same distance shall be required as a buffer zone for any new development permitted. However, if that distance is less than one hundred (100) feet, additional mitigation measures (e.g., planting of native vegetation) shall be provided to ensure additional protection.
- g. **Type and Scale of Development Proposed.** The type and scale of the proposed development will, to a large degree, determine the size of the buffer zone necessary to protect the ESHA. Such evaluations shall be made on a case-by-case basis depending upon the resources involved, the degree to which adjacent lands are already developed, and the type of development already existing in the area.

Required buffer areas shall be measured from the following points as applicable:

- The outer edge of the canopy of riparian vegetation for riparian ESHA, or from the top of stream bank where no riparian vegetation exists.
- The upland edge of a wetland for a wetland ESHA.
- The outer edge of the plants that comprise the rare plant community for rare plant community ESHA.

Policy OS-1.10: Permitted Uses within ESHA Buffers. Development within an Environmentally Sensitive Habitat Area buffer shall be limited to the following uses:

- a. Wetland Buffer.
  - i. Uses allowed within the adjacent Wetland ESHA pursuant to Policy OS-1.3.
  - ii. Nature trails and interpretive signage designed to provide information about the value and protection of the resources
  - iii. Invasive plant eradication projects if they are designed to protect and enhance habitat values.
- b. Riparian Buffer.
  - i. Uses allowed within the adjacent River and Stream ESHA pursuant to Policy OS-1.5.
  - ii. Uses allowed within the adjacent ESHA pursuant to Policy OS-1.6.
  - iii. Buried pipelines and utility lines.
  - iv. Bridges.
  - v. Drainage and flood control facilities.
- c. Other types of ESHA Buffer.
  - i. Uses allowed within the adjacent ESHA pursuant to Policy OS-1.6.
  - ii. Buried pipelines and utility lines.
  - iii. Bridges.
  - iv. Drainage and flood control facilities.

Policy OS-1.11: Land Divisions and ESHA. Prohibit new land divisions creating new parcels located entirely within an environmentally sensitive habitat area or buffer area unless the parcel to be created is restricted at the time of its creation solely for open space, public recreation, or conservation.

Policy OS-1.12: Drainage and Erosion Control Plan. Permissible development on all properties containing environmentally sensitive habitat, including but not limited to those areas identified as ESHA Habitat Areas on Map OS-1, shall prepare a drainage and erosion control plan for approval by the City. The plan shall include measures to minimize erosion during project construction, and to minimize erosive runoff from the site after the project is completed. Any changes in runoff volume, velocity, or duration that may affect sensitive plant and animal populations, habitats, or buffer areas for those populations or habitats, shall be reviewed by a qualified biologist to ensure that there will not be adverse hydrologic or erosion, or sedimentation impacts on sensitive species or habitats. Mitigation measures shall be identified and adopted to minimize potential adverse runoff impacts. All projects resulting in new runoff to any streams in the City or to the ocean shall be designed to minimize the transport of pollutants from roads, parking lots, and other impermeable surfaces of the project.

Policy OS-1.13: Landscaping Adjacent to ESHA. All development located within or adjacent to environmentally sensitive habitat areas shall be conditioned to:

- a) Require all proposed plantings be obtained from local genetic stocks within Mendocino County. If documentation is provided to the review authority that demonstrates that native vegetation from local genetic stock is not available, native vegetation obtained from genetic stock outside the local area, but from within the adjacent region of the floristic province, may be used; and if local genetic stocks within the floristic province are unavailable, the Director may authorize use of a commercial native mix, provided it is clear of invasive seed. Director may also authorize use of a seed mix that is selected for rapid senescence and replacement with native stock; and
- b) Require an invasive plant monitoring and removal program; and
- c) Prohibit the planting of any plant species on the property that is (a) listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, and/or by the State of California, or (b) listed as a 'noxious weed' by the State of California or the U.S. Federal Government.

Policy OS-1.14: Vegetation Removal in ESHA. Prohibit vegetation removal in Environmentally Sensitive Habitat Areas and buffer areas except for:

- a) Vegetation removal authorized through coastal development permit approval to accommodate permissible development,
- b) Removal of trees for disease control,
- c) Vegetation removal for public safety purposes to abate a nuisance consistent with Coastal Act Section 30005, or
- d) Removal of firewood for the personal use of the property owner at his or her residence to the extent that such removal does not constitute development pursuant to Coastal Act Section 30106.

Such activities shall be subject to restrictions to protect sensitive habitat values.

Policy OS-1.15: Implement the following measures when a project involves dredging, filling or diking of open coastal waters, wetlands, estuaries, or lakes:

- a) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and to water circulation to the maximum extent feasible. Avoiding significant disruption means, in part, that the functional capacity of the wetland is maintained to the maximum extent feasible.
- b) Limitations may be imposed, including but not limited to, limitations on the timing of the operation, the type of operation, the quantity of dredged material removed, and the location of the spoils site.
- c) Dredge spoils suitable for beach replenishment shall, where feasible, be transported to appropriate beaches or into suitable longshore current systems.
- d) Other mitigation measures may include opening areas to tidal action, removing dikes, improving tidal flushing, or other restoration measures.

Program OS-1.15.1: Consult with the Department of Fish and Game, California Coastal Commission, and U.S. Army Corps of Engineers, as applicable, on the review of dredging, filling and diking plans in, or adjacent to wetlands or estuaries to establish mitigating measures.

Policy OS-1.16: Biological Report Required.

- a) Permit applications for development within or adjacent to Environmentally Sensitive Habitat Areas including areas identified in Map OS-1 or other sites identified by City staff which have the possibility of containing environmentally

sensitive habitat shall include a biological report prepared by a qualified biologist which identifies the resources and provides recommended measures to ensure that the requirements of the Coastal Act and the City of Fort Bragg's Local Coastal Program are fully met. The required content of the biological report is specified in the Coastal Land Use and Development Code.

- b) Submittal of Biological Reports. These biological reports shall be reviewed by the City and approving agencies. The biological reports described above shall be submitted prior to filing as complete a coastal development permit application and may also be submitted as a part of any environmental documentation required pursuant to CEQA. The selection of the professional preparing the report shall be made or approved by the City or the agency approving the permit and paid for by the applicant.
- c) Biological reports shall contain mitigating measures meeting the following minimum standards:
  - i. They are specific, implementable, and, wherever feasible, quantifiable.
  - ii. They result in the maximum feasible protection, habitat restoration and enhancement of sensitive environmental resources. Habitat restoration and enhancement shall be required wherever feasible, in addition to the applicable baseline standard of either avoiding or minimizing significant habitat disruption.
  - iii. They are incorporated into a Mitigation Monitoring Program; and
  - iv. They include substantial information and analysis to support a finding that there is no feasible, less environmentally damaging alternative.

## **Goal OS-2    Preserve and enhance the City's other natural resources.**

**Policy OS-2.1 Riparian Habitat:** Prevent development from destroying riparian habitat to the maximum feasible extent. Preserve, enhance, and restore existing riparian habitat in new development unless the preservation will prevent the establishment of all permitted uses on the property.

Program OS-2.1.1: To the maximum extent feasible, preserve, protect, and restore streams and creeks to their natural state.

Program OS-2.1.2: Work with organizations and private property owners to enhance the City's watercourses for habitat preservation and recreation.

Program OS-2.1.3: Develop additional guidelines for the maintenance of watercourses to further assure that native vegetation is not unnecessarily removed and that maintenance minimizes disruption of wildlife breeding activities and wildlife movement. Incorporate these guidelines, where appropriate, into the City's maintenance procedures.

Program OS-2.1.4: Seek Federal and State funding for the repair of streambank erosion, planting of riparian vegetation to stabilize creek banks, and removal of debris obstructing waterflow.

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

Program OS-2.2.1: Prior to consideration of any new development on the Todd Point aquifer, a project-specific hydrologic design analysis shall be prepared by the project applicant to recommend specific mitigation measures to minimize runoff from the site in

order to retain existing levels of groundwater recharge. (Examples of such measures include establishment of retention basins, establishment of percolation chambers, use of permeable paving materials, etc.)

If the design analysis concludes that the project will result in a net decrease in groundwater recharge from the project site, then a supplemental hydrologic analysis shall be prepared by the applicant which evaluates cumulative hydrologic impacts. The study shall establish a baseline of aquifer supply to existing residential wells on Todd Point and evaluate cumulative impacts to aquifer recharge from all projected development on Todd Point.

If the supplemental hydrologic analysis shows that the cumulative development would adversely impact existing Todd Point wells, then the study shall establish the nexus for new development, both in the City and in the County, to pay its pro rata share of the costs of extending City water service to the affected existing residences.

Prior to new development, the City will establish a program that identifies how fees will be collected to extend City water, what existing residences will be served, and when the water service would be extended.

The cost of preparing the cumulative hydrologic study will be borne by the first application received which triggers this requirement, and all future applicants for new development on Todd Point will be required to reimburse the original applicant their fair share of the hydrologic study.

### **Goal OS-3: Preserve areas with other biotic resources.**

Policy OS-3.1 Native Species: Preserve native plant and animal species and their habitat.

Policy OS-3.2: To the maximum extent feasible and balanced with permitted use, require that site planning, construction, and maintenance of development preserve existing healthy trees and native vegetation on the site.

Policy OS-3.3: Require site planning and construction to maintain adequate open space to permit effective wildlife corridors for animal movement between open spaces.

Policy OS-3.4: Condition development projects, requiring discretionary approval to prohibit the planting of any species of broom, pampas grass, gorse, or other species of invasive non-native plants deemed undesirable by the City.

Program OS-3.4.1: Request that Caltrans, PG&E, and the County of Mendocino remove pampas grass and broom from their rights-of-way. The City shall strive to remove these plants from City-owned rights-of-way.

Policy OS-3.5. Mill Site: trees for wind screening. Native trees shall be required in new development projects on the Mill Site, where necessary, to provide wind screening.

### **Goal OS-4 Encourage Native Plants and Discourage Non-Native Invasive Plants & Trees**

Policy OS-4.1 Native Landscaping: All development shall be conditioned to require that 50% of all plantings are native plants and shall prohibit the planting of any plant species that is (a) listed

as problematic and/or invasive by the California Invasive Plant Council, and/or by the State of California, or (b) listed as a 'noxious weed' by the State of California or the U.S. Federal Government.



*Native Landscaping*

Policy OS--4.2 Prohibit Invasive Species: Condition development projects requiring discretionary approval to prohibit the planting of any species of broom, pampas grass, gorse, or other species of invasive non-native plants deemed undesirable by the City.

Program OS-4.2.1: Require that Caltrans, PG&E, the County of Mendocino, and private property owners remove pampas grass and broom from their properties and rights-of-way. The City shall strive to remove these plants from City-owned property and rights-of-way.

Program OS-4.2.2: Encourage the removal of non-native invasive trees where feasible, such as Monterey Cypress, Monterey Pine and Eucalyptus, and prohibit planting of non-native invasive tree species in new development.

Policy OS-4.3 Preserve Native Vegetation and Trees: To the maximum extent feasible and balanced with permitted use, require that site planning, construction, and maintenance of development preserve existing healthy trees and native vegetation on the site.

Policy OS-4.4 Maintain Open Space: Require site planning and construction to maintain adequate open space to permit effective wildlife corridors for animal movement between open spaces.

Policy OS-4.4 Forested Areas: Maintain existing forested areas and reforest parks and streetscapes with new trees as needed. Projects proposed in forested areas are required to meet the requirements of the Special Review Areas.

Program OS-2.4.1: Establish a tree planting and replacement program to assure continuing stands of trees throughout the City.

Program OS-2.4.2: Consider adopting a street tree program.

## **Goal OS-5 Protect and preserve soil as a natural resource.**

Policy OS-5.1 Soil Erosion: Minimize soil erosion to prevent loss of productive soils, prevent flooding, landslides, and maintain infiltration capacity and soil structure.

## **Goal OS-6 Protect and Preserve Cultural Resources.**

Policy OS-6.1 Preserve Archaeological Resources: New development shall be located and/or designed to avoid archaeological and paleontological resources where feasible, and where new development would adversely affect archaeological or paleontological resources, reasonable mitigation measures shall be required.

Policy OS-6.2 Resource Avoidance. Avoidance and non-disturbance measures are the preferred treatment of cultural resources where feasible. If avoidance is not feasible, the City shall consult with the Tribal Council to minimize and mitigate impacts of a potential undertaking to cultural resources. In cases where agreement cannot be reached within the statutorily required timeframe for the preparation of the CEQA document, as Lead Agency, the City shall define the avoidance/mitigation strategy.

Policy OS-6.3: Archaeological Resources Report Required.

- A) Development located within areas of known or potential archaeological or paleontological resources included in (i) – (iv) shall be required to submit a report consistent with the requirements of section B below prior to approval of a building, grading, or coastal development permit for the development.
  - i. Former Georgia Pacific timber mill. The entire property which comprises the former Georgia-Pacific timber mill site;
  - ii. Noyo Bay. The area located along the south side of Noyo Bay (e.g., Todd Point);
  - iii. Noyo River. All of the areas located adjacent to the north side of the Noyo River;
  - iv. North Fort Bragg Coast. All of the areas located west of Highway 1 and north of Pudding Creek;
  - v. Special Review Areas. All Special Review Areas identified on Map OS-2 in the Coastal General Plan; and
  - vi. Other areas identified by the Director. Other areas identified by the environmental review process (Chapter 18.72), or brought to the attention of the City through special studies performed after the enactment of this Section, as having the potential for containing archaeological or paleontological resources.
- B) Report required. A project specific report shall be prepared by a qualified archaeologist and shall be submitted prior to filing as complete a coastal development permit application. Archaeologists hired to conduct archaeological investigations must meet the Secretary of the Interior's Professional Qualifications Standards. The permit review authority may waive the requirement for a project specific report if the Director determines that an existing report satisfies the requirements of this section. The report shall be prepared consistent with the requirements of Section 18.50.030 of the Coastal Land Use & Development Code.

Policy OS-6.4 Native American Consultation. For sites where cultural resources are identified, the City shall engage in consultation with appropriate tribal councils as part of the CEQA review process. For project areas where cultural resources have the potential to be discovered/disturbed, either within or adjacent to the project area, the City shall engage in consultation with appropriate Tribes as part of the review process and project planning.

Policy OS -31 Tribal Monitoring. All Applicants shall allow the Tribe to monitor native ground disturbing activities on projects where cultural resources may be reasonably expected to be located. Tribal monitoring shall be paid for by the applicant if it is required as a special condition for a Coastal Development Permit or as a mitigation measure through CEQA, otherwise tribal monitoring shall be paid for by the tribe.

Policy OS-6.6 Resource Discovery. If cultural resources are encountered, ground disturbing activities shall cease immediately in the discovery location and a buffer zone of fifty (50) feet radius. If the find is known or suspected human remains and/or associated cultural resources, ground disturbing activities shall cease in the discovery location and a one hundred (100) feet radius buffer area. The size of the buffer may be adjusted once the project archaeologist, in consultation with the tribal monitor, has had the opportunity to examine the site. No construction activities will take place within the buffer until an archaeological investigation has been completed.

Policy OS-6.7 Human Remains. In the event that human remains are discovered during the project, ALL job operations shall cease and the county sheriff and coroner shall be notified. In the event that the remains are Native American human remains, associated funerary objects, sacred objects, and/or objects of cultural patrimony are found during a project, the Parties understand that a determination of the Most Likely Descendant (MLD), as described in California Public Resources Code section 5097.98, will be made by the NAHC upon notification to the NAHC of discovery of any such remains at a project site.

Policy OS-6.8 Resource Ownership and Deposition. The Applicant shall transfer ownership of Native American cultural resources that are found through implementation of a Data Collection Plan or through monitoring of a construction project to the appropriate Native American Tribe for proper treatment and disposition, if requested by the Tribe, unless otherwise required by law.

Policy OS-6.9 Access to Sacred Sites. Pursuant to California Public Resources Code sections 5097.9, where feasible and appropriate, the City shall consult with the Tribe to include mitigation measures that provide for Tribal access to places of traditional, spiritual or social importance (such as prayer sites, ceremonial sites and shrines), areas important in folklore and legend, and areas attributed with special or unique powers of sacredness identified and located on the Mill Site.

~~Policy OS-6.10: Halt all work if archaeological resources are uncovered during construction. Require an evaluation by a qualified archaeologist before recommencing construction.~~

~~Policy OS-6.11: Locate and/or design new development to avoid archaeological resources where feasible.~~

Policy OS-6.12: Mitigation shall be designed in compliance with the guidelines of the State Office of Historic Preservation and the State Native American Heritage Commission.

## **Goal OS-7    Improve air quality.**



**Policy OS-7.1 Participate in Regional Planning to Improve Air Quality:** Continue to cooperate with the Mendocino County Air Quality Management District (MCAQMD) in implementing the *Regional Clean Air Plan*.



