

City of Fort Bragg

416 N Franklin Street Fort Bragg, CA 95437 Phone: (707) 961-2823 Fax: (707) 961-2802

Meeting Agenda Planning Commission

Wednesday, March 24, 2021

6:00 PM

Via Video Conference

MEETING CALLED TO ORDER

ROLL CALL

PLEASE TAKE NOTICE

DUE TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDERS N-25-20 AND N-29-20 WHICH SUSPEND CERTAIN REQUIREMENTS OF THE BROWN ACT, AND THE ORDER OF THE HEALTH OFFICER OF THE COUNTY OF MENDOCINO TO SHELTER IN PLACE TO MINIMIZE THE SPREAD OF COVID-19. PLANNING COMMISSIONERS. AND STAFF WILL BE PARTICIPATING BY VIDEO CONFERENCE IN THE PLANNING COMMISSION MEETING OF WEDNESDAY MARCH 23, 2021. In compliance with the Shelter-in-Place Orders of the County and State no in-person meeting will be held and the public is invited to attend virtually. The meeting will be live-streamed on the City's website at city.fortbragg.com and on Channel 3. Public Comment regarding matters on the agenda may be made in any of the following ways: (1) By joining the Zoom video conference, (2) Through the City's online eComment agenda feature, (3) Emailed to Joanna Gonzalez, jgonzalez@fortbragg.com, (4) Written comments delivered through the drop-box for utility payments to the right of the front door at City Hall, 416 N. Franklin Street, or (5) Voice mail comments called in to (707) 961-2827 ext 111 by 5:00 PM on the day of the meeting. Comments can be made at any time prior to the meeting, in real-time while the item is being considered by the Planning Commission. All eComments or emails received before or during the meeting that have not been published with the agenda packet will be read aloud into the record. Public comments are restricted to three minutes. Written comments on agendized matters and those exceeding three minutes will be included in the public record as part of the agenda packet the next business day after the meeting. We appreciate your patience and willingness to protect the health and wellness of our community and staff. If you have any questions regarding this meeting, please contact Community Development at (707)961-2827 ext 111.

ZOOM WEBINAR

You are invited to a Zoom webinar.

When: Mar 24, 2021 06:00 PM Pacific Time (US and Canada)

Topic: Planning Commission

Please click the link below to join the webinar:

https://zoom.us/j/91008847692

Or iPhone one-tap:

US: +16699009128,,91008847692# or +12532158782,,91008847692#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or +1 301 715 8592 or +1 312 626 6799

or +1 646 558 8656

Webinar ID: 910 0884 7692

International numbers available: https://zoom.us/u/ad4JQ42weA

1. PUBLIC COMMENTS ON: (1) NON-AGENDA & (2) CONSENT CALENDAR ITEMS

TIME ALLOTMENT FOR PUBLIC COMMENT ON NON-AGENDA ITEMS: Any citizen, after being recognized by the Chair or acting Chair, may speak on any topic that may be a proper subject for discussion before the Planning Commission for such period of time as the Chair or acting Chair may determine is appropriate under the circumstances of the particular meeting, including number of persons wishing to speak or the complexity of a particular topic. Time limitations shall be set without regard to a speaker's point of view or the content of the speech, as long as the speaker's comments are not disruptive of the meeting.

BROWN ACT REQUIREMENTS: The Brown Act does not allow action or discussion on items not on the agenda (subject to narrow exceptions). This will limit the Commissioners' response to questions and requests made during this comment period.

4. CONSENT CALENDAR

All items under the Consent Calendar will be acted upon in one motion unless a Commissioner requests that an individual item be taken up under Conduct of Business.

4A. <u>21-113</u>

Approve the Minutes of March 10, 2021

Attachments: 03102021 PC Minutes

2. STAFF COMMENTS

3. MATTERS FROM COMMISSIONERS

5. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

6. PUBLIC HEARINGS

6A. 21-120 Receive Report, Hold Public Hearing, and Consider Adoption of a

Resolution to Approve Coastal Development Permit 3-20 (CDP 3-20) to upgrade a section of State Route 1 (SR 1) to current Americans with Disabilities Act (ADA) standards from the intersection of SR 1 at SR 20

north to Elm Street

Attachments: 03242021 CDP 3-20 Staff Report for Caltrans ADA

Attachment 1. Project Plans

Attachment 2. Visual Impact Assessment

Attachment 3. Environmentally Sensitive Habitat Area Assessment

Attachment 4. Preliminary Drainage Report and Addendum

Attachment 5. Water Quality Assessment
Attachment 6. NEPA/CEQA Determination

Attachment 7. Resolution

Attachment 8. Public Comments

7. CONDUCT OF BUSINESS

7A. 21-121 Approve Planning Commission Letter in Support of City Council Economic

Development Efforts

Attachments: 03242021 ED Letter of Support

ADJOURNMENT

The adjournment time for all Planning Commission meetings is no later than 9:00 p.m. If the Commission is still in session at 9:00 p.m., the Commission may continue the meeting upon majority vote.

STATE OF CALIFORNIA))ss.
COUNTY OF MENDOCINO)

I declare, under penalty of perjury, that I am employed by the City of Fort Bragg and that I caused this agenda to be posted in the City Hall notice case on Saturday March 20, 2021.

Joanna Gonzalez

Administrative Assistant, Community Development Department



City of Fort Bragg

416 N Franklin Street Fort Bragg, CA 95437 Phone: (707) 961-2823 Fax: (707) 961-2802

Text File

File Number: 21-113

Agenda Date: 3/24/2021 Version: 2 Status: Consent Agenda

In Control: Planning Commission File Type: Consent Calendar

Agenda Number: 4A.

Approve the Minutes of March 10, 2021



City of Fort Bragg

416 N Franklin Street Fort Bragg, CA 95437 Phone: (707) 961-2823 Fax: (707) 961-2802

Meeting Minutes Planning Commission

Wednesday, March 10, 2021 6:00 PM Via Video Conference

Via Webinar

MEETING CALLED TO ORDER

Chair Logan called the meeting to order at 6:00 PM.

ROLL CALL

Present 5 - Commissioner Nancy Rogers, Commissioner Stan Miklose, Vice Chair Jay Andreis, Commissioner Michelle Roberts, and Chair Jeremy Logan

1. PUBLIC COMMENTS ON: (1) NON-AGENDA & (2) CONSENT CALENDAR ITEMS

Public Comments received via Zoom:

- *Jay Koski
- *Jacob Patterson

2. STAFF COMMENTS

Assistant Director O'Neal presented the new Assistant Planners Valerie Stump and Kevin Locke. Assistant Director O'Neal also polled the Planning Commission on their preferred day of the week for a planning 101 training to be ran by the City Attorney Scott Porter. The Planning Commission all agreed that Wednesday evenings are best.

3. MATTERS FROM COMMISSIONERS

Commissioner Rogers requested an update on the chain link fence at the Grey Whale Inn. Assistant Director O'Neal reports that staff is monitoring the situation and will continue to provide the property owner courteous reminders as the encroachment and building permits near expiration. Chair Logan informed the Commissioners that the format for the agenda has changed to both facilitate public comment and align with the City Council agenda format. Chair Logan states he is drafting a memo to be agendized for the Commission.

4. CONSENT CALENDAR

Moved by Commissioner Michelle Roberts, seconded by Vice Chair Jay Andreis, that the consent calendar be approved. The motion carried by the following vote:

Aye: 5 - Commissioner Rogers, Commissioner Miklose, Vice Chair Andreis, Commissioner Roberts and Chair Logan

4A. 21-095

Approve the Minutes of February 10, 2021

5. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

None.

6. PUBLIC HEARINGS

6A. 21-017

Conduct a Public Hearing and Consider Adoption of a Resolution to Approve Coastal Development Permit 2-20 (CDP 2-20) and Design Review 5-20 (DR 5-20) to construct a fence at 420 N. Harbor Drive

Chair Logan opened the Public Hearing at 6:23 PM.

Associate Planner Gurewitz presented the prepared report.

Public Comment received from:

- *James Lyons
- *Jacob Patterson via email
- *SCRAM via ecomment
- *SCRAM via email
- *Jacob Patterson via email
- *Jacob Patterson via Zoom

Discussion:

Commissioners discussion included wildlife fencing, empathy for the applicant, concerns for the environment and the importance of establishing good reporting practices based on policy and procedure.

Chair Logan closed the Public Hearing at 7:06 PM.

A motion was made by Commissioner Rogers, seconded by Commissioner Miklose, that this Planning Resolution be adopted. The motion carried by the following vote:

Aye: 5 - Commissioner Rogers, Commissioner Miklose, Vice Chair Andreis, Commissioner Roberts and Chair Logan

Enactment No: RES PC02-2021

6B. <u>21-085</u>

Receive Report, Hold Public Hearing, and Consider Adoption of a Resolution to Approve Use Permit 1-21 for Changing the Use of 594 S. Franklin St. to Single-Family Residential

Chair Logan opened the Public Hearing at 7:08 PM.

Associate Planner Gurewitz presented the prepared report.

Public Comment:

*Public Comment received from L.A.M.E was read in to the record.

Discussion:

Commissioners discussion included building permit requirements, possible future building on the property in question and a general consensus that the building in question should be used as a residence.