**Program OS-7.1.1:** Add a City representative to the Board of MCAQMD.

**Policy OS-7.2 Air Quality Standards:** Seek to comply with State and Federal standards for air quality.

**Program OS-7.2.1:** Review new project proposals for consistency with MCAQMD regulations and guidelines.

**Program OS-7.2.2:** Work with the Mendocino County Air Quality Management District to ensure that all new industrial projects include Best Available Control Technologies (BACTs) to control emissions of air pollutants to the maximum extent permitted by law.

**Program OS-7.2.3:** Require that proposed new asphalt plants undergo an air quality analysis that includes analysis of emissions, dispersion modeling, risk analysis, and mitigation required to reduce pollution and risk.

**Program OS-7.2.4:** Prohibit unpaved driveways of more than 50 feet and unpaved roads in all new development.

## **C. Water Quality**

### **Goal OS-9 Improve water quality.**

**Policy OS-9.1: Minimize Introduction of Pollutants.** Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes) to the extent feasible.

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

**Policy OS-9.3: Maintain Biological Productivity and Quality of Coastal Waters.** Development shall be designed and managed to maintain, and restore where feasible, the biological productivity and quality of coastal waters, consistent with sections 30230, 30231, and other relevant sections of the California Coastal Act. The Coastal Act sections set forth below are incorporated herein as policies of the Land Use Plan:

**Policy OS-9.4: Maintain, Enhance, and Restore Marine Resources.** Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

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

**Goal OS-10 Improve water quality through the Selection and Design of Appropriate Best Management Practices (BMPs)**

Policy OS-10.1: Construction-phase Stormwater Runoff Plan. All development that requires a grading permit shall submit a construction-phase erosion, sedimentation, and polluted runoff control plan. This plan shall evaluate potential construction-phase impacts to water quality and coastal waters, and shall specify temporary Best Management Practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, and prevent contamination of runoff by construction chemicals and materials.

Policy OS-10.2: Post-Construction Stormwater Runoff Plan. All development that has the potential to adversely affect water quality shall submit a post-construction polluted runoff control plan ("Runoff Mitigation Plan"). This plan shall specify long-term Site Design, Source Control, and, if necessary, Treatment Control BMPs that will be implemented to minimize stormwater pollution and erosive runoff after construction, and shall include the monitoring and maintenance plans for these BMPs.

Policy OS-10.3: Emphasize Site Design and Source Control BMPs. Long-term post-construction Best Management Practices (BMPs) that protect water quality and control runoff flow shall be incorporated in the project design of development that has the potential to adversely impact water quality in the following order of emphasis:

- A) Site Design BMPs: Any project design feature that reduces the creation or severity of potential pollutant sources, or reduces the alteration of the project site's natural flow regime. Examples include minimizing impervious surfaces, and minimizing grading.
- B) Source Control BMPs: Any schedules of activities, prohibitions of practices, maintenance procedures, managerial practices, or operational practices that aim to prevent stormwater pollution by reducing the potential for contamination at the source of pollution. Examples include covering outdoor storage areas, use of efficient irrigation, and minimizing the use of landscaping chemicals.
- C) Treatment Control BMPs: Any engineered system designed to remove pollutants by simple gravity settling of particulate pollutants, filtration, biological uptake, media adsorption, or any other physical, biological, or chemical process. Examples include vegetated swales, and storm drain inserts.

Site Design BMPs may reduce a development's need for Source and/or Treatment Control BMPs, and Source Control BMPs may reduce the need for Treatment Control BMPs. Therefore, all development that has the potential to adversely affect water quality shall incorporate effective post-construction Site Design and Source Control

BMPs, where applicable and feasible, to minimize adverse impacts to water quality and coastal waters resulting from the development. Site Design and Source Control BMPs may include, but are not limited to, those outlined in the City's Storm Water Management program.

Policy OS-10.4: Incorporate Treatment Control BMPs if Necessary. If the combination of Site Design and Source Control BMPs is not sufficient to protect water quality and coastal waters consistent with Policy OS-9.3, as determined by the review authority, development shall also incorporate post-construction Treatment Control BMPs. Projects of Special Water Quality Concern (see Policy OS-12.1) are presumed to require Treatment Control BMPs to meet the requirements of OS-9.3. Treatment Control BMPs may include, but are not limited to, those outlined in the City's Storm Water Management program, including biofilters (e.g., vegetated swales or grass filter strips), bioretention, infiltration trenches or basins, retention ponds or constructed wetlands, detention basins, filtration systems, storm drain inserts, wet vaults, or hydrodynamic separator systems.

Policy OS-10.5: Guidance on BMP Selection and Design. Where BMPs are required, BMPs shall be selected that have been shown to be effective in reducing the pollutants typically generated by the proposed land use. The strategy for selection of appropriate BMPs to protect water quality and coastal waters shall be guided by Chapter 18.64.070, Tables 1-3, of the Land Use & Development Code, or equivalent tables which list pollutants of concern for each type of development or land use.

The design of BMPs shall be guided by the California Stormwater Quality Association (CASQA) Stormwater BMP Handbooks dated January 2003 (or the current edition), or an equivalent BMP manual that describes the type, location, size, implementation, and maintenance of BMPs suitable to address the pollutants generated by the development. Caltrans' 2007 "Storm Water Quality Handbook: Project Planning and Design Guide" (or the current edition) may also be used to guide design of construction-phase BMPs.

Policy OS-10.6: Water Quality Checklist. A water quality checklist shall be developed and used in the permit review process to evaluate a proposed development's potential impacts to water quality and coastal waters, and proposed mitigation measures.

## **Goal OS-11 Improve water quality through Site Design and Source Control BMPs**

Development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating BMPs designed to ensure the following:

Policy OS-11.1: Use Integrated Management Practices in Site Design. The city shall require, where appropriate and feasible, the use of small-scale integrated management practices (e.g., Low Impact Development techniques) designed to maintain the site's natural hydrology by minimizing impervious surfaces and infiltrating stormwater close to its source (e.g., vegetated swales, permeable pavements, and infiltration of rooftop runoff).

Policy OS-11.2: Preserve Functions of Natural Drainage Systems. Development shall be sited and designed to preserve the infiltration, purification, detention, and retention functions of natural drainage systems that exist on the site, where appropriate and feasible. Drainage shall be conveyed from the developed area of the site in a non-erosive manner.

Policy OS-11.3: Minimize Impervious Surfaces. Development shall minimize the creation of impervious surfaces (including pavement, sidewalks, driveways, patios, parking areas, streets, and roof-tops), especially directly connected impervious areas, where feasible. Redevelopment shall reduce the impervious surface site coverage, where feasible. Directly connected impervious areas include areas covered by a building, impermeable pavement, and/or other impervious surfaces, which drain directly into the storm drain system without first flowing across permeable land areas (e.g., lawns).

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

Policy OS-11.5: Divert Stormwater Runoff into Permeable Areas. Development that creates new impervious surfaces shall divert stormwater runoff flowing from these surfaces into permeable areas, where appropriate and feasible, to enhance on-site stormwater infiltration capacity.

Policy OS-11.6: Use Permeable Pavement Materials. To enhance stormwater infiltration capacity, development shall use permeable pavement materials and techniques (e.g., paving blocks, porous asphalt, permeable concrete, and reinforced grass or gravel), where appropriate and feasible. Permeable pavements shall be designed so that stormwater infiltrates into the underlying soil, to enhance groundwater recharge and provide filtration of pollutants. All permeable pavement that is not effective in infiltrating as designed will be replaced with effective stormwater detention and infiltration methods.

Policy OS-11.7: Avoid Steep Slopes with Highly Erodible Soil. Where feasible, development shall be sited and designed to avoid areas on steep slopes (i.e., 12% or greater) with highly erodible soil. Developments on these hillside areas are considered Developments of Special Water Quality Concern, and are subject to additional requirements (see Policies OS-12.1 and OS-12.2).

Policy OS-11.8: Landscape with Native Plant Species. The City shall encourage development to use drought-resistant native plant species for landscaping, to reduce the need for irrigation and landscaping chemicals (e.g., pesticides and fertilizers).

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

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

## **Goal OS-12 Improve water quality through additional requirements for Developments of Special Water Quality Concern**

Policy OS-12.1: Developments of Special Water Quality Concern. The categories of development listed below have the potential for greater adverse coastal water quality impacts,

due to the development size, type of land use, impervious site coverage, or proximity to coastal waters. A development in one or more of the following categories shall be considered a "Development of Special Water Quality Concern," and shall be subject to additional requirements set forth in Policy OS-12.2 below to protect coastal water quality. Developments of Special Water Quality Concern include the following:

- a) Housing developments of ten or more dwelling units.
- b) Hillside developments on slopes greater than 12 percent, located in areas with highly erodible soil.
- c) Developments that result in the creation, addition, or replacement of 10,000 square feet or more of impervious surface area.
- d) Parking lots with 5,000 square feet or more of impervious surface area, potentially exposed to stormwater runoff.
- e) Heavy industrial developments.
- f) Vehicle service facilities (including retail gasoline outlets, service stations, commercial car washes, and vehicle repair facilities).
- g) Commercial or industrial outdoor storage areas of 5,000 square feet or more, or as determined by the review authority based on the use of the storage area, where used for storage of materials that may contribute pollutants to the storm drain system or waterbodies.
- h) All developments within 125 feet of the ocean or a coastal waterbody (including estuaries, wetlands, rivers, streams, and lakes), or that discharge directly to the ocean or a waterbody, if such development results in the creation, addition, or replacement of 2,500 square feet or more of impervious surface area.
  - a. "Discharge directly to" the ocean or a waterbody means outflow from a drainage conveyance system that is composed entirely of flows from the subject development or redevelopment site, and not commingled with flows from adjacent lands.
- i) Any other development determined by the review authority to be a Development of Special Water Quality Concern.

Policy OS-12.2: Additional Requirements for Developments of Special Water Quality Concern. All Developments of Special Water Quality Concern (as identified in Policy OS-12.1, above) shall be subject to the following four additional requirements to protect coastal water quality:

- 1) Water Quality Management Plan. The applicant for a Development of Special Water Quality Concern shall be required to submit for approval a Water Quality Management Plan (WQMP), prepared by a qualified licensed professional, which supplements the Runoff Mitigation Plan required for all development. The WQMP shall include hydrologic calculations per City standards that estimate increases in pollutant loads and runoff flows resulting from the proposed development, and specify the BMPs that will be implemented to minimize post-construction water quality impacts.
- 2) Selection of Structural Treatment Control BMPs. As set forth in Policy OS-10.4, if the review authority determines that the combination of Site Design and Source Control BMPs is not sufficient to protect water quality and coastal waters as required by Policy OS-9.3, structural Treatment Control BMPs shall also be required. The WQMP for a Development of Special Water Quality Concern shall describe the selection of Treatment Controls BMPs, and applicants shall first consider the BMP, or combination of BMPs, that is most effective at removing the pollutant(s) of concern, or provide a justification if that BMP is determined to be infeasible.

- 3) 85th Percentile Design Standard for Treatment Control BMPs. For post-construction treatment of runoff in Developments of Special Water Quality Concern, Treatment Control BMPs (or suites of BMPs) shall be sized and designed to treat, infiltrate, or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event (with an appropriate safety factor of 2 or greater) for flow-based BMPs.
- 4) Goal for Runoff Reduction. In Developments of Special Water Quality Concern, the post-development peak stormwater runoff discharge rate shall not exceed the estimated pre-development rate for developments where an increased discharge rate will result in increased potential for downstream erosion or other adverse habitat impacts.

### **Goal OS-13 Improve water quality through Municipal Activities to Protect Water Quality**

Policy OS-13.1: Municipal Activities to Protect and Restore Water Quality. The City shall promote both the protection and restoration of water quality and coastal waters. Water quality degradation can result from a variety of factors, including but not limited to the introduction of pollutants, increases in runoff volume and rate, generation of non-stormwater runoff, and alteration of physical, chemical, or biological features of the landscape.

Program OS-13.1.1: Water Quality Public Education and Outreach. The City shall continue to encourage public outreach and education about the water quality impacts of development. The City shall continue to coordinate with other agencies in the watershed area, as feasible, to develop public education programs on urban runoff issues and the appropriate roles of individuals, businesses, and government in the implementation of BMPs for pollution prevention.

Program OS-13.1.2: BMPS for Municipal Maintenance Activities. The City shall ensure that municipal maintenance activities and other public projects not requiring a Coastal Development Permit also integrate appropriate BMPs to protect water quality and coastal waters.

### **Goal OS-14 Improve water quality through Construction-Phase Pollution Control**

Policy OS-14.1: Minimize Polluted Runoff and Pollution from Construction. All development shall minimize erosion, sedimentation, and the discharge of other polluted runoff (e.g., chemicals, vehicle fluids, concrete truck wash-out, and litter) from construction activities, to the extent feasible.

Policy OS-14.2: Minimize Land Disturbance During Construction. Land disturbance activities during construction (e.g., clearing, grading, and cut-and-fill) shall be minimized, to the extent feasible, to avoid increased erosion and sedimentation. Soil compaction due to construction activities shall be minimized, to the extent feasible, to retain the natural stormwater infiltration capacity of the soil.

Policy OS-14.3: Minimize Disturbance of Natural Vegetation. Construction shall minimize the disturbance of natural vegetation (including significant trees, native vegetation, and root structures), which are important for preventing erosion and sedimentation.

Policy OS-14.4: Stabilize Soil Promptly. Development shall implement soil stabilization BMPs (including, but not limited to, re-vegetation) on graded or disturbed areas as soon as feasible.

Policy OS-14.5: Grading During Rainy Season. Grading is prohibited during the rainy season (from November 1 to March 30), except in response to emergencies, unless the review authority determines that soil conditions at the project site are suitable, and adequate erosion and sedimentation control measures will be in place during all grading operations.

## **D. Open Space**

There are three categories of open space in the Fort Bragg Planning Area: 1) publicly-owned land, such as Noyo Headlands Park, Pomo Bluffs Park, and MacKerricher State Park; 2) dedicated land, which is privately-owned and maintained and has a recorded open space or conservation easement; and 3) land which has a prescriptive easement permitting public use.

### **Goal OS-15 Conserve and enhance a variety of open space features including creeks, wildlife habitats, scenic view corridors, and other amenities.**

Policy OS-15.1: Open Space: Plan for and condition new development to implement the City's priorities for open space.

Program OS-15.1.1: Use conservation easements wherever possible to protect environmentally sensitive open space areas.

Program OS-15.1.2: Continue to work with local and regional agencies and interest groups, in conjunction with the Mendocino Coast Recreation and Park District Master Plan, to develop an open space preservation strategy.

Program OS-15.1.3: Develop additional standards in the Coastal LUDC for further public access to open space areas.

Program OS-15.1.4: Revise the CLUDC to make public open space and public access ways and trails to public parklands a permitted use in all land use and zoning designations.

Policy OS-15.2 Protect and Restore Open Space: During the development review process, protect and restore open space areas such as wildlife habitats, view corridors, coastal areas, and watercourses as open and natural.

Program OS-15.2.1: Require that projects on parcels five acres or larger requesting a rezoning to a higher density include dedications for open space or parkland.

Program OS-15.2.2: Maintain an inventory of vacant parcels that could potentially be purchased and developed as public open space (parks, community gardens, trails, etc.)

Policy OS-15.3 Trails in Open Space: Wherever feasible, plan and construct trails through the greenbelts and open space that connect to the City's trail system and that of Mendocino Coast Recreation Park District (MCRPD) and those of State Parks.

Policy OS-15.4. Mill Pond Restoration. The Mill Pond (or daylighted Maple Creek) and lowland area shall be offered in dedication to the City of Fort Bragg upon subdivision of this parcel. A Mill Pond restoration project may include, as feasible:

1. A multi-use trail that provides beach access at Fort Bragg Landing.
2. Drainage features that safely convey surface runoff from the Plan Area and the Alder and Maple Creek watersheds.
3. Daylighting of the maple creek drainage to Fort Bragg Landing.

Policy OS-15.5. Mill Site Pond 5 Enhancement. Pond 5 and surrounding open space shall be naturally restored and enhanced and offered in dedication to the City of Fort Bragg upon subdivision of this parcel.

Policy OS-15.6. Mill Site Pond 5 activities. The paved area around Pond 5 may be used for events in conjunction with the Coastal Trail.

Policy OS-15.7. Daylighting of Maple and Alder Creeks. The day-lighting of Maple and Alder Creek are encouraged, as feasible, and may include:

1. A daylighted Maple Creek and riparian habitat extending from the Maple Creek drainage and Maple Street Riparian Area to the Mill Pond Complex; and
2. Restored natural habitat along the length and width of the creek; and
3. Other project components as required for the Coastal Development Permit and compliance with Policy PF-8.4 and PF-8.5.

Policy OS-15.8. Mill Site Open Space Implementation. 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.

Policy OS-15.9. Mill Ponds 1-4 Wild Life Corridor Transfer & Restoration. The Pond 1-4 and associated wildlife corridor shall be offered in dedication to the City of Fort Bragg upon subdivision of this parcel. An open space plan for the South Ponds shall be developed, by the developer, and approved by the City 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 and/or Timber Resources Industrial (IT). The plan shall include removal of all asphalt and concrete within the open space corridor, and revegetation with native seed.

Policy OS-15.10. Security and Safety on Undeveloped Mill Site 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.

Policy OS-15.11. Revegetation of Undeveloped Mill Site Properties. As each length of street infrastructure is developed, existing asphalt shall be removed from both sides of the road to 150 feet and 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.

## **E. Public Access and Recreation**

Public access to the shoreline is guaranteed by the California Constitution and is further defined by standards established by the Coastal Act to recognize the shoreline as a public resource which is available for viewing, recreation, and scientific research at the water's edge and along tidal rivers.

As development in the Fort Bragg area and elsewhere increases, there will be an increased need for public access. Access to the coastline is dependent on the right of the public to cross public and private land. Access across private land generally is obtained through purchase of an easement, or obtained as a condition of development approval.

**Goal OS-16    Maximize public access to and along the coast consistent with sound resources and conservation principles and constitutionally protected rights of private property owners.**

Policy OS-16.1 Coastal Access: Maximum access and recreational opportunities shall be provided consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. Provide public open space and shoreline access in the Coastal Zone. Acquisitions for coastal access shall not preclude the potential development of necessary infrastructure to support coastal-dependent uses.

Program OS-16.1.1: Provide shoreline access in the Coastal Zone along the vertical and lateral access routes as described in Table OS-2 and Map OS-3.

Program OS-16.1.2: Acquire additional public access to the shoreline by:

- a) accepting Offers To Dedicate (OTDs) that will increase opportunities for public access and recreation;
- b) actively seeking public agency, community non-profit, or other private offers of dedication and offers to assume the liability and maintenance responsibilities; and
- c) requiring public access as a condition of development consistent with the Coastal Act, the Coastal Commission's Statewide Interpretive Guidelines, and the findings required to support an Offer to Dedicate (OTD); and
- d) creating a partnership with the State Coastal Conservancy and other funding agencies to purchase and develop public access to and along the coast, with the City assuming responsibility for management and maintenance of the public open space.

Program OS-16.1.3: Work with the California Coastal Conservancy to assure that the proposed access improvements and public facilities identified in the Noyo Harbor Plan are provided on the banks of the Noyo River.

Program OS-16.1.4: Work with the appropriate State agencies to preserve and improve the existing coastal access north of Airport Road (i.e., Access "Q" on Map OS-3). Parking or recreational facilities shall not be required on the west side of Highway One in this area due to the fragile nature of the coastal terrace prairie habitat.

Program OS-16.1.5: Acquisitions of coastal land and easements for public access purposes shall not preclude the potential development of necessary infrastructure to support coastal-dependent uses.

Policy OS-16.2 Right of Public Access: Development in the Coastal Zone shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. Public prescriptive rights must be protected wherever they exist.

Policy OS-16.3: Proscriptive Rights. Unless a landowner chooses to adjudicate any existing prescriptive rights issue, where there is substantial evidence that prescriptive rights of access to the beach exist on a parcel, development on that parcel must be designed, or conditions must be imposed, to avoid interference with the prescriptive rights that may exist or to provide alternative, equivalent access.

Policy OS-16.4 New Development: Require public access from the nearest public roadway to the shoreline and along the coast in new development except where:

- a) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources;
- b) adequate access exists within 500 feet of the site; or
- c) access at the site would be inconsistent with other LCP policies, including but not limited to, expanded or new coastal-dependent industry or the protection of environmentally sensitive resources.

**TABLE OS-1: COASTAL ZONE PUBLIC ACCESS**

<b>Map Key</b>	<b>Access Point/Area</b>	<b>Description of Proposed Access and Related Programs</b>
G	South Side of Noyo Bridge – Vertical Access	Vertical access shall be required as mapped as a condition of permit approval. Minor signing and path improvements shall be accomplished by a public agency or private association.
I	North Harbor Drive – Vertical Access	A vertical access from the bottom of North Harbor Drive to the proposed lateral access along the north bank of the Noyo River shall be required as a condition of permit approval.

**Note:** The Map Key refers to the letter code indicating the general location of the public access on Map OS-3: Coastal Land Use and Environment.

Map Key	Access Point/Area	Description of Proposed Access and Related Programs
J	North Bank of the Noyo – Lateral Access	Require public access along the entire length of the City's frontage on the north bank of the Noyo River as a condition of permit approval, except where physical conditions make access infeasible due to topography and/or safety considerations.
K	South Street – Vertical Access	Require a vertical access from the end of South Street to the north bank of the Noyo River as a condition of permit approval. This access may be in conjunction with any street required for access to development. Public parking may be provided by a public agency or private association.
L		
M	North Shore of Noyo Bay	Rights for access and recreation shall be required as a condition of approval or through acquisition by a public or private organization for the north shore of the Noyo Bay, west of the Bridge, labeled “Open Space” as indicated on Map OS-3.
N	Cypress Street - Vertical Access	Require a vertical access from the end of Cypress Street to the north bank of the Noyo River as a condition of permit approval. This access may be in conjunction with any street required for access to development. If the area is developed, then public parking may be provided by a public agency or private association.
O		-
P		-
Q	Surfer Beach Access	Acquire and improve the current unimproved dirt trail to the coast. Major parking facilities and restrooms are not recommended due to the fragile nature of the coastal bluffs.
R	Central Business District to Glass Beach Parking area	Proposed vertical access to start at Pine Street, along railroad right-of-way to Glass Beach
S	Fir and Pine Streets to Bluff edge	Proposed vertical access from Pine Street and Fir Street to Fort Bragg's Coastal Trail

**Note:** The Map Key refers to the letter code indicating the general location of the public access on Map OS-3: Coastal Land Use and Environment.

Policy OS-16.5. [Pedestrian Connections to Coastal Trail](#). Development adjacent to the Coastal Trail shall provide pedestrian connections to the City's Coastal Trail as feasible and necessary to ensure coastal access per the policies of the Coastal General Plan and in compliance with Map OS-3.

Policy OS-16.6. [Coastal Access Parking](#). New development on parcels adjacent to the Coastal Trail parcel is encouraged to provide parking as necessary to facilitate coastal access under the Coastal Act.

Policy OS-16.7. Restoration of Areas Adjoining Coastal Trail. Development that is located within 100 feet of the Coastal Trail shall include, as feasible, the restoration of all areas between the development and the edge of the City's Coastal Trail property with native vegetation.

Policy OS-16.8. Stormwater Systems shall connect to Coastal Trail swales. Development projects shall include installation of stormwater infrastructure to effectively convey stormwater runoff from the development project to established City-owned Coastal Trail swales and culverts.

Policy OS-16.9: Easement Requirements. In order to avoid or offset a project's significant adverse impacts on public access, and consistent with the provisions of Section 18.56.070, the City shall require a 25-foot-wide easement along all trails designated on Map OS-3 "Coastal Zone, Coastal Access, and City Trail System," as a condition of approval to mitigate impacts of development that requires a coastal development permit where such impacts cannot be avoided. For any project where such mitigation is required, the preferred implementation should be through a recorded grant of easement to the City or to a designated private nonprofit association acceptable to the City who is willing to accept the easement and willing to operate and maintain the public accessway or trail. Where grants of easement are not feasible because neither the City nor private nonprofit association is willing to accept, maintain and operate the accessway, implementation of required access mitigation shall be implemented through a recorded Offer to Dedicate (OTD) an easement to a public agency or a designated private nonprofit association acceptable to the City. Offers of dedication shall last for a period of 21 years from the date of recordation of the offer.

Policy OS-16.10: Mitigation measures required for impacts to public access and recreational opportunities shall be implemented prior to or concurrent with construction of the approved development. Mitigation shall not substitute for implementation of a feasible project alternative that would avoid impacts to public access.

Policy OS-16.11: Public Access as a Permitted Use. Public accessways and trails to the shoreline and public parklands shall be a permitted use in all land use and zoning designations. Where there is an existing, but unaccepted and/or unopened public access Offer to Dedicate (OTD), easement, or deed restriction for lateral, vertical or trail access or related support facilities (e.g. parking), construction of necessary access improvements shall be permitted to be constructed, opened and operated for its intended public use.

Policy OS-16.12: Review new development to prevent siting of structures that encroach on coastal access routes where prescriptive easements may exist so as to provide the opportunity to acquire the access through a conservation easement, adjudication, or other means, as appropriate.

Policy OS-16.13: Require, as a condition of development for projects which create significant adverse impacts on public access and where discretionary approval by the City is required, lateral access along the bluffs of the Georgia-Pacific property and adjacent properties, north of the Noyo Harbor area to Pudding Creek as indicated in Map OS-3.

Policy OS-16.14 Use of Public Accesses: Dedicated accesses shall not be required to be opened for public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access.

Policy OS-16.15: Open the Easement. For all grants of easement to the City, the City shall open the easement to the public as soon as is feasible, and shall be responsible for operating and

maintaining the accessway, or the City shall grant the easement to a private nonprofit association that is willing to accept, maintain and operate the accessway.

Policy OS-16.16: Easements to Non Profits. For all grants of easement from the City to a private non-profit association, the Executive Director of the Commission must review and approve a management plan submitted by the private non-profit association that indicates that the association will open, operate, and maintain the easement in accordance with terms of the recorded grant of easement, and that the association will open the easement to the public as soon as is feasible.

Program OS-16.16.1: Work with the Coastal Conservancy and other organizations to accept liability for and maintain public accesses.

Program OS-16.16.2: Facilitate the acceptance of Offers to Dedicate (OTDs) as a means of obtaining additional public access.

Policy OS-16.17: Offers to Dedicate. Any government agency may accept an offer to dedicate an easement if the agency is willing to operate and maintain the easement. For all offers to dedicate an easement that are required as conditions of Coastal Development Permits approved by the City, the Executive Director of the Commission must approve any private non-profit association that seeks to accept the offer. In order for the Executive Director of the Commission to approve any private association, the non-profit association must submit a management plan that indicates that the association will open, operate, and maintain the easement in accordance with terms of the recorded offer to dedicate the easement.

Policy OS-16.18: Acquire OTDs for access easements for all areas designated on Map OS-3 in conjunction with new development which will adversely impact public access, unless other sites exist within 500 feet which provide sufficient access, parking, and other related facilities.

Policy OS-16.19: In coordination with the Executive Director of the Coastal Commission, the City shall establish a procedure for acceptance of OTDs and management of public accesses prior to their expiration.

Policy OS-16.20 Priority to Beach Rather than Bluff Access North of Glass Beach: Where public access to both beach and blufftop areas is feasible, give a higher priority to public use of the beaches rather than to the bluffs in the design and development of accesses and the location and placement of directional signs. This policy applies to bluffs north of Glass Beach to the mouth of Pudding Creek and then easterly to the Pudding Creek Trestle.

Policy OS-16.21 Coastal Trails: Develop a continuous trail system throughout the City which connects to the California Coastal Trail system.

Program OS-16.21.1: Ensure that City trails connect with the California Coastal Trails system, as shown on Map OS-3. Acquire rights-of-way through Offers to Dedicate; easements; land transfers; and land acquisition, as appropriate.



Noyo Headlands Park – California Coastal Trail

Policy OS-16.22 General Standards: Require that all public access easements offered for dedication to public use be a minimum of 25 feet wide. The area where public access is allowed within the easement may be reduced to the minimum necessary to avoid:

- a) adverse impacts on sensitive environmental areas;
- b) encroachment closer than 20 feet from an existing residence; and/or
- c) hazardous topographic conditions.

Policy OS-16.23 Standards for Lateral Shoreline Access Easements: Lateral shoreline access easements shall extend landward 25 feet from mean high tide to the toe of the bluff or the first line of terrestrial vegetation if the width of the beach is greater than 25 feet. Lateral blufftop easements shall be at least 25 feet in width. The area where public access is allowed within the easement may be reduced consistent with Policy OS-16.18 above. The average annual bluff retreat (erosion) shall be taken into account when planning lateral accesses. Shoreline and blufftop trail segments that may not be passable at all times shall provide inland alternative routes.

Policy OS-16.24 Visitor Accommodations and Services: In order to avoid or offset a project's significant adverse impacts on public access and consistent with the provisions of Section 18.56.070, require public access to the blufftop and/or shoreline for visitor serving uses, as a condition of permit approval, or by other methods such as OTDs, specified by the City. Access shall be available to the public at large as well as to guests.

Policy OS-16.25 Safety and Environmental Protection: Permanent closure of any existing public accessway shall require an amendment to the Local Coastal Program.

Policy OS-16.26 City Owned Access Closure. Unless immediate action by a person or a public agency performing a public service is required to protect life and property from imminent danger, the City shall not [permanently or temporarily](#) close, abandon, or render unusable by the public any existing accessway which the City owns, operates, maintains, or is otherwise responsible

for, without first obtaining a Coastal Development Permit. [For temporary closures the City shall seek to limit the time and extent of closure as much as feasible. The City shall require temporary alternative access if feasible.](#) Any accessway which the City or any other managing agency or organization determines cannot be maintained or operated in a condition suitable for public use shall be offered to another public agency or qualified private association that agrees to open and maintain the accessway for public use. [If a coastal access is abandoned, mitigation to ensure the maintenance of public access should be required as feasible.](#)

Program OS-16.26.1: Request the California Department of Fish and Game monitor public accesses adjoining or near sensitive environmental resources such as wetlands, dunes, tide pools, and other sensitive wildlife habitats to determine whether they are being adversely impacted or degraded. Request that regulations governing use of accesses be implemented and posted as needed. Limit public use, as needed, to allow resource recovery and restoration.

[Policy OS-16.27 Access Closure of Access Obtained through a Coastal Development Permit.](#) No property owner shall permanently or temporarily close, abandon, or render unusable by the public any existing accessway which was obtained through Coastal Development Permit approval, without first obtaining a Coastal Development Permit Amendment. For temporary closures the time and extent of closure shall be limited as much as feasible. The City shall require temporary alternative access if feasible. [If a coastal access is abandoned mitigation to ensure the maintenance of public access should be required as feasible.](#)

## **G. PARKS AND RECREATION**

**Goal OS- 17 Provide an attractive system of parks and recreation facilities throughout the City to meet the needs of all age groups and capabilities.**

Policy OS-17.1 Parkland Standard: Use the standard of three acres of parkland per 1,000 residents for the acquisition of additional parkland pursuant to the provisions of the Quimby Act (Government Code Section 66477).

Policy OS-17.2 Neighborhood Parks: Acquire and develop new neighborhood parks, in concert with other local recreation agencies, to meet the needs of the existing population and consistent with growth of the City's population.

Program OS-17.2.1: Acquire and develop additional neighborhood parks as shown on Map OS-4.

Policy OS-17.3 Recreational Facilities: Provide recreational facilities to meet the needs of all Fort Bragg citizens, especially children and teenagers.

Program OS-17.3.1: Consider teen recreation needs when planning new or redesigned parks.

Program OS-17.3.2: Work with other agencies to develop an inventory of recreational facilities and programs available to young people. Seek to implement joint programs and identify additional facilities that are necessary to meet the recreational needs of youth.

Policy OS-17.4 Playground Facilities: Add or upgrade playground facilities at existing neighborhood parks.

Program OS-17.4.1: Provide additional playground facilities and basketball courts at appropriate locations within neighborhoods.

Policy OS-17.5 Ballfields: Develop additional baseball, softball, and other ballfields.

Program OS-17.5.1: Work with the School District and other agencies to develop additional sports field facilities.

Policy OS-17.6 Prioritize Park Acquisitions: Use the following criteria to prioritize acquisition of parkland and open space:

- a) distribution of neighborhood parks/playground facilities and ballfields on a neighborhood basis;
- b) scenic beauty;
- c) relationship to the existing and proposed trail systems and parks;
- d) natural resource protection; and
- e) appropriateness (physical characteristics) of the site to meet specific recreational needs.

Program OS-9.6.1: Consider the acquisition of strategically located vacant lots for the development of neighborhood parks using the criteria listed in Policy OS-17.6.

Program OS-9.6.2: Adopt a management plan that analyzes geoseismic and other related potential hazards before City acceptance of dedications of land for park or open space. Identified hazards shall be fully repaired and/or financial protection provided to the City for liability before acceptance of land. The management plan shall also specify funding for ongoing maintenance.



Policy OS-17.7 Financing Parks: Consider methods of increasing revenues for the acquisition and development of parkland and open space areas and supporting recreational facilities.

Program OS-17.7.1: Consider the following potential funding sources for the acquisition of park and trails and development of recreation facilities:

- a) Establish a Park Improvement Fee pursuant to Government Code Section 66000;
- b) Place an advisory measure on the ballot for a tax proposal or assessment; and/or
- c) Pursue available grants.

Program OS-17.7.2: Include in the Capital Improvement Program the schedule and costs of expanding and improving the City's parks and recreation facilities as deemed appropriate by the City Council.