Chair Logan closed the Public Hearing at 7:22 PM

A motion was made by Commissioner Miklose, seconded by Chair Logan, that these Planning Resolution be adopted. The motion carried by the following vote:

Aye: 5 - Commissioner Rogers, Commissioner Miklose, Vice Chair Andreis, Commissioner Roberts and Chair Logan

Enactment No: RES PC03-2021

7. CONDUCT OF BUSINESS

None.

ADJOURNMENT

| | Chair Logan adjourned the meeting at 7:29 PM. |
|--------------------------|---|
| Jeremy Logan, Chair | |
| Joanna Gonzalez, Adr | ministrative Assistant |
| IMAGED () | |



City of Fort Bragg

416 N Franklin Street Fort Bragg, CA 95437 Phone: (707) 961-2823 Fax: (707) 961-2802

Text File

File Number: 21-120

Agenda Date: 3/24/2021 Version: 1 Status: Public Hearing

In Control: Planning Commission File Type: Planning Resolution

Agenda Number: 6A.

Receive Report, Hold Public Hearing, and Consider Adoption of a Resolution to Approve Coastal Development Permit 3-20 (CDP 3-20) to upgrade a section of State Route 1 (SR 1) to current Americans with Disabilities Act (ADA) standards from the intersection of SR 1 at SR 20 north to Elm Street

MEETING DATE: March 24, 2021 PREPARED BY: Ranu Aggarwal PRESENTED BY: Ranu Aggarwal

AGENDA ITEM SUMMARY REPORT

APPLICATION NO.: Coastal Development Permit 3-20 (CDP 3-20)

OWNER: California Department of Transportation

APPLICANT: California Department of Transportation

AGENT: California Department of Transportation

PROJECT: Coastal Development Permit to upgrade a section of State Route 1

> (SR 1) to current Americans with Disabilities Act (ADA) standards from the intersection of SR 1 and SR 20 north to Elm Street (with a gap in work along the Novo River Bridge), in Fort Bragg, Mendocino County. The scope of work would entail reconstructing 1,384 linear feet of sidewalk, installing 1,100 linear feet of new sidewalk, constructing 37 curb ramps, installing retaining walls at two separate locations, performing associated drainage inlet and culvert work, relocating underground utilities, adjusting utilities to

grade, and placing pavement markings at specified locations.

LOCATION: Section of State Route (SR) 1 Post Mile (PM) 59.80 to PM 62.10

N/A APN:

LOT SIZE: N/A

ACTION: The Planning Commission will consider approval of Coastal

Development Permit (CDP 3-20).

ZONING: The project is in the coastal zone.

ENVIRONMENTAL

DETERMINATION: CEQA Categorical Exemption, Class 1(c), Existing Facilities;

NEPA Categorical Exclusion under 23 USC 327.

SURROUNDING

LAND USES: EAST: Highway Visitor Commercial / General Commercial /

Central Business District.

WEST: Highway Commercial / Vacant Land/Central Business

District

APPEALABLE PROJECT: | Can be appealed to City Council

Can be appealed to Coastal Commission

Page 1

CDP 3-20

STAFF RECOMMENDATION

Staff recommends that the Planning Commission: 1) open the public hearing; 2) receive staff report; 3) take testimony from the applicant and the public; 4) close the public hearing and deliberate; and 5) consider adopting a Resolution to approve Coastal Development Permit 3-20 (CDP 3-20) subject to standard and special conditions.

ALTERNATIVE ACTIONS

- 1. Hold a hearing, close the hearing, deliberate without a decision, and revisit the application at the next scheduled meeting for a decision and the addition of any new findings.
- 2. Hold the hearing, and continue the hearing to a date certain if there is insufficient time to obtain all input from all interested parties. At the date certain, the Commission may then deliberate and make a decision.
- 3. Deny the Coastal Development Permit.

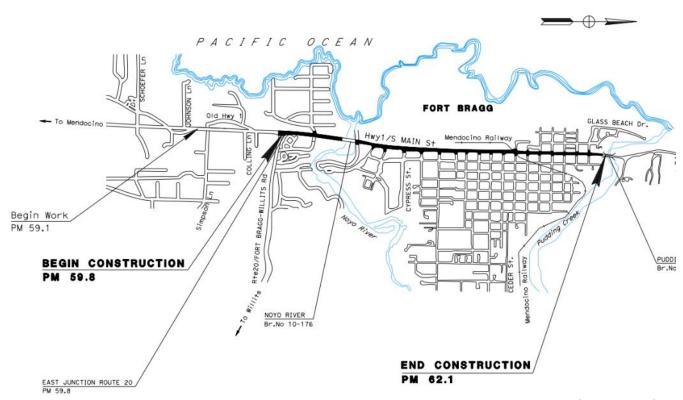
PROJECT DESCRIPTION

The applicant is seeking a Coastal Development Permit to improve a section of State Route 1 (SR 1) to current Americans with Disabilities Act (ADA) standards. The section of SR 1 to be improved extends north from the intersection of SR 1 at State Route 20 (SR 20) to Elm Street, between Post Mile marker 59.8 and Post Mile marker 62.1 (see, Map 1) The scope of work would be as follows:

- 1. Reconstruction of 1,384 linear feet and installation of 1,100 linear feet of new sidewalk. The proposed sidewalk improvements (construction/reconstruction) would be in the following locations:
 - East side of SR 1 (north bound) extending north from the intersection of SR 1 and SR 20 to the intersection of SR 1 and Boatyard Drive.
 - West side of SR 1 (south bound) extending north from the intersection of SR 1 and Ocean View Drive to the existing sidewalk toward the south of the Noyo River Bridge.
 - East side of SR 1 (north bound) extending north from East Chestnut Street to Maple Street.
 - East side of SR 1 (north bound) extending north from E Fir Street to approximately 47 feet past East Bush Street.
- 2. Installation of two retaining walls at two separate locations as follows:
 - Adjacent to the sidewalk between the intersection of SR 1 and SR 20 and the intersection of SR 1 and Boatyard Drive. The retaining wall would be located on the east side of the proposed sidewalk and extend north from the intersection of SR 1 and SR 20 for a distance of 741 linear-feet. This wall would vary in height measuring approximately six (6) feet tall at its highest point near SR 20 and would reduce in height moving north to approximately four (4) feet.
 - Adjacent to the west of the proposed new sidewalk, between Spruce Street and Elm Street. This retaining wall would be 59 linear-feet long and measure approximately four (4) feet tall (from lower grade on the west side of the wall)

- 3. Widening of the roadway of varying width (7-14 feet) from station 229+19.30 to station 231.76.40 (north of post mile marker 61.9, in the area of Spruce Street and the second retaining wall), shown on Sheet L-19 of the Project Plans (Attachment 1). The widening would be marked and would not add a lane to SR 1.
- 4. Construction of 37 curb ramps at the intersections of SR 1 with collector streets, and driveway upgrades.
- 5. Associated drainage inlet and culvert work. This scope of work would result in repair and upgrade to the existing drainage facilities, and features culvert extension, drainage inlet replacement and addition of new drainage system.
- 6. Relocation of underground utilities and adjustment of utilities to grade; and
- 7. pavement markings at specified locations.

These improvements are shown on the Project Plans (Attachment 1). The various project work locations would total approximately 2.3 miles of construction. There will be a gap in work, associated with the project, along the Noyo River Bridge.



Map 1: Project Location

CONSISTENCY WITH COASTAL GENERAL PLAN AND COASTAL LAND USE & DEVELOPMENT CODE

The following analysis summarizes the proposed project's compliance with development standards and relevant Coastal General Plan policies that have a bearing on the project. Special conditions are recommended where necessary, to bring the project into conformance with the City's Local Coastal Program.

LAND USE

The subject section of the SR 1 traverses through General Commercial (CG), Highway Visitor Commercial (CH) and Central Business District (CBD) zoning designations in the Coastal Zone. While the City's Zoning Map identifies SR 1 with these zoning designations, the SR 1 is a circulation corridor and the site development standards applicable to the aforementioned zoning designations would not apply within the SR 1 right of way.

CIRCULATION

SR 1 traverses through the City of Fort Bragg in the north-south direction and is also called Main Street within the City. SR 1 is the only 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. Proposed sidewalk improvements would enhance pedestrian circulation along this route.

Vehicular traffic volumes on SR 1 have increased steadily over the years. Although the proposed improvements will not add additional vehicular traffic on the roadway, SR 1 is a primary thoroughfare through the City of Fort Bragg; traffic could potentially be impacted during construction in turn impacting businesses along this thoroughfare. Special Condition 1 is recommended such that traffic flow is maintained during construction.

Special Condition 1: Applicant shall make every effort to ensure a smooth flow of traffic during construction activities and minimize the disruption to the Public.

Additionally, Special Condition 2 is recommended for the applicant to coordinate all construction activities with the City and other potentially impacted agencies, as well as to provide all appropriate public noticing for businesses and residents. As the City and State are reducing restrictions due to decreasing incidence of COVID cases this means the economy is opening back up. Staff heard concerns from the Community regarding the projects impacts on surrounding businesses. The impacts to businesses is minimized because the primary locations where long stretches of sidewalk placement are scheduled occurs only in the General and Highway Commercial zones. Most businesses potentially impacted are not typical "pedestrian oriented" facilities. The types of businesses which may be intermittently inconvenienced by the project include four (4) lodging facilities, three (3) retail establishments, and four (4) general service businesses like insurance or law. Most of these businesses can take access off of side streets or the alley behind them. There is no work proposed in the Central Business District (CBD). In an effort to reduce impacts to neighboring business, staff recommends Special Condition 2.

Special Condition 2: The applicant is responsible for coordinating all construction activities with the City and other potentially impacted agencies, as well as providing all appropriate public noticing.

a. In order to provide an acceptable level of communication, the City requires that the applicant deliver a "Project Communication Plan" for the City's approval, a minimum of one (1) month in advance of construction activities. The plan shall provide the City with the planned sequencing of construction, and include submitting a two (2) week construction activity look-ahead to the City, every two weeks, to ensure that the City is informed of daily activities.

- b. Applicant to include their Traffic Control Plans as part of the 2 week look ahead.
- c. Applicant shall notify the City of any changes to the schedule a minimum of 24 hours in advance of altered construction activities.
- d. Applicant shall provide a minimum of one (1) week notice to all impacted businesses and residents, and post regular updates to the CalTrans website. Noticing shall include the following agencies:
 - City of Fort Bragg, Public Works Department, City of Fort Bragg Police Department, Fort Bragg Fire Department, Mendocino Coast Ambulance Service, Waste Management (Garbage/Recycling Pick-up and Container Delivery)

The project is consistent with the following applicable policies of the Circulation Element of the Coastal General Plan.

<u>Policy C-2.2</u>: 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.

The project improvements including cross walk markings at the intersections of SR 1 with Boatyard Drive/Ocean View Drive, N. Harbor Drive, South Street, E. Cypress Street, Walnut Street, E. Chestnut Street, Hazel Street, Maple Street, E. Fir Street, E. Bush Street, Spruce Street, and S. Elm Street. These are locations where cross walk marking are not currently existing and their addition would enhance public safety.

<u>Policy C-2.3</u>: 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.

Mendocino County recommends that the entire length of SR 1 located within the county be designated as a Scenic Highway. Under the Scenic Highways Element of the County's General Plan many visual elements within the project corridor are considered scenic resources, including valleys and ridges, river views, seascape, urban fringe, and natural wildlife and wildlife habitats. These scenic resources are predominantly in the background of the visual corridor where the work is proposed.

SR 1, within the project limits is entirely within the city of Fort Bragg, and is an urban and rural-urban highway, varying from four-lanes to two-lanes. It is functionally classified as an Arterial street in the City's Coastal General Plan. There are intermittent views of the Pacific Ocean from the corridor, with enduring views when crossing Noyo River Bridge, as well as views of Noyo River and the harbor from the bridge. These views will not be affected by the proposed improvements because the project does not include improvements that will screen the views of the ocean nor are there are any improvements proposed along Noyo River Bridge.

A Visual Impact Assessment, dated January 17, 2020, was prepared by Phlora Barbash, Landscape Associate, Caltrans - District 1 North Region Division of Project Development, to evaluate the impacts of the proposed improvements, which is included as Attachment 2. As

surmised from this study, minor visual changes would occur to the visual character of SR 1 due to the two retaining walls, extending north from the intersection of SR 1 (north bound) and SR 20 (retaining wall-1) and the retaining wall in the vicinity of Spruce Street on the south bound side (retaining wall 2) as well as construction of sidewalks in certain locations.

Retaining wall-1 would be a visual extension of an existing retaining wall that extends west from the intersection of SR 20 and Boatyard Drive and follows SR 20 to the curb ramp at the intersection of SR 20 and SR 1. This existing wall is currently visible to SR 1 viewers. Although, the installation of retaining wall 1 would result in some vegetation removal as the slope in this area is currently vegetated with grasses and shrubs, vegetation would still feature on the slope above the wall.

CLUDC Chapter 17.34, which establishes requirements for landscaping does not include standards for landscaping in public right of ways, however, maintenance of all landscaped areas is a requirement of CLUDC 17.34.070. Special Condition 3 is recommended to ensure that the landscaping on the slopes above the subject retaining wall is maintained.

Special Condition 3: To provide an acceptable level of landscape management, the applicant shall deliver for the City's approval a "Landscape Management Plan" for the landscaping on the slopes above the proposed retaining wall extending north from the intersection of SR 1 and SR 20 for a distance of 741 linear-feet. The Plan shall be provided a minimum of one (1) month in advance of construction activities.

Installation of sidewalks would result in removal of some planters and landscaping in certain locations. A large hedge and a portion of an ornamental planting area would be removed just south of the SR 1/Boatyard Drive intersection, on the northbound side. However, these changes are not anticipated to significantly impact the visual character of SR 1 because an existing large hedge of similar size and character will remain located just behind the hedge scoped to be removed south of the SR 1/Boatyard Drive intersection; removal of some plants in the ornamental planting area would result in low visual impacts as a narrow planting area would remain.

Planter removal on both sides of the highway would occur Between Spruce and Elm Streets for the construction of sidewalks in this area and retaining wall-2 on the southbound side. The existing planting in this area is minimalistic and retaining wall-2 would be located in front of the parking lot in front of the Century 21 building. Special Condition 4 below, is recommended for Planning Commission consideration to minimize the visual impact of the retaining walls on SR 1.

Special Condition 4. The retaining walls to be constructed as part of the project and shown in the project plans, received December 23, 2020, shall be the same type and include the same aesthetic treatment as the existing retaining wall extending west from the intersection of SR 20 and Boatyard Drive to the curb ramp at the intersection of SR 20 and SR 1.

<u>Policy C-2.12</u>: 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.

The project proposes improvements, as identified in the project description would be located in the SR 1 right of way. The Environmentally Sensitive Habitat Area Assessment for the Fort Bragg Americans with Disabilities Act Improvement Project, dated October 2020, Prepared by Caltrans (Attachment 3) identifies one area containing potential riparian and/or wetland ESHA outside of the ESL, but within the 100-foot buffer enveloping the ESL. The potential forested, seasonally flooded wetland and/or riparian area occurs along the southbound (western) side of SR 1 beyond an existing wooden fence. No jurisdictional wetlands, waters of the U.S., or waters of the State were identified within the project ESL (existing roadway and shoulders).

The nearest proposed construction to the ESHA would involve curb ramp reconstruction, sidewalk removal and replacement, drainage inlet construction, and culvert extensions (to connect existing culverts to proposed drainage inlets) on the northbound (eastern) side of the highway. (Attachment 1 – Project Plans Sheets L-9, L-10, L-11, and L-12). All proposed construction would occur approximately 80–100 feet away from this potential ESHA. Furthermore, proposed construction activities would not encroach on the existing buffer between the ESHA and existing development. Also, neither of the proposed retaining walls (Attachment 1 – Project Plans, Sheets L-1, L-2 and L-19) impact any potential ESHA.

The project proposes improvements within the existing SR 1 right of way and would, thus, not interfere with the public's right to access to the coast. As described above in the staff report the proposed improvements would not impact existing views of the Pacific Ocean, Noyo River, and the harbor from Noyo Bridge. As such, the proposed improvements to enhance accessibility on SR 1 would be consistent with the applicable policies of the LCP.

<u>Policy C-9.1</u>: Provide Continuous Sidewalks: Provide a continuous system of sidewalks throughout the City.

The project proposes construction of new sidewalks, to fill in the gaps between the existing sidewalks, and upgrading of existing ones and would contribute toward building a continuous system of sidewalks throughout the City.

<u>Policy C-9.6</u>: Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.

As described under discussion for consistency with Policy C-2.12 above, the proposed sidewalk improvements and construction would occur approximately 80–100 feet away from the identified potential ESHA.

<u>Policy C-11.2</u>: Handicapped Access. In conformance with State and Federal regulations, continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access.

The project proposes improvements to upgrade the subject location of SR 1 to current American with Disabilities Act (ADA) standards.

CONSERVATION, OPEN SPACE, ENERGY, AND PARKS

The project proposes removal of some vegetation/planters/landscaping for the construction of the two retaining walls, required in association with the construction of new sidewalks, and sidewalk improvements as described above in discussion under Circulation, Policy C-2.3. These improvements would be located outside the identified potential ESHA in their vicinity as discussed under Policy C-2.12. Based on this discussion, the project is consistent with the following Coastal General Plan policies:

<u>Policy OS-5.1</u> Native Species: Preserve native plant and animal species and their habitat.

<u>Policy OS-5.2</u>: 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.

Additionally, the project is consistent with the following policies incorporated in the Conservation, Open Space, Energy and Parks element of the Coastal General Plan.

<u>Policy OS-4.1</u>. 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.

<u>Policy OS-4.3</u>: Halt all work if archaeological resources are uncovered during construction. Require an evaluation by a qualified archaeologist before recommencing construction.

<u>Policy OS-4.4</u>: Locate and/or design new development to avoid archaeological resources where feasible.

<u>Policy OS-4.5</u>: Mitigation shall be designed in compliance with the guidelines of the State Office of Historic Preservation and the State Native American Heritage Commission.

Grounds disturbance will occur as a result of the construction of the project. According to the cultural studies prepared for the project, the sidewalk improvements and associated drainages will not be disturbing soil outside of the area previously impacted by road construction. If buried cultural resources are unearthed during construction, it is Caltrans' policy to halt all work in the area of the inadvertent discovery until a qualified archaeologist can assess the significance of the find and notify affiliated tribal representatives and appropriate personnel across involved agencies. The location of the inadvertent discovery would remain confidential.

If human remains are inadvertently unearthed during construction, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains, as stated by law within California State Health and Safety Code§ 7050.5.

<u>Policy OS-9.1</u>: 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.