**Goal OS-18 Provide an attractive system of parks and recreation facilities throughout the Mill Site to meet the needs of all age groups and capabilities.**

## DOWNTOWN PLAZA POLICIES:

Policy OS-18.1. Mill Site Downtown Plaza Amenities. The downtown park/plaza, illustrated in the Mill Site Land Use Map shall include the following amenities: sidewalks, walking paths, benches, picnic tables, native landscaping and low-water-use landscaping. Additional amenities such as the following, or comparable, are encouraged: a covered facility for the farmers' market and other community events and/ or a small amphitheater

Policy OS-18.2 Downtown Plaza Phasing. The downtown park/plaza shall be dedicated and phased according to the following general guidelines:

- 1) The Plaza will consist of the amenities defined in Policy OS-5.
- 2) The plaza implementation phasing and financing will be defined through the subdivision process and one or more of the following mechanisms with the approval of City Council: 1) Master Development Agreement; 2) reimbursement agreements; and/or 3) establishment of a Development Impact Fee.

Policy OS-18.3. Downtown Plaza Funding. Operation and maintenance of the downtown plaza shall be funded through a Mello-Roos district or other financing mechanism to be established during the subdivision stage of the Northern District.

## NEIGHBORHOOD PARK POLICIES:

Policy OS-18.4. Mill Site Neighborhood Park Amenities. The minimum one-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 or a half court soccer field; and a public restroom.

Policy OS-18.5. Mill Site Neighborhood Park Phasing. The neighborhood park shall be dedicated and phased according to the following general guidelines:

1. The Plaza will consist of the amenities defined in Policy OS-12.
2. The plaza implementation phasing and financing will be defined through the subdivision process and one or more of the following mechanisms with the approval of City Council:
  - 1) Master Development Agreement; 2) reimbursement agreements; and/or 3) establishment of a Development Impact Fee.

Policy OS-18.6. Mill Site Neighborhood Park Funding. Operation and maintenance of the Northern District neighborhood park shall be funded through a Mello-Roos district or other financing mechanism formed during the subdivision stage of the Central District.

## **Goal OS-19    Develop park and recreation facilities with the coordination of other agencies and the public.**

Policy OS-19.1 Coordinate with Other Agencies: Coordinate with other governmental entities to procure and develop additional park and recreational facilities.

Program OS-19.1.1: Consider establishing joint powers agreements with the Mendocino Coast Recreation and Parks District (MCRPD), Fort Bragg Unified School District (FBUSD), and Mendocino County to coordinate planning and development of recreation facilities.

Policy OS-19.1.2 Mackerricher State Park: Continue to coordinate with State Department of Parks and Recreation regarding development adjacent to Mackerricher State Park.

Program OS-19.1.3: In reviewing development applications adjacent to Mackerricher State Park, the City shall confer with the State Department of Parks and Recreation to determine if additional mitigation measures regarding access to the park, or protection of park resources, are warranted. If feasible, these additional measures will be required.

Program OS-19.1.4: Support public acquisition of land along the eastern boundary of Mackerricher State Park as indicated in Map OS-3: Coastal Zone, Coastal Access, and City Trail System which would be donated to the State Parks.



Policy OS-19.2 City/School/Recreation District Cooperation: Continue to encourage City/School/Recreation District cooperation in developing and maintaining park and recreation facilities.

Program OS-19.2.1: Develop joint use agreements with the School District.

Program OS-19.2.2: Continue to cooperate with the FBUSD, MCRPD, and Timberwolf Stadium to develop playfield improvements and maintenance programs.



Policy OS-19.3 Public Participation: Actively solicit public participation in the selection, design, and facilities planning for existing and future park sites.

Program OS-19.3.1: Utilize local volunteer efforts and fund-raising to cover the "match" costs needed to secure rehabilitation or purchase grants for public parks.

## **Goal OS-20 Provide a comprehensive trail system in Fort Bragg.**

Policy OS-20.1 Multiple Use Trail System: Develop a multiple use trail system.

Program OS-20.1.1: Identify potential additions to the trail system which increase access to rivers and the coastline with cross linkages through to the eastern parts of Fort Bragg. Work with the MCRPD to seek funding and to acquire rights-of-way.

Program OS-20.1.2: Establish an integrated trail system serving both inland hiking and trail needs as well as the coastal trail programs as shown on Map OS-3 utilizing existing rights-of-way, City streets, and river front property.

Policy OS-20.2: Review development applications and require a trail easement dedication for locations where trails are shown on Map OS-3 where an appropriate nexus is established consistent with the provisions of Chapter 18.56 (Public Access) of the Coastal Land Use & Development Code.

Policy OS-20.3: Require new development to provide direct pedestrian connections, such as sidewalks, trails, and other rights-of-way to the existing and planned network of parks and trails wherever feasible.

Program OS-20.3.1: Consider the access needs of a variety of users, including school-age children, the elderly, and those with handicaps or disabilities when developing trails and recreation facilities.

Program OS-20.3.2: Support efforts to extend the existing trail from the end of Cypress Street east adjacent to the Georgia-Pacific haul road.



Noyo Headland Park

## 5. CIRCULATION ELEMENT

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### A. Purpose

Government Code Section 65302[b] requires that every General Plan include a Circulation Element which consists of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the Plan."

Government Code Section 65302[b] also requires all jurisdictions to plan for an integrated multi-modal transportation network of complete streets in their General Plan. Complete streets are designed for the needs of all users regardless of age or ability or whether they are driving, walking, bicycling, or taking transit. Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

The Circulation Element discusses multi-modal transportation issues for the Fort Bragg Planning Area; it briefly describes the existing multi-modal circulation system and travel characteristics and projects future traffic and multi-modal transportation challenges based on the land uses and growth projections described in the Land Use Element. Policies and programs contained in this element provide a guide for decisions regarding multi-modal transportation system improvements to accommodate Fort Bragg's anticipated growth. Detailed description and analysis of Fort Bragg's transportation system are contained in the Draft EIR.

The main objectives of the Circulation Element are to:

- Support the efficient and safe circulation of people, goods, energy, water, sewage, storm drainage and communications;
- Plan for the balanced multi-modal transportation network that meets the needs of all users of the circulation system, including: bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transit users, and seniors;
- Ensure that Fort Bragg's circulation network accommodates anticipated development;
- Minimize the intrusion of through-traffic onto local streets; and
- Provide improvements to the transportation system which complement and support the other goals of this General Plan.

### B. Existing Conditions

#### 1. Roadway Classifications

The street system in Fort Bragg is laid out in a grid pattern with Main Street (Highway One) functioning as the primary north-south roadway. Franklin Street is located one block east of Main Street and provides access along the main commercial corridor. A number of streets, including Cypress Street, Chestnut Street, Oak Street, Redwood Avenue, Pine Street, and Elm

Streets provide east-west connections. Streets in Fort Bragg are classified according to their function as defined and shown in Table C-1 and Map C-1: Existing Roadway System.

### **The Roadway Classification System**

Highway:	A high-speed, limited access roadway serving primarily regional and county-wide travel. California State Department of Transportation (Caltrans) controls the design, operation, and maintenance of highways. Fort Bragg does not have any limited access roadways.
Arterial:	A medium-speed, medium capacity roadway that provides travel and access within the City and access to highways. Main Street (Highway One) and Highway 20 are considered arterial roadways.
Major Collector:	A relatively low-speed, street that provides access within and between neighborhoods. Major Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to Arterial streets.
Minor Collector:	A relatively low-speed street that provides a connection between Arterials and Major Collectors and direct access to parcels. They handle a lower volume of traffic than Major Collectors.
Local Street:	A low-speed, low-volume street that provides access to adjacent land. Local streets are designed for trips within neighborhoods and to Collector and Arterial streets, and not to serve through-traffic.

**Table C-1  
Fort Bragg Roadway Classification**

<b>Roadway Classification</b>	<b>Location</b>
<b>Arterials</b>	
Main Street (Highway 1)	Full Length
Highway 20	Full Length
<b>Major Collectors</b>	
Chestnut Street	Main Street to Franklin Street
Franklin Street	Full Length
Redwood Avenue	Main Street to Harold Street
Oak Street	Alley West of Main Street to Harold Street
<b>Minor Collectors</b>	
Chestnut Street	Franklin Street to Dana Street
Maple Street	Main Street to Lincoln Street
Alder Street	Main Street to Harold Street
Laurel Street	Block West of Main Street to Harold Street
Pine Street	Stewart Street to Harold Street
Fir Street	Stewart Street to Harold Street
Elm Street	Glass Beach Drive to Franklin Street
McPherson Street	Chestnut Street to Bush Street
Harrison Street	Walnut Street to Bush Street
Harold Street	Maple Street to Fir Street
Lincoln Street	Chestnut Street to Willow Street
Sanderson Way	Chestnut Street to Oak Street
Dana Street	Chestnut Street to Oak Street
Cypress Street	Full Length
South Harbor Drive	Full Length
South Street	Main Street to River Drive
<b>Local Streets</b>	
All remaining streets will be considered local streets.	

## 2. Roadway Level of Service Standards

Level of Service (LOS) standards provide a qualitative indicator based on a quantitative analysis of the functional capacity of a roadway or intersection. LOS standards describe the relative ease or congestion of traffic movement on a roadway or at an intersection. LOS "A" represents free flow conditions and LOS "F" represents jammed conditions where traffic flow is at or over the capacity of the roadway and consequently moves very slowly. Table C-2 below explains in more detail the LOS concept. LOS is normally used to describe peak-hour conditions.

**Table C-2**  
**Level of Service Definitions**

Level of Service	Description	V/C Ratio*
Free Flowing LOS A	Relatively free-flow. No restrictions to vehicle maneuverability or speed. Very slight delay.	0.00-0.60
Minimal Delays LOS B	Stable Flow. Some slight reduction in maneuverability and speed. Vehicle platoons form. This is a suitable level of operation for rural design. Slight delay	0.61-0.70
Acceptable Delays LOS C	Stable flow operation. Higher volumes. More restrictions on maneuverability and speed. Acceptable delay.	0.71-0.80
Tolerable Delays LOS D	Approaching unstable flow operation. Queues develop. Little freedom to maneuver. Tolerable delays for short periods.	0.81-0.90
Significant Delays LOS E	Unstable flow or operation. Low operating speed; momentary stoppages. This condition is not uncommon in peak hours. Congestion and intolerable delays.	0.91-1.00
Excessive Delays LOS F	Forced flow or operation. There are many stoppages. The highway acts as a vehicle storage area. Jammed. Gridlock.	1.00+

Source: Highway Capacity Manual, HRB Special Report 87.

## 3. Vehicle Miles Traveled

### C. Existing and Projected Traffic Patterns

Fort Bragg is built along Highway One which is also called Main Street within the City. Highway One is the only continuous north-south road serving the north coast of Mendocino County, providing a local transportation corridor for many communities and the primary access route for visitors. Traffic volumes on this roadway have increased steadily over the years.

Traffic into and out of Fort Bragg is constrained by the capacity of two bridges: Hare Creek and Pudding Creek, and by the two-lane (i.e., one through lane in each direction) roadway sections along Highway One. The Hare Creek and Pudding Creek bridges are limited to one lane of traffic in each direction.

The most congested street in the City is Main Street between the northbound merge area located just south of Laurel Street through Elm Street. The northbound section of this road currently operates at LOS D to LOS E during peak hours.

The Noyo River Bridge is a four lane bridge with a center lane for emergency vehicles and a sidewalk on both sides. The bridge provides access at the south end of the City and to Highway 20 and operates at LOS A.

Although the volume of traffic on Main Street has increased over the past few years, intersections with traffic signals – Highway 20, Ocean View Drive, Cypress Street, Chestnut Street, Oak Street, Laurel Street, Elm Street, and Redwood Avenue - are operating at LOS B or better. The side street stop sign controlled intersections with Main Street are also operating at LOS B or better for traffic traveling on Main Street, although traffic turning onto Main Street from some side streets can experience LOS D, E, or F during peak hours.

## D. Projected Traffic Volumes

Land use and transportation must be coordinated so that the capacity of the transportation system will accommodate the traffic generated by the development of the community. To understand the relationship between land use and transportation, the new traffic that would be generated by the 10-year buildout projections listed in Table LU-1 and Table LU-2 of the Land Use Element was added to existing traffic volumes on major streets. See the Draft EIR for the General Plan for a full description of the trip generation and trip assignment methods that were used.

Table C-3: City, SOI, Coastal General Plan Area 2023 Build Out Potential						
Use	Existing - 2010		2023 New Construction, Entire City		2023 New Construction, Coastal General Plan Area	
	City Existing Development	SOI Existing Development	New Construction in City	New Construction in SOI	New Construction in Inland Area	New Construction in SOI
Residential (units)	3,313	200	250	15	188	15
Single Family & Second Units	2,078	200	150	14	113	14
Multifamily	1,235	0	100	0	75	0
Commercial/Office (Square Feet) *	1,556,000	0	143,000	0	100,100	0
Industrial (Square Feet)**	316,000	0	20,000	0	10,000	0
Lodging (Rooms)	959	15	100	0	0	0

Sources: Census, 2010, City of Fort Bragg, 2012. 2002 Fort Bragg General Plan, Land Use Element Tables LU-1 and LU-2, 2004

\* 2010 estimate for commercial/office includes 2002 General Plan estimate plus new development over the past ten years

\*\*2010 estimate excludes industrial buildings on the Mill Site, which is being decommissioned and redeveloped into non-industrial uses

The traffic projections take into account the type and intensity of existing and future development, areas of vacant developable land, and the policies established by the Coastal General Plan. The traffic projections estimate how much traffic will be generated by new development, what traffic problems will occur, and what roadway improvements would relieve traffic congestion. This projected traffic increase would be generated by development within the City and its Sphere of Influence, new development in the County, and tourist traffic which will continue to increase in Fort Bragg and the coastal areas of Mendocino County.

The traffic projections include the existing roadway network as shown in Map C-1.

Tables C-3 and C-4 summarize the Levels of Service for roadway segments and intersections for a summer Friday mid-day peak hour when traffic is generally the most congested. These tables show the projected LOS without the roadway improvements recommended in this element.

## E. Roadway Deficiencies

Traffic projections in Tables C-3 and C-4 indicate that, without intersection signalization and roadway widening, Levels of Service will decline at several intersections and roadway segments below the standards established by the General Plan. The recommended transportation improvements recognize that it may not be feasible to accommodate all of the projected traffic at established LOS standards. This would require extensive street widening on Main Street between the northbound merge area (south of Spruce due to the loss of on-


## **F. Existing Conditions Sidewalks & Bicycle Facilities**

Fort Bragg sidewalk widths vary, primarily on the basis of the street type and sometimes based on the width of the ROW. Some streets have discontinuous sidewalks, sidewalks on one side of the street or substandard sidewalks. The City has Class I, II, and III bicycle facilities. The City intends to further improve its bicycle, pedestrian, and transit facilities as follows:

- Facilitate better public transit, transit stops, and transit convenience;
- Increase number, extent and types of bicycle routes;
- Provide safe and complete sidewalks throughout the City; and
- Provide a mix of land use designations which reduce the need to drive from home to work, schools, and/or commercial outlets.

By improving and providing alternatives to the car, the City serves all residents by: 1) reducing automobile traffic; 2) providing equitable transportation facilities for those without an automobile; and 3) providing transportation alternatives that improve citizen health and enjoyment while conserving energy and reducing air and noise pollution.

## G. Goals, Policies and Programs

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Policy C-2.11, Policy C-9.4, Policy C-9.7, Policy C-12.1, Policy C-12.1, Policy C-12.3, Policy C-13.1, and Policy C-15.1.

### Goal C-1 Complete Street Planning.

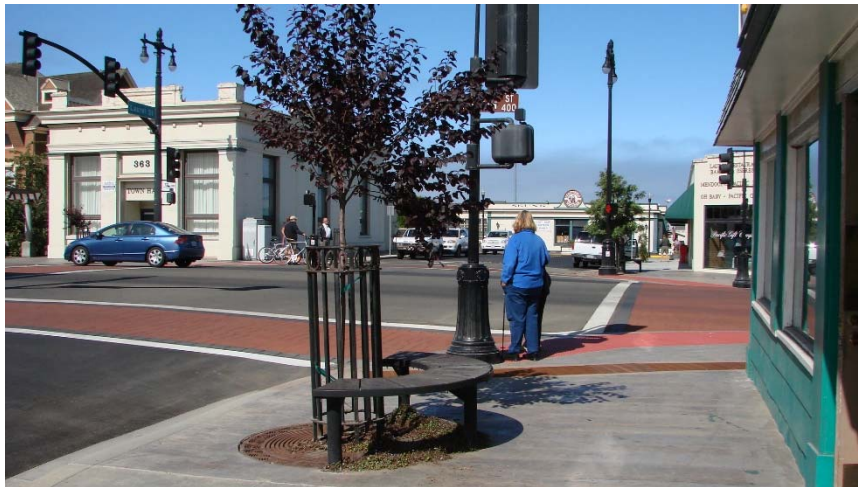
Policy C-1.1: Balance the need of all users. The City shall balance the need to increase motor vehicle capacity with the need for complete streets that provide facilities for bicycle and pedestrian circulation and commercial viability.

Policy C-1.2 Complete Streets: New development, that includes new streets or street segments, shall build multi-modal “complete streets” that are designed 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.