The proposed project is subject to policies and regulations that are currently in place to protect the surface water quality. These stormwater and non-stormwater discharge requirements require Caltrans to implement construction and operational controls for proper runoff management and adequate water quality treatment, as outlined in Water Quality Assessment, dated August 2019, prepared by Lorna McFarlane, Water Quality, NR Office of Environmental Engineering – Eureka (Attachment 5). These construction and operational control and Best Management Practices (BMP) will be implemented during constructions and post construction phases of the project.

This project is located within its own Municipal Separate Storm Sewer Systems (MS4), water leaving the site re-enters the City of Fort Bragg's (MS4) permit area. Special Condition 5 below is recommended to ensure surface water quality protection.

Special Condition 5: Best Management Practices (BMP) controls including installation of appropriate stormwater protection measures shall occur prior to any construction or ground disturbance including protection for all potentially impacted stormwater inlets and outfalls. No construction debris and soil may be placed in the City right-of-way without prior approval and encroachment permit. All construction debris/soil shall be properly disposed.

<u>Policy OS-9.2</u>: 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.

The project design was evaluated in a preliminary drainage report, dated February 14, 2019, prepared by Artin Merati, North Region Capital Hydraulics, District 1- Eureka and an addendum, dated February 2020, prepared by Edward Wordon, North Region Capital Hydraulics, District 1- Eureka, which include design recommendations for stormwater management. Both these documents are included as Attachment 4. The recommendations incorporated in these reports are preliminary with further evaluation being necessary in the detailed design phase (Special Condition 6).

Special Condition 6: Final recommendations for drainage determined during final project design that ensure stormwater management in compliance with City and State standards shall be implemented during construction of the improvements incorporated in the project.

DEVELOPMENT STANDARDS

CLUDC Section 17.30.050 establishes standards for fences, walls and screening. The project proposes retaining walls in two locations. Retaining wall-1 would be up to 6 feet in height and would retain an embankment greater than 4 feet (48 inches) in height. Per CLUDC Section 17.30.050(D)(3) "any embankment to be retained that is over 48 inches in height shall be benched so that no individual retaining wall exceeds a height of 36 inches, and each bench is a minimum width of 36 inches."

This project proposes numerous City-owned utility relocations. Caltrans has established a regular working relationship with City staff regarding proposed future relocations necessary to accommodate this projects construction. In coordinated effort the City requests Special Condition 7.

Special Condition 7: All city-owned utility relocations shall be reviewed and approved by the Public Works Director prior to issuance of a construction contract.

ENVIRONMENTAL DETERMINATION CEQA: The project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Section 15301, Class 1 (c), Existing Facilities and none of the exceptions to application of an exemption contained in Section 15300.2 of the CEQA Guidelines apply to the project; NEPA: The project is categorically excluded under 23 USC 327. (Attachment 6)

PLANNING COMMISSION ACTION

Staff recommends that the Planning Commission: 1) open the public hearing; 2) receive staff report; 3) take testimony from the applicant and the public; 4) close the public hearing and deliberate; and 5) consider adoption of Resolution to approve Coastal Development Permit 3-20 (CDP 3-20) subject to standard and special conditions.

ALTERNATIVE ACTIONS

- 1. Hold a hearing, close the hearing, deliberate without a decision, and revisit the application at the next scheduled meeting for a decision and the addition of any new findings.
- 2. Hold the hearing, and continue the hearing to a date certain if there is insufficient time to obtain all input from all interested parties. At the date certain, the Commission may then deliberate and make a decision.
- 3. Deny the Coastal Development Permit.

RECOMMENDATION

Staff recommends adoption of the resolution (Attachment 7) approving Coastal Develop Permit 3-20 (CDP 3-20) pursuant to all the evidence presented, both oral and documentary, and further based on the findings and conditions stated therein.