Program C.1.2.1: City street construction and re-construction projects shall provide facilities for all modes of transportation, where feasible.

Program C1.2.2: Through the Capital Improvement Plan and related impact fees, the City shall ensure that adequate funds are provided to maintain the existing circulation network, and where feasible upgrade it to “complete street” design.

Program C-1.2.3: Walking and bicycling shall be integrated into the city's circulation network and included in all new projects.



*Complete streets in Central Business District*

## 1. Automobile and Delivery Vehicle Planning

### Goal C-2 Coordinate land use and transportation planning.

**Policy C-2.1 Level of Service Standards:** Establish the following Level of Service (LOS) standards:  
**Vehicle Miles Traveled Standards**

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

- If volumes at an un-signalized intersection are increased to meet or exceed Caltrans rural peak hour signal Warrant #11 criteria levels and the intersection is operating at an unacceptable level of service, then signalization of the intersection is warranted.
- LOS E for Main Street (Highway One) between the northbound lane merge area and Manzanita Street.
- LOS D for Main Street south of the northbound merge lane and north of Manzanita Street and other City-designated arterials and collectors.
- LOS C on all City-designated local streets.
- The maximum allowable LOS standards for Main Street apply to the p.m. peak hour weekdays during the summer and to the p.m. peak hour on weekdays and weekends during the remainder of the year. They do not apply to p.m. peak hours on weekends and holidays during the summer. During the p.m. peak hours on summer weekends and holidays, Main Street can operate at LOS F.

**Policy C-2.2 Coordinate Land Use and Transportation:** Ensure that the amount and phasing of development can be adequately served by transportation facilities.

Program C-2.2.1: Review development proposals for their direct and cumulative effects on roadway Level of Service standards. During the development review process, City staff will determine whether traffic studies need to be carried out and the scope of such studies.

Policy C-2.3: Do not permit new development that would result in the exceedance of roadway and intersection Levels of Service standards unless one of the following conditions is met:

- a) Revisions are incorporated in the proposed development project which prevent the Level of Service from deteriorating below the adopted Level of Service standards; or
- b) Funding of prorata share of the cost of circulation improvements and/or the construction of roadway improvements needed to maintain the established Level of Service is included as a condition or development standard of project approval.

Policy C-2.4: Include specific time frames for the funding and completion of roadway improvements for projects which cause adopted roadway and intersection Level of Service standards to be exceeded. Require security, bonding or other means acceptable to the City to ensure the timely implementation of roadway mitigations.

Policy C-2.5: Traffic Impact Fees. When traffic impact fees are collected, establish a schedule from the date of collection of said fee for the expenditure of funds to construct roadway improvements that meets project needs. Where a project would cause a roadway or intersection to operate below the adopted traffic Level of Service standards, the roadway or intersection improvements should be completed in a timely manner but no later than five years after project completion.

## **2. Recommended Roadway Improvements**

**Goal C-3      Develop and manage a roadway system that accommodates future growth and maintains acceptable Levels of Service while considering the other policies and programs of the Coastal General Plan.**

Policy C-3.1 Roadway Improvements: In coordination with Caltrans and Mendocino County, plan for and seek funding for on-going improvements to the local and regional road system to ensure that the roadway system operates safely and efficiently and to ensure that Highway 1 in rural areas outside the Mendocino County urban/rural boundary will remain a scenic two-lane road consistent with Section 30254 of the Coastal Act. Project applicants are fiscally responsible for their fair share of roadway improvements necessary to serve their projects.

Policy C-3.2: Improvements to major road intersections for public safety or increased vehicle capacity shall be permitted, as necessary, in existing developed areas and where such improvements are sited and designed to be consistent with all policies of the LCP.

Policy C-3.3: Design Roadways to Protect Scenic Views. In scenic areas, roadway improvements, including culverts, bridges or overpasses, shall be designed and constructed to protect public views and avoid or minimize visual impacts and to blend in with the natural setting to the maximum extent feasible.

Program C-3.1.1: When a traffic analysis of levels of service and/or safety hazards indicates the need, construct the following roadway improvements where such roadway improvements are found to be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies:

- a) Signalize the Main Street/Pudding Creek Road intersection;
- b) Signalize the Franklin Street/Oak Street intersection;
- c) Widen the section of Main Street from the Pudding Creek Bridge to the northern City Limits to three lanes, adding a center turn lane;  
Reconstruct the Main Street/Ocean View Drive intersection at time of development of the property between the College of the Redwoods and Main Street. Require a traffic engineering analysis of the intersection to determine appropriate geometrics and signal timing. Construct turning lane mitigations as needed.
- d) Signalize the Main Street/Pine Street intersection; and
- e) Consider extending Harrison Street south from Walnut Street to Cypress Street.

Policy C-3.4 Roadway Standards: Continue to provide consistent standards for the City's street system.

Program C-3.4.1: Establish standards for public streets, which allow for the following:

- a) Traffic "calming" measures;
- b) Sidewalks with curbs, gutters, and a planting strip between the sidewalk and the roadway;
- c) Rounded street corners with "bulb-outs" at key intersections;
- d) Continuation of the grid street system; and
- e) Standards for radius returns for local, collector, and arterial streets.

Program C-3.4.2: Private Roads. Continue to prohibit the establishment of private roads.

Program C-3.4.3: Adopt standards for alleyways which address parking restrictions, shared access, lighting, and maintenance.

Program C-3.4.4: Adopt standards to consolidate commercial driveway accesses onto arterials and Main Street.

Policy C-3.5 High Trip Generating Uses: Traffic studies shall be required for all major development proposals that require a conditional approval, including but not limited to, drive-through facilities, fast food outlets, convenience markets, major tourist accommodations, shopping centers, commercial development, residential subdivisions, and other generators of high traffic volumes that would affect a Level of Service. Traffic studies shall identify, at a minimum:

- a) The amount of traffic to be added to the street system by the proposed development;
- b) Other known and foreseeable projects and their effects on the street system;
- c) The direct, indirect, and cumulative adverse impacts of project traffic on street system operations, safety, and public access to the coast;

- d) Mitigation measures necessary to provide for project traffic while maintaining City Level of Service standards;
- e) The responsibility of the developer to provide improvements; and
- f) The timing of all improvements.

Policy C-3.6: Consider Impacts to Roads for LCP Amendments. Direct, indirect, and cumulative adverse impacts to Highway 1 capacity in the rural areas surrounding Fort Bragg shall be considered during the review of proposed LCP amendments that would increase density or change land use classifications to ensure that Highway 1 in rural areas outside the Mendocino County urban/rural boundary remains a scenic two-lane road consistent with Section 30254 of the Coastal Act.

Policy C-3.7 Continuation and Connectivity of Streets: Require the continuation of streets, bicycle and pedestrian paths through new developments wherever possible, and require connectivity to the street grid at as many points as feasible.

Program C-3.4.1: Review site plans for new development to facilitate the continuation of streets to improve local circulation. Where streets are not feasible, priority shall be given to providing pedestrian and bicycle trails that establish bicycle and pedestrian connections to streets wherever possible.

~~Policy C-3.8 Continue Grid System onto Mill Site: Ensure that the grid street system and a north/south arterial on the Mill Site be designed to ensure the maximum benefit to local traffic, pedestrian, and bicycle circulation and to provide maximum public access to the coast~~



Policy C-3.9 Right-of-Way Acquisition: Require right-of-way dedications for new development to meet the City's roadway width standards.

Policy C-3.10 Roadway Safety: Improve the safety of the roadway system. All safety improvements shall be consistent with the applicable policies of the LCP including, but not limited to, the wetlands, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-3.10.1: Periodically analyze the locations of traffic accidents to identify problems and use this information to set priorities for improvements as a part of the City's Capital Improvement Program.

Policy C-3.11 Integration of Low Impact Development (LID): LID features in development projects that include street improvements are encouraged in the public rights-of-way where feasible, per the direction of the Director of Public Works.



Policy C-3.12 Installation of Conduit in New Roads and Road Reconstruction Projects. Conduit shall be installed in all new roads and road reconstruction projects and dedicated to the City of Fort Bragg. Conduit shall be sized to accommodate fiber optic and other telecom technologies.

## **Goal C-4 Develop a Well Integrated Network of Complete Streets on the Mill Site**

Policy C-4.1 Public Right of Way Dedication. New Mill Site streets shall be offered for dedication at the (Master) Tentative Subdivision Map stage. Streets and all associated utilities

(sewer, water, stormwater, etc.) shall be dedicated to the City of Fort Bragg upon completion of construction by the developer. Interior rights of way for each subsequent subdivision shall dedicate to the City of Fort Bragg at the time of development or subdivision, as required by the permitting authority.

Policy C-4.2 Dedication of Other Connections. Non-street public rights of way shall be offered for dedication as necessary to support the multi-modal transportation network and coastal access.

Policy C-4.3 Mill Site Street Typologies. The Mill Site street network shall conform with the City's street standards. All Street and infrastructure shall be constructed by the developers consistent with City Standards, the Coastal General Plan and any Master Subdivision Map and/or Development Agreement.

Policy C-4.4 Complete Streets. All streets shall be designed as complete streets to promote walking; support pedestrian comfort; and 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 C-4.6 Mill Site Street Connectivity. The (Master) Tentative Subdivision Map stage for each district shall establish street connectivity that encourages pedestrian and bicycle travel and provides convenient connections to destinations in the Mill Site and Fort Bragg as generally illustrated in Map C-3. The roadway network shall include facilities for all modes of transportation generally consistent with Map C-2. Connection points should occur at Elm Street, Spruce Street, Bush Street, Fir Street, Pine Street, Redwood Avenue, Alder Street, Oak Street and Cypress Street, as feasible. Connections at Maple and Walnut Streets are discouraged. Connections at South Street, Noyo Point Road, Chestnut Street, Madrone Street and Laurel Street may not be feasible due to ecological, physical and or safety constraints. On the Northern side of the Mill Site, block size and roadway pattern shall be similar to the existing city grid, and the existing alley along the eastern edge of the district should be retained, as feasible. The east-west streets shall extend into the Mill Site in alignment with the existing city grid where feasible. On the South Side of the Mill Site, reuse of existing streets is encouraged and larger block sizes may be appropriate for proposed land uses.

Policy C-4.7 Redwood Avenue Gateway. The extension of Redwood Avenue from the existing Central Business District (CBD) into the Central District of the Mill Site shall serve as a direct physical connection between existing and future commercial development. The following design criteria for Redwood Avenue is preferred: (1) a two-way street; (2) low motor vehicle speeds; (3) use traffic calming measures; (4) a pedestrian promenade from the CBD to the coast along the northern sidewalk of Redwood Ave to facilitate pedestrian and solar access; and (5) sidewalks that feature special corner treatments, pedestrian refuge crosswalks, landscaping, and valley gutters similar to the existing downtown.

Policy C-4.8 Connections at Spruce, Bush, Fir, and Pine Streets. The street connections should 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. Where feasible, existing street geometries of east-west streets shall be extended onto the Mill Site

Policy C-4.9 Gated Communities. Gated communities are prohibited on the Mill Site.

Policy C-4.10 Alleys and Garages in the Northern District. The alley grid should be similar to the original alley grid of Fort Bragg west of Harold Street. Except where infeasible, garages located behind residential buildings and accessible via alleys connecting to the main residential street are preferred.

Policy C-4.11 Cypress Street Gateway. Cypress Street shall serve as the major entry point for the southern part of the Mill Site and as the primary access point to a research and education center, and future employment uses.

Policy C-4.12 Cypress Street Bridge. A vehicular bridge shall be installed as part of a Maple Creek daylighting project, as required.

Policy C-4.13 South District Streets. Streets in the Southern District which serve commercial or industrial uses should be designed to accommodate larger truck movements, if required by the Director of Public Works.

#### **4. Residential Areas**

The City's residential neighborhoods need to be protected from excessive through-traffic. When Main Street and other arterial streets become congested, drivers may seek alternate routes to their destination, often taking local streets through residential areas. Excessive traffic on local streets has an impact on the quality of life. Through-traffic can generate excessive noise and present potential safety hazards to children. The goals, policies, and programs below are intended to address this issue.

##### **Goal C-6      Preserve the peace and quiet of residential areas.**

Policy C-6.1 Reduce Through-Traffic on Local Streets: Reduce through-traffic on local streets to preserve the peace and quiet of residential areas.

Program C-6.1.1: Develop measures to limit through-traffic on residential streets when traffic studies indicate that traffic volumes on such streets exceed the adopted Levels of Service and/or safety concerns warrant such measures.

Program C-6.1.2: Consider the following measures, as appropriate, to reduce through-traffic from using local streets in residential areas:

- a) Narrow and landscape the street entrances to residential areas that experience heavy traffic;
- b) Restrict turning movements into residential areas; and
- c) Use traffic calming measures such as permitting wider sidewalks, additional on-street parking, and landscape strips between the sidewalk and the road.

Policy C-6.2 Additional Connector Streets: Establish additional connectors between residential streets to improve emergency access, particularly on dead-end streets south of Chestnut Street.

#### **4. Main Street Corridor**

Transportation improvements to Main Street and principal streets in the Central Business District will enhance the character, sense of place and economic well-being of this area.

However, the need to accommodate traffic flow through the City should be considered in the context of the community's desire to preserve and enhance the historic character of Fort Bragg's Central Business District.



South Main Street



Central Business District

**Goal C-7      Regard the quality of life in Fort Bragg and maintaining community identity as more important than accommodating through-traffic.**

**Policy C-7.1    Community Priorities for Transportation Improvements:** Place a higher priority on maintaining a sense of place and enhancing the attractiveness of the Central Business District than on efficient traffic flow and movement.

*The adopted Level of Service Standards make an exception for Main Street between the northbound lane merge area, currently located just south of Laurel Street, to Manzanita Streets, to prevent street widening and/or elimination of on-street parking which would require acquisition of the right-of-way, and consequently change the character of the City's historic downtown. Widening this segment of Main Street would require acquisition of right-of-way and reduction in on-street parking, thereby changing the intimate, pedestrian-oriented downtown the City wishes to preserve and enhance.*

Program C-7.1.1: Consider traffic safety, the ease and safety of pedestrian movement across Main Street, and adequacy of on-street parking as key factors in evaluation of proposed roadway improvements along Main Street.

Program C-7.1.2: Ensure that property and business owners in the Central Business District are informed and actively involved in planning future improvements to Main Street and other nearby streets.

Program C-7.1.3: Consider signaling the intersection of Pine Street and Main Street to provide adequate pedestrian safety.

Program C-7.1.4: Consider options for increasing the capacity of Main Street north of the northbound lane merge area south of Laurel Street that do not require elimination of parking.

**Policy C-7.2 Pedestrian Oriented Main Street:** Ensure that Main Street in the Central Business District is maintained as a pedestrian-oriented corridor with safe vehicular and pedestrian traffic patterns.

**Program C-7.2.1:** Continue to monitor traffic volumes and accidents on Main Street and make necessary safety improvements as warranted.

## **5. Parking**

Adequate off-street parking is essential for Central Business District businesses<sup>1</sup>. Fort Bragg has implemented an in-lieu fee to build additional off-street parking facilities. Providing additional off-street parking facilities in the Central Business District will have a community-wide benefit.

### **Goal C-8 Provide additional parking in the Central Business District.**

**Policy C-8.1 Additional Off-Street Parking:** Continue to construct additional off-street parking spaces in the Central Business District.

**Program C-8.1.1:** Continue, and update, as needed, the City's parking in-lieu fee program for the Central Business District.

**Program C-8.1.2:** Define priorities for the acquisition of property and the construction of additional parking facilities.

**Program C-8.1.3:** Encourage the use of reciprocal access agreements and interconnecting off-street parking and circulation between adjacent commercial uses.

**Program C-8.1.4:** Develop a comprehensive signage program within the Central Business District to direct vehicles to off-street parking areas.

**Program C-8.1.5:** Develop incentives for employers and employees to park off-street in the Central Business District.

**Program C-8.1.6:** Continue enforcing parking restrictions in alleyways to ensure access for emergency and delivery vehicles.

### **Goal C-9 Improve Parking Design in Accordance with Smart Growth Principles.**

**Policy C-9.1: Smart Growth Parking:** Improve and update parking regulations in accordance with best practices and smart growth principles.

**Program C-9.1.1:** Revise the Coastal Land Use and Development Code to establish maximum and minimum parking requirements for each use type. Reduce parking requirements for: 1) affordable and senior housing developments; 2) commercial and mixed-use projects which have complementary peak parking use times; 3) small infill projects in areas with an abundance on on-street parking; and other similar uses which require less parking.

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<sup>1</sup> Refer to the Downtown Parking Study, City of Fort Bragg, 1999.

Program C-9.1.2: Continue to encourage the placement of parking facilities behind buildings and landscaped areas, as part of design review, to reduce the visual impacts to the street and improve pedestrian access.