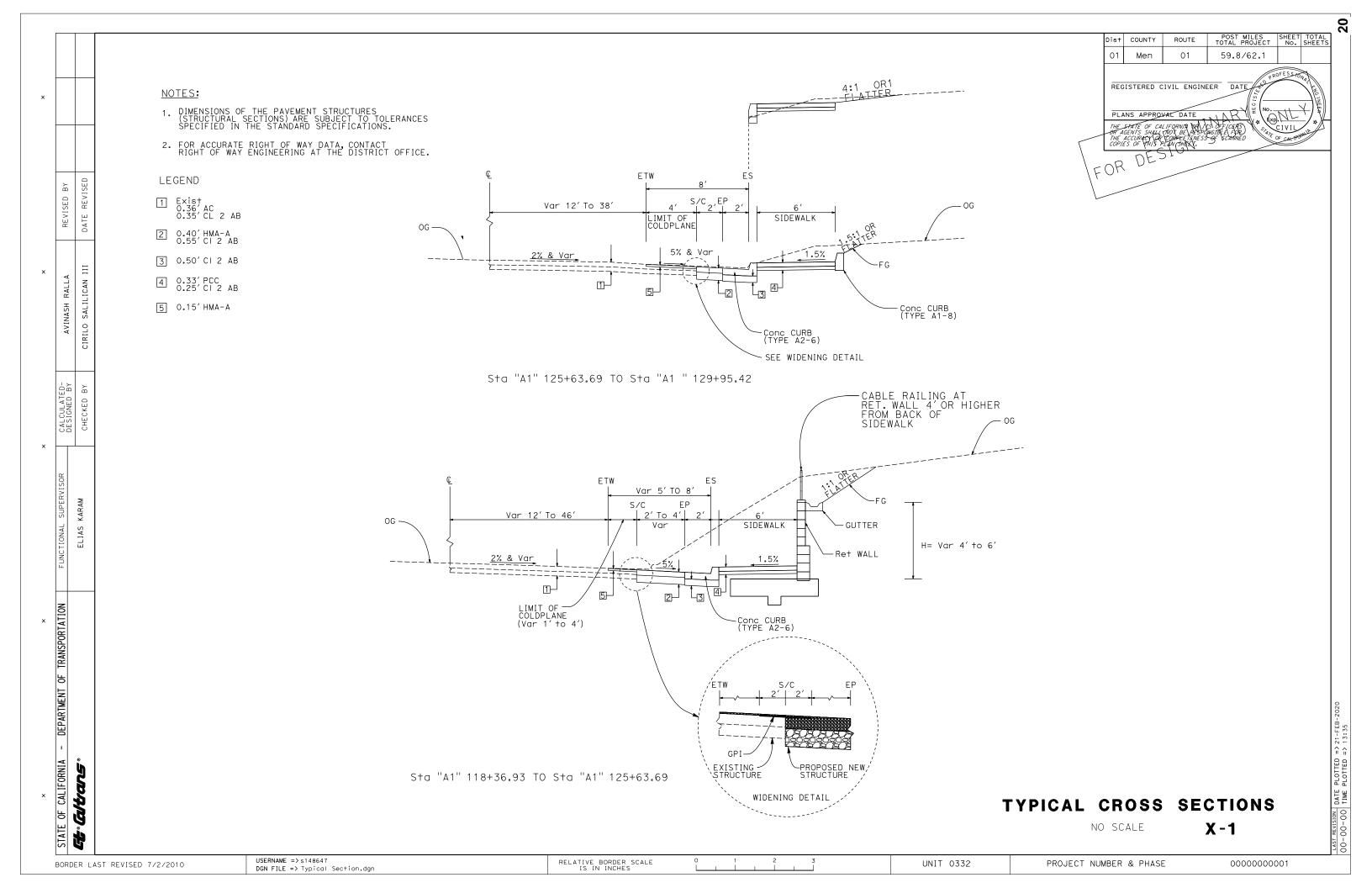
ATTACHMENTS

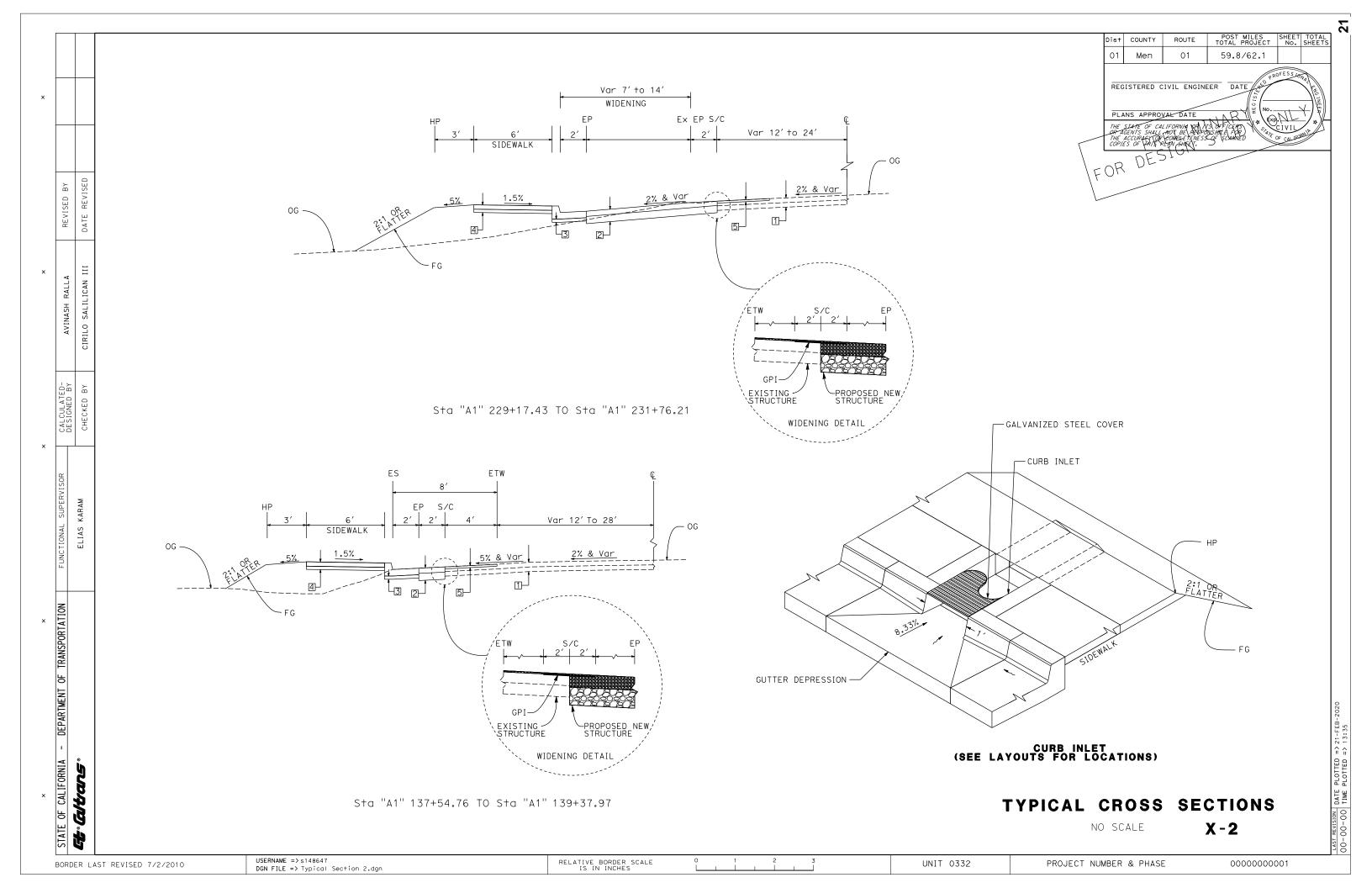
- 1. Project Plans
- 2. Visual Impact Assessment
- 3. Environmentally Sensitive Habitat Area Assessment
- 4. Preliminary Drainage Report and Addendum
- 5. Water Quality Assessment
- 6. CEQA/NEPA Determination
- 7. Resolution for Approval

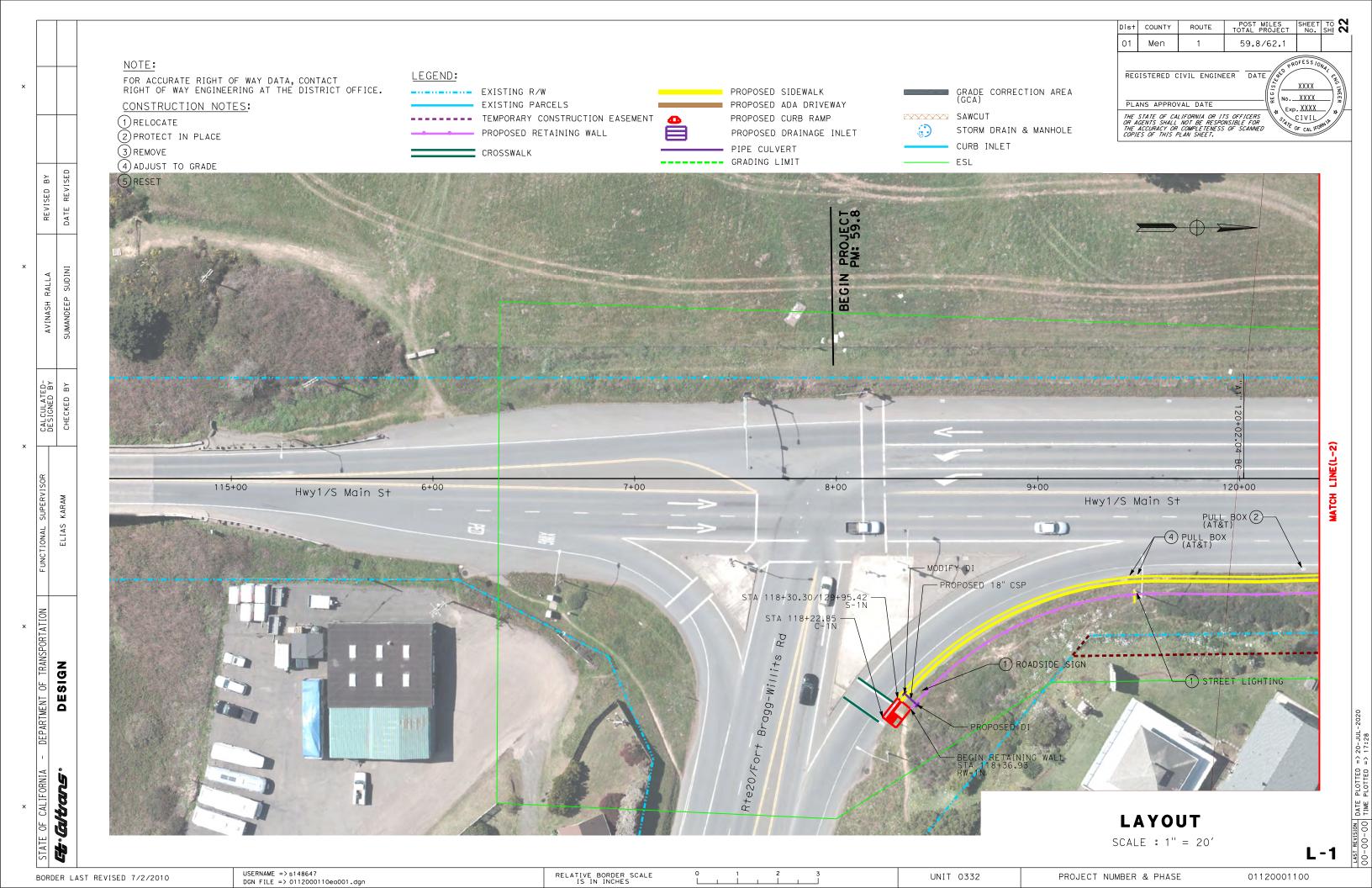
NOTIFICATION

- Applicant, California Department of Transportation
- Planning Commission
- Notify Me

POST MILES TOTAL PROJECT Dist | COUNTY INDEX OF PLANS STATE OF CALIFORNIA 01 MEN 01 59.8/62.1 DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY IN MENDOCINO COUNTY IN FORT BRAGG FROM 0.1 MILES NORTH OF EAST JUNCTION ROUTE 20 TO PUDDING CREEK (BR#10-158) TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018 LOCATION MAP PACIFIC OCEAN FORT BRAGG → To Mendocino = GLASS BEACH Dr. Hwy1/S MAIN St Mendocino Railway To Eureka 🖜 End Work Begin Work PM 62.8 PM 59.1 Rte20/FORT \PUDDING CREEK **BEGIN CONSTRUCTION** Br.No 10-158 PM 59.8 NOYO RIVER Br.No 10-176 PROJECT ENGINEER
REGISTERED CIVIL ENGINEER **END CONSTRUCTION** PLANS APPROVAL DATE
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OF TERRS OR AGENTS SHALL NOT BE
SEMENLE FOR THE ACCURACY OR
SEMENLE FOR STANNED COPIES OF THIS PLAN SHEET. PM 62.1 EAST JUNCTION ROUTE 20 PM 59.8 CONTRACT No. 01-0B220 THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS." PROJECT ID 0112000110 HSERNAME -> c1/1866/









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UNIT 0332

PROJECT NUMBER & PHASE

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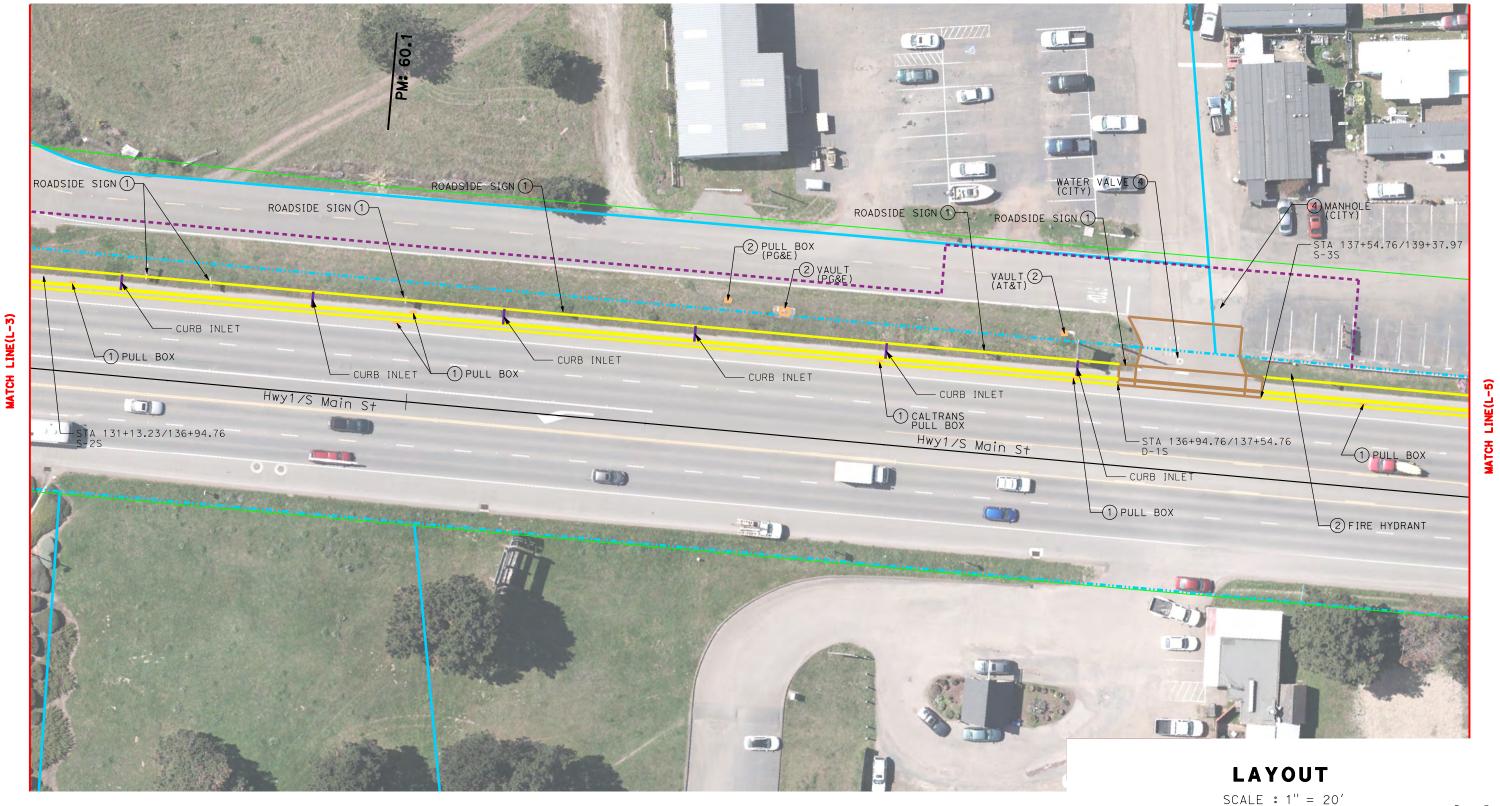
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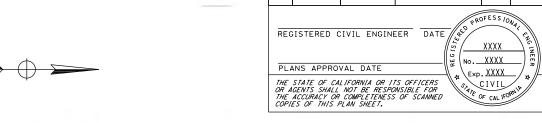
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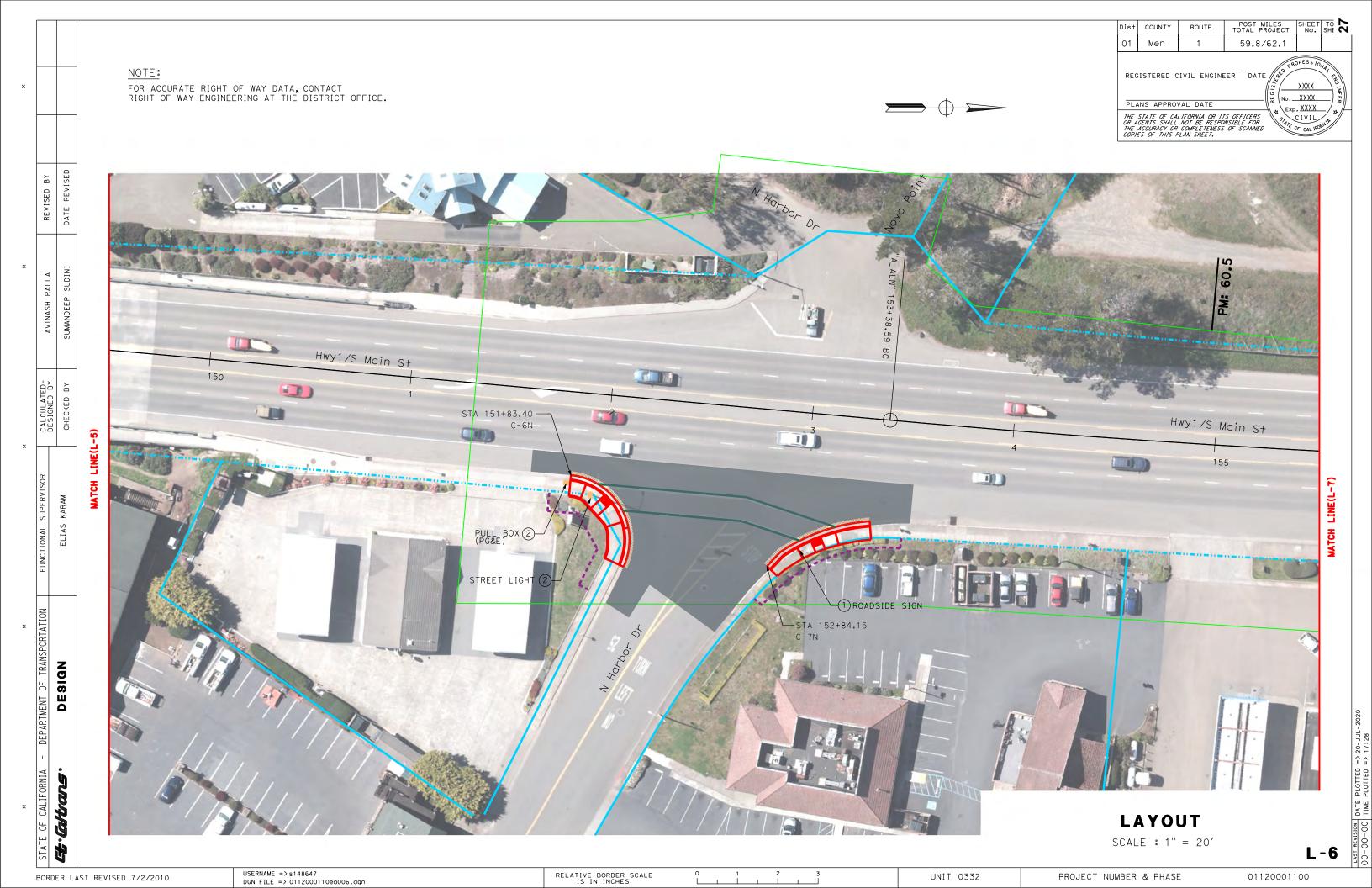
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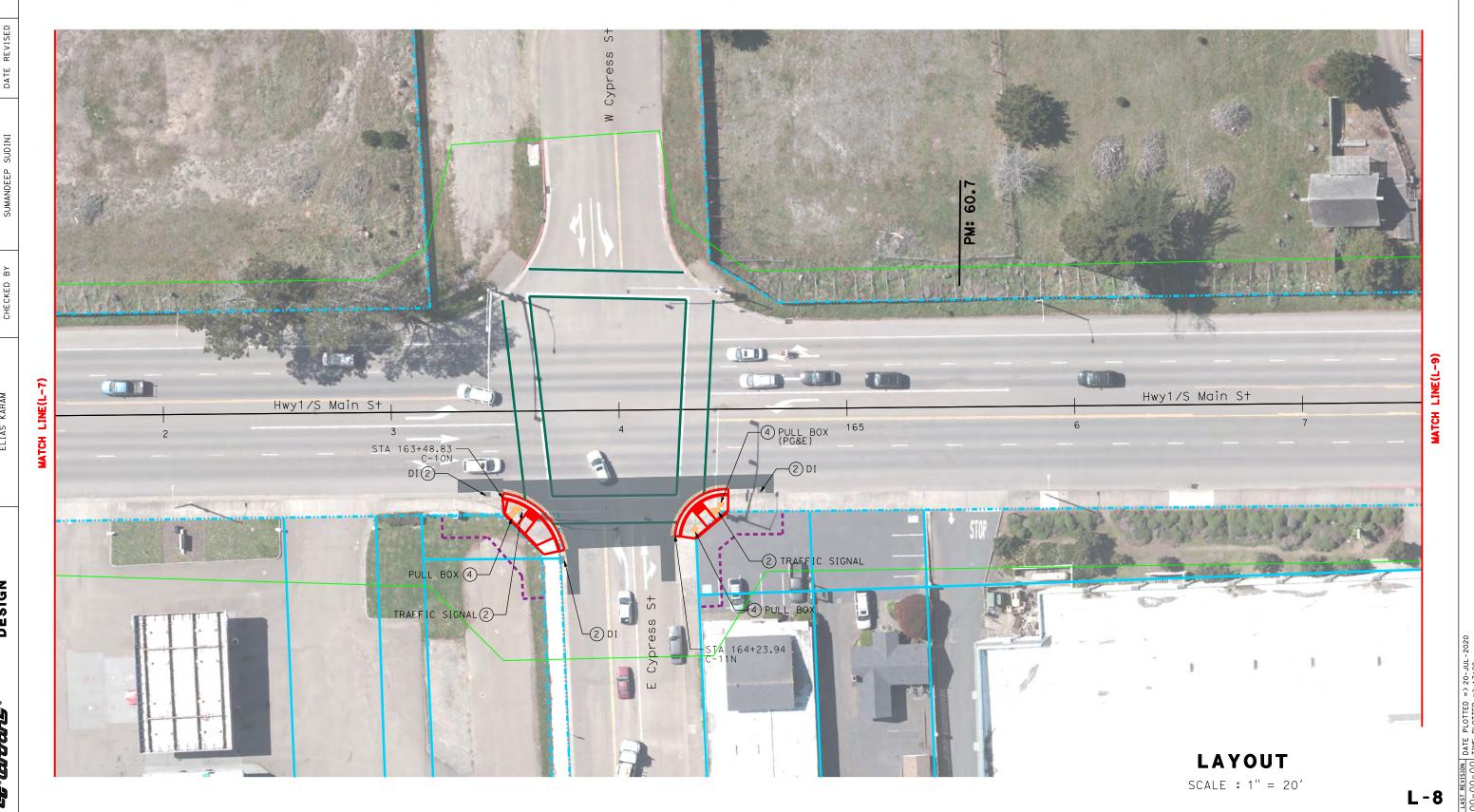
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Hwy1/S Main St Hwy1/S Main St DI (3)-175+00 175 REMOVE/REPLACE SIDEWALK TRAFFIC SIGNA 1) ROADSIDE SIGN PULL (AT&1 4 MANHOLE (AT&T) PULL BOX EXTEND LAST REVISION | DATE PLOTTED => 20-JUL-2020 | OO-00-00 | TIME PLOTTED => 17:28 Chestnut STA 177+44.78 (C-15N LAYOUT SCALE : 1'' = 20'