## **Goal C-10 Regulate Parking on the Mill Site in Accordance with Smart Growth Principles.**

Policy C-10.2: Focus on Availability. Public and on-street parking throughout the Mill Site should be managed to spread parking demand and achieve a target of 10-20 percent of spaces being available at all times along all block faces and in all parking lots, as feasible. This target may be achieved through installation of parking meters, parking time limits, or other mechanisms (see program C-10.4.1 regarding parking fees).

Policy C-10.3: Shared Parking. Shared parking, particularly in the Central District, shall maximize the use of all parking spaces. In all districts, adjacent parking lots shall be designed for joint use where practical. 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 Mill Site are encouraged to share parking to take advantage of differential peak parking periods for residential, industrial, retail, restaurant, and office uses that maximize parking use throughout the day.

Policy C-10.4: Coastal Parking Requirements. On-and off-street parking shall be provided to achieve the access requirements of the Coastal Act.

Program C-10.4.1 Parking at Public beaches and Parks should maintain lower cost parking fees and maximize hours of use to the extent feasible. Limitation on time of use or an increase in the fee for parking fees, which affect the intensity of use will require a Coastal Development Permit. Parking fees shall be commensurate with the expenses of providing parking. Parking at or near the coast shall be free for the first hour.

Policy C-10.5: Parking & Coastal Views. To protect view sheds from public rights of way to the ocean, coastal access, development and/or parking shall not interfere with existing views at the termination of an east-west street on the Mill Site.

## **6. Additional Access to Noyo Harbor**

Currently, access to the north side of Noyo Harbor is limited to North Harbor Drive. Another access is required to improve traffic circulation and to ensure that emergency vehicles can reach Noyo Harbor in the event North Harbor Drive is obstructed. Improved access to the Noyo Harbor would be considered if and when the City annexes the harbor.

## **Goal C-11 Improve access to the North Part of the Noyo Harbor.**

Policy C-11.1 Provide Additional Access Routes to Noyo Harbor: Consider constructing a new access route from the west side of Main Street to the north side of the Noyo Harbor. Any new access route to the north side of the Noyo Harbor shall be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-11.1.1: Evaluate the economic and environmental feasibility of acquiring an access route to Noyo Harbor using existing road alignments extended onto the Georgia-Pacific site.

Policy C-11.2 Improve Existing North Harbor Drive: Consider improvements to North Harbor Drive to increase capacity and safety for vehicles and pedestrians. Any improvements to North Harbor Drive shall be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-11.2.1: Develop a plan to improve North Harbor Drive by enlarging lane widths and constructing a sidewalk along one side of the street.

## **7. Emergency Routes**

The City needs to establish an emergency route to the east for emergency vehicles and for evacuation in the event bridges are blocked or destroyed.

### **Goal C-12 Improve emergency access to the City.**

Policy C-12.1 Emergency Access: Establish an access route out of Fort Bragg that could be used in the event of damage to the Noyo River and Pudding Creek Bridges.

Program C-12.1.1: Work with the property owners to obtain temporary use, in the event of an emergency, of the logging road that begins on Cypress Street and provides access to Highway 20 (aka the A&W Haul Road), east of Fort Bragg.

Program C-.7.1.2.: Prepare an emergency evacuation route plan for the City.

## **9. Public Transit**

Fort Bragg is served by the Mendocino Transit Authority (MTA). MTA provides bus service between Fort Bragg, Willits, Ukiah, and Santa Rosa. A separate bus route provides service between Fort Bragg, Mendocino, and the Navarro River.

MTA has a fixed-route bus service in Fort Bragg with fixed stops that connect the College of the Redwoods, shopping centers, the Central Business District, and the hospital. Local trips within the Fort Bragg area are also provided by MTA's dial-a-ride service where riders can call to be picked up and delivered to their destination Monday through Saturday. In addition, the Redwood Senior Center provides transportation services for seniors in the community.

### **Goal C-14 Provide better public transportation.**

Policy C-14.1 Encourage Transit Use:

Program C-14.1.1: Continue to support the expansion of transit services provided by MTA and other public transit providers.

Policy C-14.2 Bus Shelters: Encourage attractive, well-lighted, and comfortable bus shelters placed in convenient locations.

Program C-14.2.1: Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, industrial, residential, and institutional developments, and identify, in collaboration with MTA, additional locations for bus stops and shelters.

Policy C-14.3: Transit Facilities in New Development. Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, industrial, residential, and institutional developments.

Policy C-14.3: Transit Facilities On the Mill Site The Redwood Avenue extension onto the Mill Site shall accommodate Mendocino Transit Authority (MTA) transit buses and stops. Other Mill Site streets shall accommodate transit stops, as feasible and necessary, for the proposed development and effective coastal access.

## 9. Pedestrian Facilities

Most areas of Fort Bragg have sidewalks for pedestrians. There are, however, a number of residential streets which lack sidewalks, and substandard sidewalk facilities exist throughout the City. Better pedestrian access across Fort Bragg's bridges and along Main Street from the Noyo Bridge to the southern City limits and from Elm Street north is needed. New development must be served by adequate pedestrian facilities. In addition to the policies and programs listed below, see the Conservation, Open Space, and Parks Element regarding policies and programs recommended for increasing and improving the trail system within the Planning Area.

### Goal C-15 Make it easier and safer for people to walk in Fort Bragg.

Policy C-15.1 Continuous Sidewalks: Require an uninterrupted pedestrian network of sidewalks, with continuous sidewalks along both sides of streets. New development shall provide sidewalks along project frontages to close gaps in the City's sidewalk network.

Program C-15.1.1: Consider implementing the following funding sources for the purpose of installing sidewalks in existing developed areas of the City:

- a) special benefit assessment districts; and/or
- b) a low-interest revolving loan fund.

Program C-15.1.2: Work with the Mendocino Council of Governments and Caltrans to construct pedestrian walkways over the Hare Creek and Pudding Creek Bridges. These facilities may qualify for Transportation Enhancement Activities (TEA) funding available through Mendocino Council of Governments (MCOG).

Policy C-15.2: Where feasible, incorporate pedestrian and bicycle facilities into the design and construction of all road improvements.



Policy C-15.3 Sidewalk Maintenance: Ensure that property owners maintain safe sidewalks.

Program C-15.3.1: Continue to implement City regulations that require sidewalks to be maintained by property owners. Carry out regular inspections, notification, and enforcement of this requirement.

**Program C-15.3.2 Sidewalk Design:** Sidewalks should be re-constructed, as feasible, to enhance the safety, comfort, aesthetic appeal, and interest of the pedestrian environment. Sidewalks are encouraged to conform with the following principles: sidewalks should be consistent with City standards; sidewalks should be widened at their most congested locations such as crosswalks with curb extensions as feasible; where feasible and warranted road width may be reduced to accommodate wider sidewalks.

**Program C-15.3.3:** Seek available funding from grants and other funding sources for the construction of sidewalks in existing developed areas.

**Program C 15.3.4:** Continue to provide traffic controls and well-lit intersections in areas with a high volume of pedestrian movement.

**Policy C-15.5 Pedestrian Paths:** Develop a series of continuous pedestrian and multi-use walkways throughout the commercial districts and residential neighborhoods.

**Program C-15.5.1:** Allow asphalt or other approved surface pedestrian/multi-use paths in single-family residential areas and commercial districts. . Factors to consider in applying this measure include compatibility with the neighborhood, connection with the existing sidewalk system, safety and aesthetics..

**Policy C-15.6:** Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.

## **Goal C-16 Utilize Best Practice Pedestrian Improvements on the Mill Site**

**Policy C-16.1 Traffic Calming.** The following specific traffic calming elements, or their equivalents, may be included, as required by the Community Development Director, in all new streets: sidewalks in compliance with City standards on both sides of the street; corner “bulb-outs” to ensure low-speed turning movements and improving pedestrian safety; native landscaping along the roadway edge; small block length; mid-block crossings are encouraged for long blocks; and dedicated Bicycle lanes on the Primary streets.

**Policy C-16.2 Pedestrian-Oriented Buildings.** All new development on the Mill Site shall be oriented toward sidewalks rather than parking lots. Parking placed between a building front façade and the street it faces, is discouraged.

**Policy C-16.3 Pedestrian Connectivity.** To the extent feasible, where streets are discontinuous for cars, pedestrian and bicycle connections should be made, as feasible, through the construction of multi-use trails and sidewalks with clear sightline visibility from adjoining rights of way.

## **10. Bikeways**

With better facilities and trails, bicycling can become a more significant part of the transportation system and an alternative to automobile use. Fort Bragg has few constraints to bicycling: most of the City is flat, the weather is mild, and the City is compact with relatively short distances between residential areas, schools, parks, and commercial centers.

The California Street and Highway Code has established three categories of bicycle trails based on the physical conditions of the right-of-way.

Class 1 Bikeway - Bike Path or Bike Trail: These facilities are constructed on a separate right-of-way, are completely separated from street traffic, and have minimal cross flows of automobile traffic. The State standard for minimum paved width of a two-way bike trail is eight feet.

Class 2 Bikeway - Bike Lane: A restricted right-of-way for the exclusive use of bicycles with vehicle parking and cross flow by pedestrians and motorists permitted. Bike lanes are normally striped within paved areas of highways and are one-directional with a minimum standard width of five feet.

Class 3 Bikeway - Bike Route: A route for bicyclists designated by signs or other markings and shared with pedestrians and motorists. Bike routes are typically designated to provide linkages to the bikeway system where Class 1 or 2 Bikeways cannot be provided.

*The City's Bicycle Master Plan identifies high priority improvement projects within the City.*

**Goal C-17      Make it easier and safer for people to travel by bicycle.**

Policy C-17.1 Comprehensive Bikeway System: Establish a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.

Policy C-17.2: Improve and expand bicycle facilities and infrastructure according to the City's Bicycle Master Plan and the Street Safety Plan recommendations.

Program C-17.2.1: Implement the improvement projects enumerated in the City's Bicycle Master Plan.

Program C-17.2.2: Implement the recommendations of the City's streets safety Plans.

Program C-17.2.2: Complete the bikeway system as indicated in Map C-2: Bicycle Paths may be funded with dedications, grant funding, traffic impact fees, and other means, as appropriate

Program C-17.2.1: Maintain and improve bicycle facilities.

Program C-17.2.2: Improve the safety of bicyclists and promote bicycling skills through education, enforcement, encouragement, and community outreach.

Program C-17.2.7: Utilize dedications, grant funding, traffic impact fees, and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bikeway system as described in the Bicycle Master Plan.



*Bicycle use at school*

Policy C-17.3: Require new development to provide on-site connections to existing and proposed bikeways, as appropriate.

Policy C-17.4: Superior Bicycle Infrastructure. Require new development, redevelopment, and significant renovation projects to provide superior bicycle/bicyclist support infrastructure.

Program 17.4.1: Consider revising the Coastal Land Use and Development Code to reduce parking requirements for projects that facilitate employee/customer bicycle use beyond current code requirements by providing: indoor or covered bike storage, lockers for personal belongings, changing rooms and showers, and/or bicycles for employee use.

Program 17.4.2: Update the bicycle parking guidelines in the Citywide Design Guidelines. Consider requiring larger “vehicle prints” for bike parking and bikeways that accommodate bike trailers for carrying children, dogs, parcels, groceries, freight, etc.

Policy C-17.5: Bicycle Parking: Provide adequate and secure bicycle parking at bus stops, schools, the library, parks, City offices, coastal facilities, trails and beaches and commercial areas.

Policy C-17.6: Require that streets linking residential areas with school facilities be designed to include bikeways.

Policy C-17.7: Consider bicycle operating characteristics in the design of intersections and traffic control systems. Incorporate bicycle and pedestrian facilities into the design and construction of all road improvements as feasible.

Policy C-17.8: Improve continuity and connections between the City’s bike facilities and those of the County and State.

Program C-17.8.1: Produce and distribute a map illustrating all local and regional bicycle routes, facilities, and important destinations.

Program C-17.8.2: Continue working with County, regional, and State transportation agencies on development and implementation of regional bicycle plans and facilities.

## **Goal C-17. Make it easier and safer for people to travel by bicycle on the Mill Site**

Policy C-17.9: 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 C-17.10: Multiuse Trail Connections. Multi-use trails that connect with the Coastal Trail are encouraged within the Mill Site and may be required for compliance with the California Coastal Act.

Policy C-17.11: Multi-Use Trail Along Highway 1 As feasible, a 12 foot wide multi-use trail with a 5 foot wide vegetated buffer shall be developed along the western edge of the Mill Site from Noyo Point Road to Madrone Street and be offered in dedication to the City of Fort Bragg at the time that the associated parcels are developed.

Policy C-17.12: The Mill Site Bicycle Network the Mill Site Bicycle network shall include the following improvements:

- Coastal Trail connections at Pine Street, Fir Street, Redwood Ave, and Alder Street
- Bicycle lanes on Redwood Street; and
- Shared space (bicycles and vehicles) on residential and mixed use streets.

## **12. Access for the Mobility Impaired**

Providing transportation facilities accessible to persons who are mobility-impaired is essential. Approximately three percent of the population in Fort Bragg cannot use conventional public transit due to a disability. The Federal Americans with Disabilities Act contains many requirements regarding removal of barriers for persons with disabilities.

### **Goal C-18 Provide mobility-impaired persons with access to transportation.**



Policy C-18.1 Regulations for Disabled Persons: Enforce Federal and State regulations regarding access for persons with disabilities.

Policy C-18.2 Conformance with State and Federal ADA regulations: Continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access.

Policy C-18.3 Support Improved Access: Support improved access to public transportation and pedestrian facilities for people with disabilities.

Program C-18.3.1: Continue to apply for grants for ADA-related projects from MCOG and other sources.

## **12. Train Service**

Sierra Railroad, known as the Skunk Line, operates a rail system between Willits and Fort Bragg. It is the only railroad in the region that has maintained passenger service on a regular basis since its founding. Train service is offered daily (approximately eleven months per year), and handles approximately 80,000 passengers annually. Freight service is provided on request.

Skunk Depot, located at Laurel Street in the Central Business District, has been recently renovated, including additional parking facilities. It provides access to MTA's local and regional buses. The railroad not only benefits from the extensive tourist traffic on the Mendocino Coast, it is also a major generator of visitors to the Willits and Fort Bragg areas.

Although the use of the Skunk Line for freight transportation has decreased in recent years, it continues to provide freight service. If the rail lines were upgraded to carry heavier loads, it could serve as an incentive to increase freight loads.

### **13. Increase use of the Skunk Line for transportation of people and freight.**



**Policy C-19.1**     **Skunk Train:** Encourage increased use of the Skunk Train.

Program C-19.1.1: Continue to work with the Skunk Train Company to improve and expand facilities at the Skunk Depot.

Program C-19.1.2: Work with the Mendocino Council of Governments to facilitate increased use of the Skunk Line as an alternative to automobile transportation between Fort Bragg and Willits.

**DRAFT POLICY** Policy C-19.2 Skunk Train Extension onto the Mill Site. The Land Use Plan includes a hypothetical alignment for a Rail Road Line Extension onto the Mill Site. This line on the Land Use Plan does not represent zoning or authorization for an extension of the Rail Road Line. A Coastal Development Permit and Use Permit are required by the City's LCP, as allowed by State law, for any extension of the Skunk Train Rail Line onto the Mill Site. **Get legal Input from City Attorney.**

### **14. Coordinate Regional Transportation Planning**

Traffic congestion along Fort Bragg's Main Street is connected to development in unincorporated areas to the north and south of the City. Fort Bragg's Main Street is also Highway One, the primary north-south route for all communities on the coast. Land use decisions made by the County of Mendocino have a significant impact on transportation in the Fort Bragg area. The City works closely with the regional agencies described below:

- County of Mendocino: maintains and plans the county road system.
- Mendocino Council of Governments (MCOG): prepares and carries out a Regional Transportation Plan, establishes priorities for Federal and State funding, and funds studies of transportation corridors.
- Mendocino Transit Authority (MTA): operates several transit routes serving the City and the region. It is a county-wide authority created through a joint powers agreement among cities and the County.
- Caltrans: Maintains, plans and completes improvements on Hwy. 1 and Hwy 20.

### **Goal C-20     Coordinate regional traffic planning.**



**Policy C-20.1**     **Regional Transportation Efforts:** Participate in regional transportation planning efforts.

Program C-20.1.1: Continue to provide City Council and staff representation on regional transportation planning agencies.

Program C-20.1.2: Work with the MCOG and Caltrans to coordinate transportation planning and to identify funding for necessary transportation improvements.

Program C-20.1.3: Continue to ensure that MCOG's Regional Transportation Plan (RTP), the State Transportation Improvement Program (STIP) and the State Highway Systems Operation and Protection Plan (SHOPP) include needed improvements to Highway One and Highway 20 in the Fort Bragg Planning area. Such improvements shall be designed to ensure that Highway One in rural areas outside the Mendocino County urban/rural boundary remains a scenic two-lane road consistent with Section 30254 of the Coastal Act.

## **14. Funding Transportation Improvements**

Funding transportation improvements is predominantly a Federal, State, and regional responsibility. For many years the road system has received the largest proportion of public expenditures for transportation. Although increased funding for alternative modes of transportation has significant environmental and social benefits, roadway funding will continue to receive the highest priority. Fort Bragg remains a relatively isolated coastal community and depends on the road system for the majority of its transportation needs.