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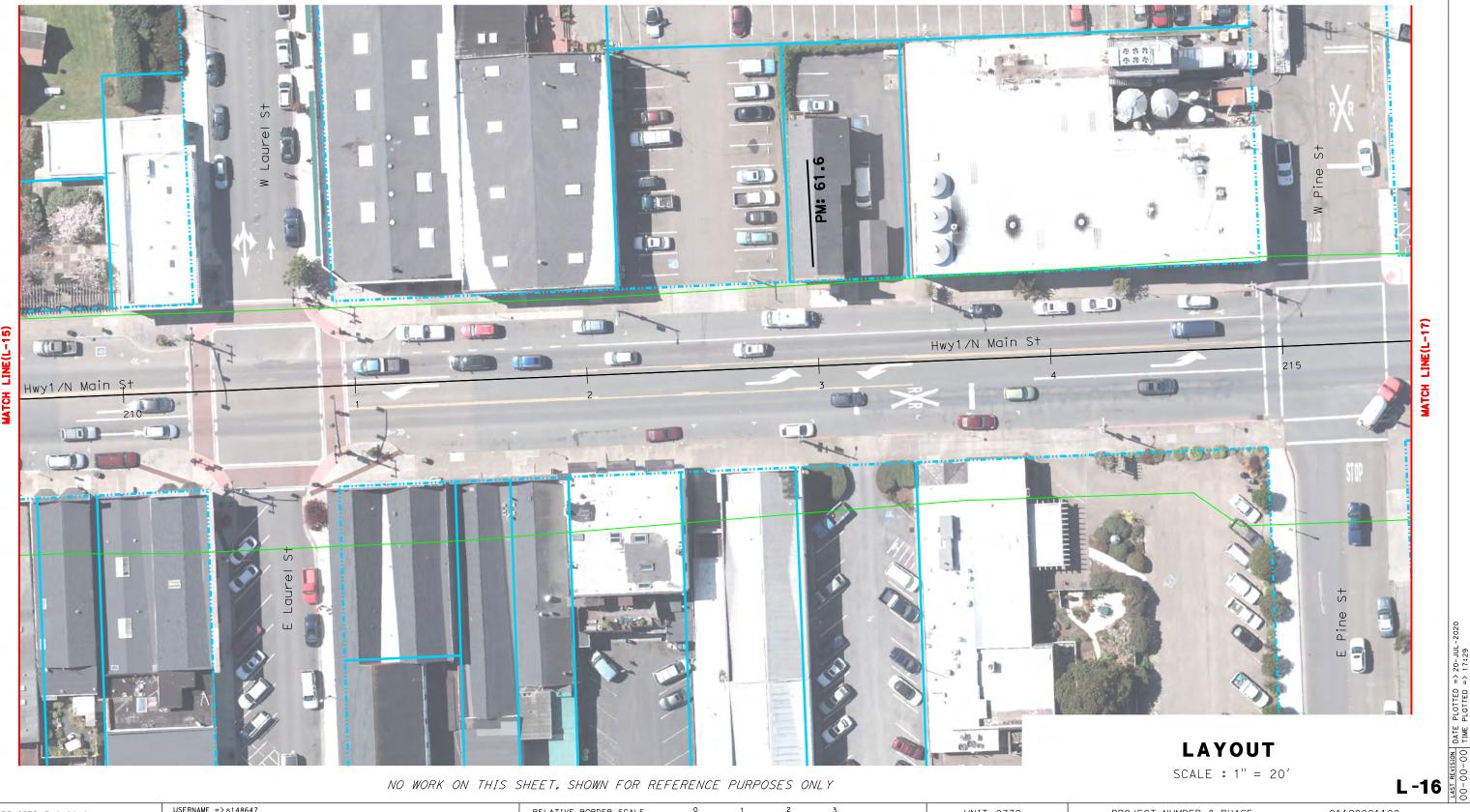
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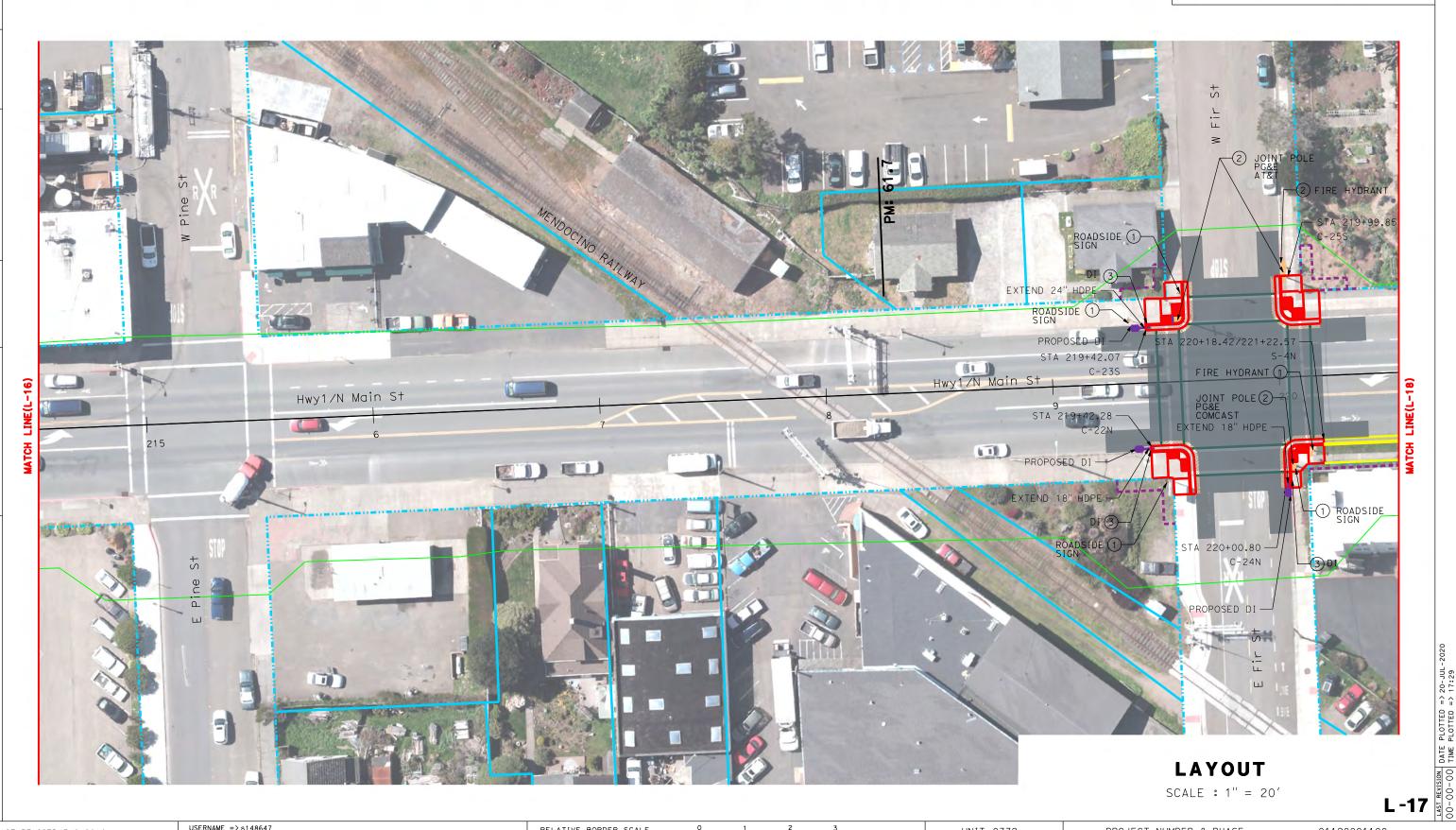
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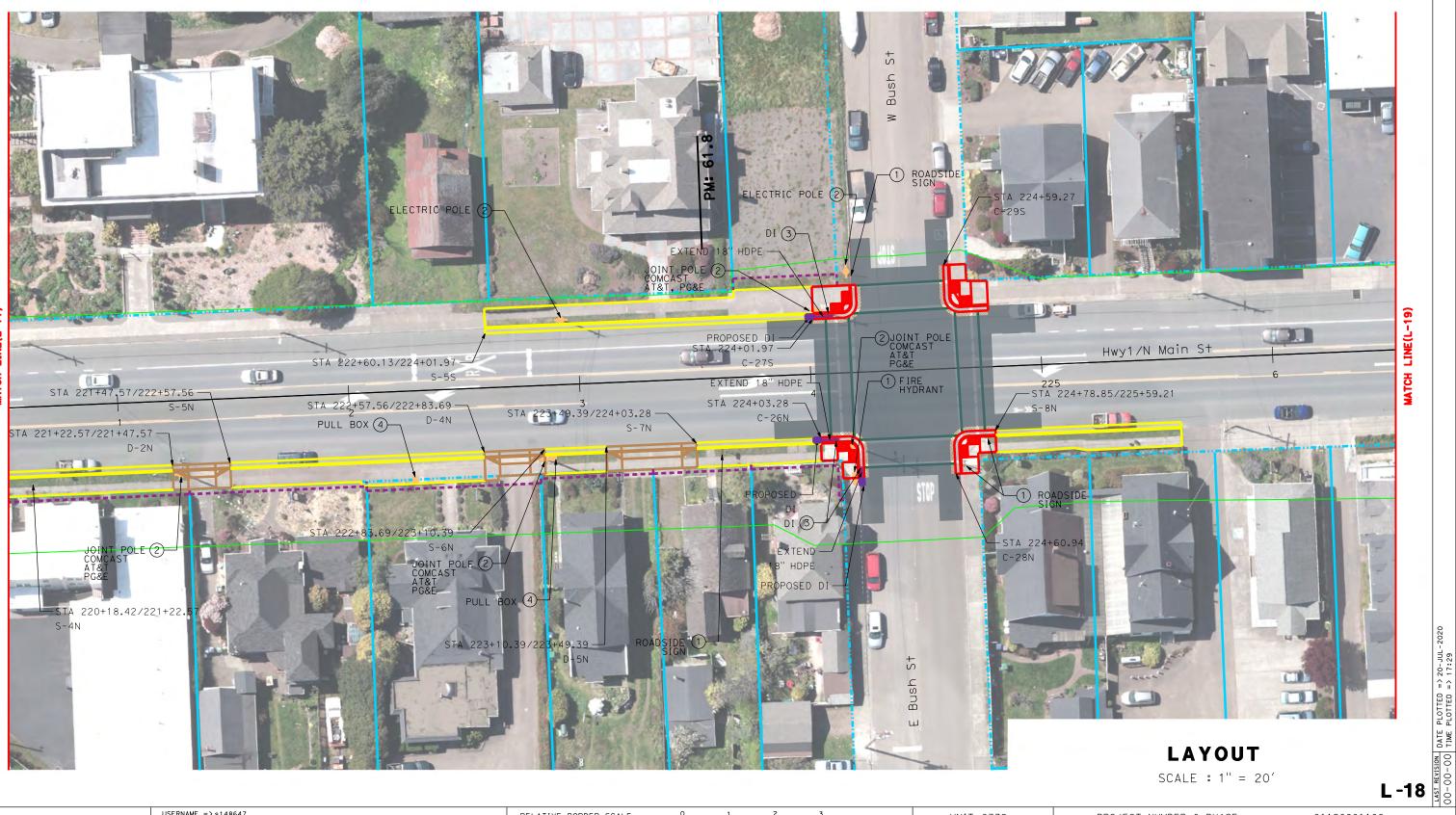
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01-0B220 FORT BRAGG ADA IMPROVEMENT PROJECT - DRAINAGE QUANTITIES