A significant amount of the traffic in Fort Bragg is through-traffic (trips that originate or have destinations outside of the City). The logging industry, tourist travel, and people coming to Fort Bragg from around the region for shopping, educational, medical, and other services generate much of the traffic.

It is necessary that funding mechanisms be expanded to ensure effective coordination among different government jurisdictions. The goals, policies, and programs below complement those in the Land Use and Public Facilities Elements requiring new development to pay for its fair share of maintaining the City's infrastructure and service levels.

### **Goal C-21 Promote balanced funding for transportation.**



**Policy C-21.1 Development to Pay its Fair Share:** Require new development to pay its fair share of transportation improvements to maintain levels of service and traffic safety in the City.

Program C-21.1.1: Develop a City-wide Traffic Mitigation Fee Program.

Program C-21.1.2: Work with the County of Mendocino and MCOG to develop traffic mitigation fees for the Fort Bragg Sphere of Influence. Consider adopting a memorandum of understanding between the City of Fort Bragg and the County regarding traffic mitigation fees.

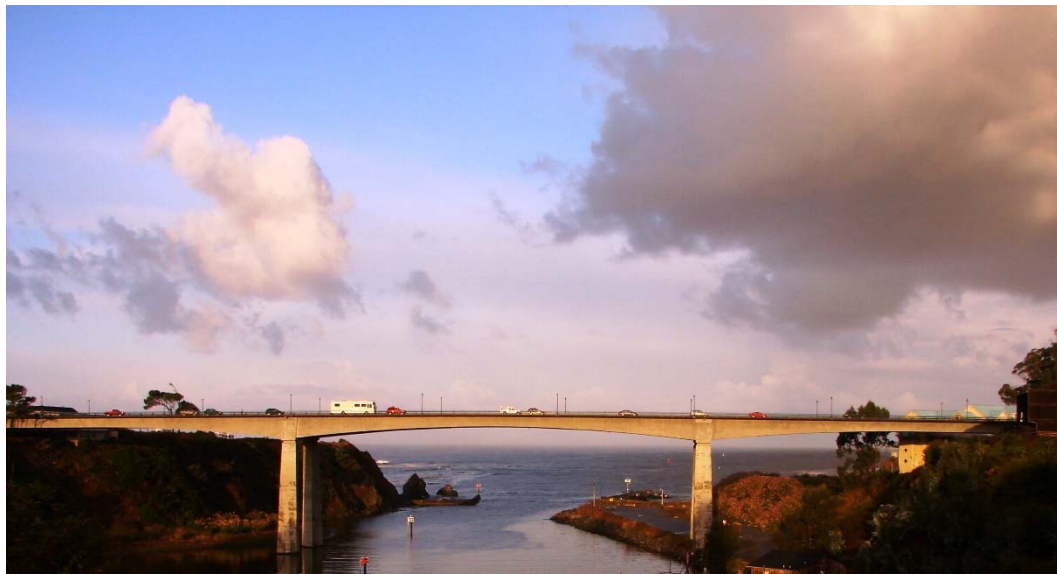
A substantial amount of the traffic passing through Fort Bragg originates in the County. New development in the County will increase traffic volumes and congestion of Highway One. Establishing County-wide traffic impact fees would provide a way to finance needed roadway improvements. Two areas where fair-share improvements or in-lieu impact fees are needed is from development that impacts Highway 20 as well as Highway One north and south of the City.

Program C-21.1.3: Work with MCOG to ensure that the standards and requirements contained in the joint City and County Traffic Mitigation Program between Fort Bragg and the County are incorporated into the Regional Transportation Plan.

Program C-21.1.4: Include in the Traffic Mitigation Fee Program mitigation fees for new development with primary access to Highway One and Highway 20. Utilize the funds collected as a local match to encourage Caltrans to raise the priority of Highway One and Highway 20 improvements.

Program C-21.1.5: Ensure that the City's Pavement Management System obtains funding from the Traffic Mitigation Fee Program, as deemed appropriate by the traffic impact fee nexus study and applicable State law.

Program C-21.1.6: Carry out an ongoing inventory of transportation system needs to be included in the City's Capital Improvement Plan.



Noyo River Bridge

### 3. PUBLIC FACILITIES ELEMENT

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#### A. Purpose

This Element is intended to identify essential public facilities, buildings, and services and to describe policies and programs that will ensure that the existing and future population of Fort Bragg is provided the best feasible level of public services and infrastructure. Although not required as a separate Coastal General Plan element, this element compiles the public facilities planning requirements of the circulation, conservation, and open space elements in Government Code Section 65302.

#### B. Water Supply and Distribution

The City's water system is comprised of three surface water sources including the new Summers Lane Reservoir constructed in 2015; three raw water transmission mains; two raw water storage ponds located at the WTP; the WTP that was originally constructed in the 1950's and upgraded in the 1980's and has a capacity of 2.2 million gallons per day (MGD); two 1.5 million gallon (MG) steel storage tanks and one 300,000 gallon storage tank; over 30 miles of distribution lines that deliver water throughout Fort Bragg; and one booster pump station for the East Fort Bragg pressure zone (LAFCo, 2008). Additionally the City has funding for and will add an additional 1.5 million gallon finished water storage tank in Fiscal Year 2017-18.

The City's water supply system draws raw water primarily from the Noyo River with the limitation that pumping does not exceed 3.0 cubic feet per second (cfs). The Noyo River direct diversion flows by gravity into a 5,000 gallon wet well and is then pumped via pipeline to the WTP from a pump station on the river bank. The Newman Reservoir is an on-stream reservoir located on a 54-acre parcel owned by the City of Fort Bragg and impounds water from the Newman Gulch. The Summers Lane Reservoir is a new reservoir with a capacity of 45 acre-feet (AF) located on this same property. The Summers Lane Reservoir is an off-stream storage facility that holds water from Waterfall Gulch. Approximately 20% of the City's water supply during the summer months is drawn from the Newman and Summers Lane Reservoirs and approximately 25% throughout the year is from the Waterfall Gulch diversion, all of which are gravity fed through a single ten-inch pipeline to the raw water storage ponds at the WTP.

The table below shows the City's approved water appropriations by water source.

Table 3.1 City of Fort Bragg Water Appropriations			
Water Supply Source	Permit or License ID	Water Appropriations	Estimated Reliable Pumping Capacity
1. Noyo River	P11383	1,500 AF (488.777 MG)	3.0 cfs
2. Newman Gulch	S009340	300 AF (97.755 MG)	0.5 cfs

3. Waterfall Gulch	012171	475 AF (154.779 MG)	0.668 cfs
<b>Total</b>	n/a	2,275 AF (741.312 MG)	4.168 cfs

Source: (Fort Bragg, March 2017)

The City's operational treated water storage requirement is 3.3 MG. The table below shows the water storage capacity for each of the City's water storage facilities.

<b>Table 3.2 City of Fort Bragg Water Storage</b>	
<b>Storage Facility</b>	<b>Storage Capacity</b>
Summers Lane Reservoir	14.6 MG
Newman Reservoir	0.3 MG
Water Fall Reservoir	0.005 MG
Raw Water Ponds	3.0 MG
Clearwell	0.025 MG
<b>Total</b>	<b>17.93 MG</b>

Source: (Fort Bragg, March 2017)

During Fiscal Year 2016-2017, the City completed the Summers Lane Reservoir Project providing an additional 15 million gallons (MG) of raw water storage to help ensure a reliable water supply during the late summer months when flows are low at the City's three water sources (Fort Bragg, May 2017). In addition, this new raw water storage will ensure adequate water supply during severe drought years and will help to meet the needs of future development for the City.



Figure 1: Summers Lane Reservoir

The table below shows the total historic water demand by source over the last 10 years, which includes the range of wet to critically dry water year types.

<b>Table 3.3 City of Fort Bragg Historic Annual Water Demand (MG)</b>										
<b>Source</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
1. Noyo	326.226	188.72	210.512	217.97	180.881	171.931	128.275	142.584	145.049	137.652
2. Newman	31.081	74.019	49.525	53.362	49.278	56.086	74.544	56.053	58.314	50.21
3. Waterfall	39.665	68.633	46.514	37.093	60.772	76.109	71.889	51.32	56.239	59.58
<b>Total</b>	<b>396.972</b>	<b>331.372</b>	<b>306.551</b>	<b>308.425</b>	<b>290.931</b>	<b>304.126</b>	<b>274.708</b>	<b>249.957</b>	<b>259.602</b>	<b>247.44</b>

Source: (Fort Bragg, March 2017)

On a daily basis the City currently produces about 50 gallons/resident and 78 gallons/1,000 square-foot (SF) of commercial/industrial space of treated water. Additionally, since the completion of the Summers Lane Reservoir with approximately 45 AF of water storage capacity, the City can accommodate approximately a 30% growth in water demand, which is more than adequate to serve the water needs of new development in Fort Bragg, including that for the rezone for the Mill Site. However, the City's ability to serve future growth and development (on and off the Mill Site) may be impacted in the future by regulatory changes by State or federal agencies and/or the impact of Climate Change on rain events, temperature and sea level rise, all of which have the potential to impact water availability.

All new development is required to pay its fair share of the water system infrastructure and future capital improvements through the Water Capacity Charge.

## **C. Sewer System**

Sewage treatment and disposal are provided by the Fort Bragg Municipal Improvement District No. 1. The District is larger than the City; it includes much of the proposed Sphere of Influence. The District accepts septage from residences and businesses outside the City boundaries but within the District boundaries.

The MID wastewater system is comprised of over 25 miles of gravity-fed pipelines and pressure force mains, six sewage lift stations, the WWTP, and an ocean outfall pipeline that extends 690 feet into the Pacific Ocean. The WWTP was completed in 1971 and substantially upgraded in 2018/19. It has a secondary treatment level capacity of 1.0 million gallons per day (MGD) for average dry weather flow (ADWF) and 2.2 MGD for average wet weather flow (AWWF).

The recent WWTF upgrade converted the facility to current technology and energy standards, while maintaining the current permitted average dry weather flow capacity of 1.0 MGD, and achieve wastewater treatment objectives for discharge. The major project elements included replacement of the trickling filters with an activated sludge system, construction of a dewatering building, new sludge holding area, splitter box, and pump station to allow for peak flow pumping capacity, installation of a biological treatment facility, repurposing of the existing primary and secondary clarifiers to emergency/surge storage basins, and abandoning storm drain outfalls as stormwater.

As noted in Table 3.4 below, from 2013 through 2016, the District's average daily flow (ADF) volume was 0.701 MGD, which is well within the design capacity of the WWTP. The variance in flow from year to year is primarily due to increased peak volumes during wet winters as inflow of stormwater increases the sewer flow rate. The average peak flow volume (MDF) for the three year period was 2.651 MGD, which is within the design capacity of the WWTP upgrade.

The following table provides wastewater flow data for the City between 2013 and 2016.

<b>Table 3.4 City of Fort Bragg Wastewater Flow Data 2013-2016</b>						
<b>Parameter</b>	<b>Unit</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>Average</b>
ADF	MGD	0.649	0.716	0.595	0.842	0.701
ADWF	MGD	0.610	0.624	0.490	0.502	0.557
AWWF	MDG	0.669	0.762	0.648	1.010	0.772
MDF	MDG	1.247	2.565	2.717	4.075	2.651
MMF	MG	27.13	41.45	30.07	51.34	37.50

The reuse of the Mill Site is projected to increase the Fort Bragg population and job force and over the next 30 years increase the population by **X XXX people** and increase wastewater flows to the plant by about **XXX,000** gallons per day ADWF. The WWTF has a rated capacity of 1,000,000 gallons per day ADWF which is sufficient to meet the demand.

## **D. Storm Drain System**

The City's "Drainage Facility Improvements and Drainage Fees" chapter (Chapter 12.14) of the City's Municipal Code allows the City to review new development proposals and condition those proposals to ensure that adequate on-site and off-site drainage is included in the development.

The priority storm drain improvements in the 2004 Master Plan have been implemented, although there are additional problems identified in that report that still need to be addressed. In addition, much of the area north of Pudding Creek, and south of the Noyo River generally do not have improved drainage systems in place. Drainage in these areas is generally provided by natural channels. New development will be required to pay for improvements necessary to ensure adequate capacity within the storm drain system.

## **E. Schools**

Education in the area is provided by the Fort Bragg Unified School District. Within the Fort Bragg Planning Area, the District operates two elementary schools (Dana Gray Elementary School and Redwood Elementary School), one middle school (Fort Bragg Middle School), one high school (Fort

Bragg High School), one continuation high school (Noyo High School), and one adult school (Coastal Adult School). The student capacity of the District's schools is 2,460 students.


**TABLE PF-1**

**ENROLLMENT AT FORT BRAGG UNIFIED SCHOOL DISTRICT FACILITIES**

<b>Type of School</b>	<b>1992</b>	<b>1997</b>	<b>2002</b>	<b>2007</b>	<b>2012</b>	<b>2014</b>
Elementary Schools	1,206	1,080	906			
Middle School	576	578	509			
High School	770	750	721			
<b>TOTAL</b>	<b>2,552</b>	<b>2,408</b>	<b>2,136</b>			

Over the past twenty years school enrollment has fallen even as new residential units have been constructed in Fort Bragg. This reflects a change in the demographic composition of Fort Bragg. Fort Bragg has shifted from a working class industrial town to a retiree and tourist serving town over the past twenty years. Development over the next 20 years, including development on the Mill Site could generate an estimated 700 additional students. Given past declining enrollment, the District will have capacity for these students within existing school buildings. If development exceeds projections, the District could add additional portables and/or construct new permanent classrooms on existing campuses. In addition, there is no guarantee that District enrollment would actually increase by 700 students. Given recent declines in enrollment, it is possible that the student enrollment from existing residences in the District would continue to decline so that the student population in 2050 may be less than projected. The District currently receives developer mitigation fees for new construction. These fees are used to purchase and/or lease additional portable classrooms as needed and to repair or renovate existing schools.

## G. Goals, Policies, and Programs

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Policy PF-1.5 through Program PF-1.5.2; Policy PF-2.1 through Program PF-2.1.2; Policy PF-2.7; Policy PF-2.8; and Policy PF-2.9 through Program PF-2.9.1.

### **Goal PF-1      Ensure that new development is served by adequate public services and infrastructure.**

Policy PF-1.1: All new development proposals shall be reviewed and conditioned to ensure that adequate public services and infrastructure can be provided to the development without substantially reducing the services provided to existing residents and businesses.

Program PF-1.1.1: New development shall be responsible for any improvements or extensions of infrastructure or the service capacity necessary to serve the development.

Policy PF-1.2: Ensure Adequate Services and Infrastructure for New Development. No permit for development shall be approved unless it can be demonstrated that such development will be served

upon completion with adequate services, including but not limited to potable water; wastewater collection, treatment and disposal; storm drainage; fire and emergency medical response; police protection; transportation; schools; and solid waste collection and disposal; as applicable to the proposed development.

- a. Demonstration of adequate water and sewer facilities shall include evidence that adequate capacity will be available within the system to serve the development and all other known and foreseeable development the system is committed to serving, and that the municipal system will provide such service for the development;
- b. Demonstration of adequate road facilities shall include information demonstrating that (i) access roads connecting to a public street can be developed in locations and in a manner consistent with LCP policies; and (ii) that the traffic generated by the proposed development, and all other known and foreseeable development, will not cause Levels of Service (LOS) of roads, streets, and intersections within the City to reduce below LOS standards contained in Policy C-1.1 of the Circulation Element of the Coastal General Plan.

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

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

Policy PF-1.4: New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.



Policy PF-1.5 Ensure Adequate Services and Infrastructure for Annexations: Review annexation requests to ensure that the area can be served with adequate potable water; wastewater

collection, treatment, and disposal; storm drainage; fire and emergency medical response; police protection; transportation; schools; and solid waste collection and disposal.

Program PF-1.5.1: Areas to be annexed must be able to be served by existing City services or by services provided by other districts or agencies, or by environmentally and economically feasible extensions of these services. Any improvements or extensions required to serve the annexation area shall be paid for by property owners of the annexation area. The City will support annexations only upon a finding that infrastructure is available or that a specific development plan for extending or upgrading the infrastructure has been adopted by the City or other appropriate public service provider.

Program PF-1.5.2: Require that property owners requesting annexation for vacant parcels of land which do not propose any development and connections to City services enter into a recorded agreement with the City stating all annexation fees applicable for the density of the proposed development shall be paid in full prior to approval of any land use or building permits for the subject property.

**Goal PF-2      Assure that the City's infrastructure is funded, constructed and maintained in partnership with Development Projects.**



Policy PF-2.1      Development Pays Its Share: Require that new development pay its share of capital improvements and the cost of public services to maintain adequate levels of service.

Program PF-2.1.1: Maintain development impact and mitigation fees at a level adequate to finance a development's proportional share of infrastructure costs. Periodically review the City's fee structure to ensure that it accurately reflects the actual cost of providing services and to ensure that new development pays its fair share of infrastructure and capital improvement costs.

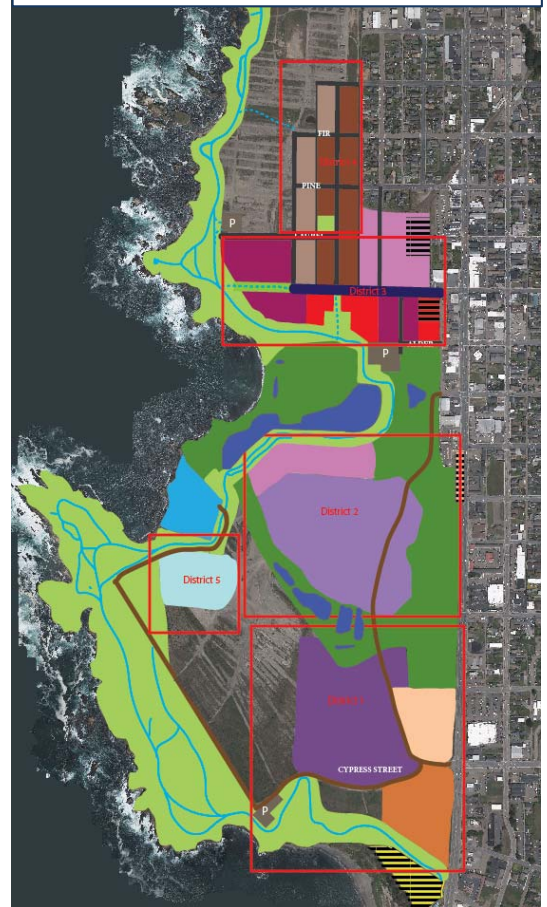
Program PF-2.1.2: Consider requiring property owners seeking annexation approval to enter into a pre-annexation agreement stating that they will not oppose assessment districts, including lighting and street maintenance districts and/or community facilities districts.

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

Policy PF 3-1. Development & Dedication of Mill Site Infrastructure. Mill Site infrastructure, including streets, sidewalks, street lighting, street furniture and landscaping, sewer, stormwater and water main lines, and other utilities, shall be financed, designed, constructed by the property owner/developer and **built to City Standards and with approval of the Public Works Director**. All Mill Site infrastructure, including streets, sidewalks, street lighting, street furniture and landscaping, sewer, stormwater and water main lines, and other utilities shall be offered for dedication, without charge, to the City of Fort Bragg.

Policy PF 3.2. Utility Master Plan Required. A Utility Master Plan shall be prepared by the first project applicant located in one or more of the sub-districts identified in Figure 3.2, as part of the project application for a project with building(s) of more than 15,000 sf. 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. 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 also include Hydraulic water flow modeling for fire-fighting pressures both on and off the Mill Site as required by the Director of Public Works. 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.

Figure 3.2: Master Utility Plan Districts



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

**Program PF-3.2.3** Allocate Infrastructure Program improvements by line item to blocks showing all items necessary for the block to be developed, including costs that will benefit other (subsequently developed) blocks.

**Program PF-3.2.4:** Refine infrastructure requirements for each Development Application.

Policy PF 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 facility master plans are updated.

Policy PF 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 IF 3.4.2. Reimbursement Agreements. Reimbursement Agreements may be utilized by the City as an alternative means to land secured financing districts (see Policy PF 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 PF 3.5. Land Secured Financing District (Community Facilities District (CFD)). Property Owner's 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 PF 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 PF 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 PF 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 PF 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 development/landscaping-clear easements) for fire safety and to loop water lines, as required by the Public Works Director.

Policy PF 3.10. Backbone Infrastructure as Condition of Approval. 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-4      Assure that the City's Water infrastructure is maintained and expanded to meet the needs of the City's residents.**

Policy PF-4.1: Potable Water Capacity: Continue to develop water supply, storage, and distribution facilities. In addition to providing capacity for potential build-out under the City General Plan outside the coastal zone, any expansion of capacity of water facilities shall be designed to serve no more than the maximum level of development in the coastal zone allowed by the certified LCP that is consistent with all other policies of the LCP and Coastal General Plan. The City shall identify and implement water system improvements or changes in service areas that are designed to ensure adequate service capacity to accommodate existing, authorized, and projected probable future coastal dependent priority uses. Such uses include, but are not limited to, industrial (including commercial fishing facilities), visitor serving, and recreational priority uses in commercial, industrial, parks and recreation, and public facilities districts.

Program PF-4.1.1: Maintain and update a Water System Master Plan and identify capital improvements required to meet anticipated demand.

Program PF-4.1.2: Monitor, on an ongoing basis, the capacity of the potable water system in relation to the anticipated demand.

Program PF-4.1.3: Evaluate, and periodically adjust as appropriate, water capital improvement installation and user fees to reflect the actual cost of providing water service and increasing capacity.

Program PF-4.1.4: Pursue all available sources of revenue to fund the maintenance and expansion of the City's water system.

Program PF-4.1.5: Continue to encourage water conservation techniques and water conserving fixtures in all new development projects.

Program PF-4.1.6: Develop a program to encourage and allow the safe use of graywater and rainwater capture and reuse.

Program PF-4.1.7: Obtain a permanent license for the water rights initially permitted to the City by the State Division of Water Rights in 1956.

Program PF-4.1.8: Improve the pressure in the water system lines to meet State standards.

Policy PF-4.2 Emergency Water Supply: Develop an emergency water supply for disaster preparedness.

Program 4.2.1: Provide a means for obtaining and treating water from Pudding Creek or the Noyo River for emergency disaster situations only, if allowed by the State and if deemed feasible.

Policy PF-4.3: Potable Water Quality: Maintain the safety of the water supply.

Program PF-4.3.1: Continue to maintain the water collection, treatment, and distribution system to ensure compliance with all State requirements for a public drinking water system.

Program PF-4.3.2: Provide security and protection for the watersheds and water storage and treatment facilities with monitoring, appropriate notices, physical barriers, and protective devices as well as land use policies and controls.

Program PF-4.3.3: Develop long range management and improvement programs for the watersheds. These plans should include management practices and methods of protecting the water source from degradation.

**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 PF 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 PF 5.2. Augmentation of the City's Water Supply & Storage.

Program 5.2.1. Construct on site Water Storage. Developers are encouraged to construct on-site treated water storage for high water uses, with connections to the City's water system and in flow and out flow to ensure water meets potable water standards.

Program 5.2.2. 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 PF 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 PF 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 PF 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 PF 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 PF 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.

**Goal PF-6      Assure that the City's Waste Water infrastructure is maintained and expanded to meet the needs of the City's residents.**

Policy PF-6.1: Wastewater Capacity: Review wastewater capacity and expansion plans as needed when regulations change and as the treatment and disposal facility nears capacity. In addition to providing capacity for potential build-out under the City General Plan outside the coastal zone, any expansion of capacity of wastewater facilities shall be designed to serve no more than the maximum level of development in the coastal zone allowed by the certified LCP that is consistent with all other policies of the LCP and Coastal General Plan. The City shall identify and implement wastewater system improvements or changes in service area that are designed to ensure adequate service capacity to accommodate existing, authorized, and probable future priority uses. Such uses include, but are not limited to, industrial (including commercial fishing facilities), visitor serving, and recreational priority uses in commercial, industrial, parks and recreation, and public facilities districts.

Program PF-6.1.1: Periodically update the Wastewater System Master Plan.

Program PF-6.1.2: Continue to improve the wastewater treatment and disposal facility to comply with changing State requirements.

Program PF-6.1.3: Upgrade wastewater collector lines in areas where there is inadequate capacity or where lines are subject to substantial infiltration and inflow

Program PF-6.1.4: Evaluate and periodically adjust, as appropriate, wastewater capital improvement, installation, and user fees to reflect the actual cost of providing wastewater collection, treatment, and disposal service and increasing capacity.

**Goal PF-7     Assure that Mill Site development is well ordered for effective and efficient waste water infrastructure development and connections.**

Policy PF 7.1. Regional Sewer Lift Station and Force Main on the Mill Site. As part of the Utility Master Plan for District 3 and District 4 improvements, 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 light station and associated force main shall be constructed to City standards and dedicated to the City of Fort Bragg upon completion.

Policy PF 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 PF 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 PF 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 PF 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.

Policy PF-7.8 Storm Drainage: Annually review storm drain system capacity and expansion plans.

Program PF-2.6.1: Periodically update the Storm Drain Master Plan to comply with NPDES, MS4 and other regulatory requirements and to address current efficiencies in the system.

Program PF-2.6.2: Implement the storm drain recommendations contained in the Capital Improvement Plan (CIP) and update the CIP as necessary.

Program PF-2.6.3: Continue to implement, and update as needed, the Storm Drain Master Plan and the improvements itemized in the Capital Improvement Plan.

Program PF-2.6.4: Periodically adjust, as appropriate, drainage capital improvement installation fees to reflect the actual cost of providing drainage service and increasing capacity.

*See Policies OS-6.1 through OS-6.5 for Low Impact Design requirements for new development.*

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

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

Policy PF 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 Site Ponds 8 and 5 shall be designed to ensure that the coastal trail, parkland, ponds, and wetland functions are not degraded or damaged.

Policy PF 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 continue to be provided as part of the revised project or through an alternate technology or location. The solution shall be paid for and constructed by the applicant, and will offer to be dedicated to the City per approval of design by the City. The solution will also be maintained by the applicant, unless the City accepts the stormwater treatment solution through a dedication.

Add CALTRANS POLICY re storm-water runoff from highway 1

Policy PF 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-9      Ensure that new development is served by adequate public services and infrastructure.**



Policy PF-9.1      Public Buildings: Ensure that public buildings in the City are adequate to provide services for the community.

Program PF-9.1.1: Provide for relocation or upgrading of essential public buildings as necessary.



Policy PF-9.2      Capital Improvement Plan: Continually update the Capital Improvement Plan to ensure that it identifies capital projects necessary to maintain adequate levels of performance as well as funding sources for all phases of intended projects.



Policy PF-9.3      Schools: Work with the Fort Bragg Unified School District to ensure that the District has the means to provide a high quality education to City students.

Program PF-2.9.1: Work with the School District to address anticipated deficits between the cost of constructing necessary new schools or renovating existing schools and the revenues generated by developer fees. Where a clear nexus can be shown between the impacts of a new development and the need for new school facilities, the City shall consider the need for additional project mitigation to be provided by project developers to the degree allowed by State law.

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

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

Policy PF 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 PF 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.

## 9. SUSTAINABILITY ELEMENT

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### A. Purpose

This Sustainability Element's goals, policies, and programs facilitate environmental, social, and economic well-being for all Fort Bragg residents by encouraging green building, renewable energy, energy conservation, water conservation, recycling and waste reduction in all new construction and remodel projects. Element 4 Conservation and Open Space and Element 5 Circulation of this General Plan also address components of sustainability, including: stormwater management, habitat protection, parks, and bicycle facilities.

**Green Building.** Green Building consists of utilizing building siting, design, construction techniques, and building materials to reduce building operating costs and 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 and energy efficiency, in the selection of materials and resources, and to improve indoor environmental quality. 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 General Plan. Consequently, the General Plan focuses on performance-based requirements to achieve sustainability by using the US Green Building Council's LEED® (Leadership in Environment and Energy Design) rating system.

**Energy Conservation.** The City has adopted a green house gas (GHG) reduction goal of 20% by 2020. The City has also prepared a Climate Action Plan to help the City realize this goal. As nearly 40% percent of the nation's energy is consumed by homes and commercial buildings, the policies in this General Plan are needed to reach the City's GHG reduction goal. In addition, by making buildings more energy efficient, building owners will save on long term operating costs.

**Water Conservation.** The City of Fort Bragg depends on surface water flows to serve the water demands of city residents and businesses. Surface flows are highly dependent on annual weather patterns, and weather patterns are likely to change due to Climate Change. Thus water use minimization in all development is necessary to ensure that the City can continue to serve existing and new development. The Sustainability Element uses a multi-pronged approach to minimize consumption of potable water, including: minimization of water demand indoors and out; use of potable water for potable purposes; and encouraging reuse of storm water and grey water on-site for landscaping irrigation. Reducing water also saves energy, since water pumping and wastewater treatment require significant amounts of energy.

**Waste Reduction.** Waste reduction is as important as recycling, in that it saves natural resources, energy, disposal space and costs, and reduces pollution risks. Additionally, the waste leaving the City of Fort Bragg is hauled long distances and contributes to the City's GHG production.

## B. Goals, Policies and Programs

### Green Building

**Goal S-1: Maximize the use of green building practices and materials in new and existing development.**

Policy S-1.1 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 S-1.2 Encourage 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-6. LEED for Large Projects. All new development projects of more than 10,000 square feet shall achieve the LEED Gold rating.

Policy SD-8. Recycling. All new development shall provide a centralized location for all recyclables, including compostable materials.

### Energy

**Goal S-2 Encourage development that minimizes the demand for non-renewable energy and reduces Green House Gas (GHG) emissions.**

Policy S-2.1 Passive Solar Design Strategies: All building and site design shall use passive solar design strategies for space heating and lighting to reduce energy demand to the extent feasible.

Policy S-2.2 Alternative Energy: The development and use of alternative sources of energy such as wind, solar, and biomass to meet Fort Bragg's energy needs is encouraged.

Policy S-2.3: Minimize Energy Use. All Buildings are encouraged to reduce energy demand with a goal of Net Zero Energy Buildings. All new construction shall minimize energy use as required by the California Building Code. 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.

Program S2.3.1: Modify the CLUDC to include planning incentives for projects that achieve net zero energy use. Incentives could include reduction in parking requirements, additional lot coverage, reduction in setbacks, etc.

Program S-2.3.2: Modify the CLUDC to include planning incentives for buildings and infrastructure that create and/or use locally and renewably generated energy

Program S-2.3.3: Modify the CLUDC to include planning incentives for building systems that 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.

Policy S-2.4: Require passive solar design in new construction, where feasible, as part of Design Review.

Program S-2.4.1: Modify the Citywide Design Guidelines to include guidelines that require passive solar design for residential and commercial new construction projects.

Policy S-2.5 Use of Local and Renewable Energy: Buildings and infrastructure that create and/or use locally and renewably generated energy are encouraged. Photovoltaic and wind energy systems are encouraged. The installation of solar panels or other clean energy power generation sources over parking areas is preferred.

Policy S-2.5 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.

Policy S-2.6 Climate Action Plan: Prepare and periodically update the City's greenhouse gas inventory and Climate Action Plan in order to achieve the City's GHG emission reduction targets.

Policy S-2.7 Energy Conservation Measures in existing Buildings: Encourage owners of existing dwellings to retrofit with energy-saving features.

Program S-2.7.1: Require retrofitting of energy-saving features in existing dwellings as a part of the City's Housing Rehabilitation Program by providing information, technical assistance, and requiring retrofits as part of any loan or grant program.

Program S-2.7.2: Develop programs to assist residential and commercial building owners with energy efficiency retrofits and the installation of alternative energy.

## Water

**Goal S-3: Minimize the use of potable water in new and existing development.**

Policy S-3.1 Reduce Water Use: Minimize the use of potable water in new and existing development. Development projects shall be designed and constructed to minimize water use through the installation of best available water conservation technology, fixtures and practices.

Program S-3.1.1: Modify the Coastal Land Use and Development Code to require that new development achieves a use rate of less than 50 gallons per person (job or resident) per day or per the State Standard.

Policy S-3.2 Rainwater Capture: 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. Rainwater Capture on the Mill Site. Rainwater cisterns may 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 S-3.3 Water Conservation Education: Business/property owners shall incorporate educational programs that promote water conservation habits and practices in all hotel, restaurant, and multi-family residential development.

Policy S-3.4 Drought Tolerant Landscaping: New development shall include drought tolerant landscaping for landscaped areas in commercial and multi-family residential uses.

Program S-3.4.1: Require landscaping for all new commercial and industrial development to use drought tolerant plants and no vegetative turf unless recreation needs or other area functions specifically requires turf.

Program S-3.4.2: Develop programs to educate single-family homeowners on water conserving landscaping methods and discourage the use of turf.

Program S-3.4.3: Encourage green roofs, landscape-based treatment measures, and pervious materials for hardscape, and other stormwater management practices to reduce water pollution are encouraged.

## **Waste**

### **Goal S-4      Reduce, recycle, and reuse solid waste generated in the City.**

Policy S-4.1 Recycling: All commercial, office, and multi-family residential developments shall provide a centralized drop-off location for recyclables and compostable materials.

Policy S-4.2 Recycling and Reuse of Solid Waste: Comply with State requirements to reduce the volume of solid waste through recycling and reduction of solid waste.

Program S-4.2.1: Continue to participate in the County's Integrated Waste Management Plan operated by the Mendocino Solid Waste Management Authority.

Program S-4.2.2: Continue to implement the City's Construction and Demolition Waste Recycling Ordinance. Periodically review the ordinance and consider increasing the target diversion amounts.