| Location | Modify SDMH | Proposed DIs | Remove DIs | Modify DIs | New Culvert | Extend Culvert | Station | Post Mile | Culvert Length (LF) | Culvert Size | Concrete Collar | Notes |
|-------------------|-------------|--------------|------------|------------|-------------|----------------|-----------|-----------|---------------------|--------------|--------------------|---|
| SR1/SR20 | | 2 | 0 | 1 | 1 | | | | 8 | 18" CSP | 1 | |
| 3N1/3N2U | | | | | | | | | | | | |
| | | | | | | | | | 0 | 24" HDPE | | |
| SR1/Boatyard Dr & | | | | | | | | | | | | |
| Ocean View Dr | | | | | | | | | | | | |
| Occum view bi | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| SR1/N Harbor Dr & | | | | | | | | | | | | |
| Noyo Point Rd | | | | | | | | | | | | |
| SR1/South St | | 1 | 1 | 1 | | 1 | 156+43.49 | 60.53 | 18 | 18" RCP | 1 | Additional 4' is added to all the extended culverts |
| | | | | | 1 | | | | 65 | 18" RCP | | Additional 4' is added to all the extended culverts |
| SR1/Cypress St | | | | | | | | | | | | |
| SR1/Walnut St | | | | | | | | | | | | |
| SR1/Chestnut St | | 1 | 1 | | | 1 | 177+06.29 | 60.92 | 11 | 18" RCP | 1 | Additional 4' is added to all the extended culverts |
| | | 1 | 1 | | | 1 | 183+58.05 | 61.04 | 9 | 18" RCP | 1 | Additional 4' is added to all the extended culverts |
| SR1/Hazel St | | 1 | 1 | | | | | | | 18" RCP | | |
| | | | | | 1 | | | | 13 | 18" RCP | 1 | |
| SR1/Maple Ave | | 1 | 1 | | | 1 | 187+42.49 | 61.12 | 9 | 24" HDPE | 2 | Additional 4' is added to all the extended culverts |
| SR1/Madrone St | | 1 | 1 | | | 1 | 190+00.94 | 61.2 | 15 | 24" CSP | 2 | Additional 4' is added to all the extended culverts |
| | | 1 | 1 | | | 1 | 219+43.61 | 61.72 | 9 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| SR1/Fir St | | 1 | 1 | | | 1 | 219+43.91 | 61.72 | 9 | 24" HDPE | 1 | Additional 4' is added to all the extended culverts |
| | | 1 | 1 | | | 1 | 220+01.95 | 61.73 | 9 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| | | 1 | 1 | | | 1 | 224+20.28 | 61.81 | 9 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| SR1/Bush St | | 1 | 1 | | | 1 | 224+03.27 | 61.81 | 12 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| | | 1 | 1 | | | 1 | 224+01.97 | 61.81 | 13 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| | 1 | 1 | | | 1 | | | | 21 | 18" HDPE | 2 | |
| | | 1 | 1 | | | 1 | 228+60.02 | 61.89 | 9 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| SR1/Spruce St | | 1 | 1 | | | 1 | 228+79.31 | 61.9 | 12 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| SKI/Spruce St | | 1 | 1 | | | 1 | 228+61.61 | 61.89 | 10 | 24" HDPE | 1 | Additional 4' is added to all the extended culverts |
| | | 1 | 1 | | | 1 | 229+30.09 | 61.91 | 12 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| | | 1 | 1 | | | 1 | 229+22.84 | 61.91 | 10 | 18" HDPE | 1 | Additional 4' is added to all the extended culverts |
| SR1/Elm St | | | | | | | | | | | | |
| Subtotal | 1 | 18 | 17 | 2 | 4 | 16 | | | | | 22 | |

| Culvert | Total (LF) |
|----------|------------|
| 24" CSP | 15 |
| 18" CSP | 8 |
| 24" HDPE | 28 |
| 18" HDPE | 116 |
| 18" RCP | 116 |

8 | Visual Impact Assessment (January 2020)



Memorandum

Making Conservation a California Way of Life.

January 17, 2020

To: JENNIFER GAGNON

ASSOCIATE ENVIRONMENTAL PLANNER

CALTRANS - DISTRICT 1

NORTH REGION ENVIRONMENTAL PLANNING

File: 01-MEN-1

Date:

PM 59.8/62.1

01-0B220

EFIS: 0112000110 Fort Bragg ADA

From: PHLORA BARBASH

Landscape Associate Caltrans - District 1

North Region Division of Project Development

Subject: VISUAL IMPACT ASSESSMENT

PROJECT DESCRIPTION

The proposed ADA pedestrian infrastructure project is located on State Route (SR) 1 in Mendocino County between PM 59.8 and 62.1. The project proposes the following improvement measures: replacing/installing curb ramps, sidewalks, driveways, and crosswalk pavement markings, as well as installing a new retaining wall.

The project proposes to reconstruct and/or construct curb ramps from PM 59.8 to 61.2 and PM 61.7 to 62.1. From PM 59.8 to 60.0, between SR 20 and Boatyard Drive/Ocean View Drive, approximately 1200 linear feet of new sidewalk and an 860 lineal foot retaining wall is proposed on the east side. The retaining wall height would vary but would be up to 6 feet tall. From PM 60.0 to 60.2, between Boatyard Drive/Ocean View Drive and Noyo River Bridge, one driveway reconstruction and approximately 800 linear feet of new sidewalk is proposed on the west side. From PM 61.7 to 61.9, between Fir Street and Spruce Street, three driveway reconstructions and approximately 400 linear feet of sidewalk reconstruction is proposed on the east side. 150 linear feet of sidewalk reconstruction is proposed on the west side. From PM 61.9 to 62.0, between Spruce Street and Elm Street, one driveway reconstruction and approximately 150 linear feet of sidewalk reconstruction is proposed on the east side. Three driveway reconstructions and approximately 200 linear feet of new sidewalk is proposed on the west side.

PROJECT LOCATION AND SETTING

The proposed project is located on SR 1 in Mendocino County, between the SR 20/SR 1 intersection and Pudding Creek Bridge. The project limits are within the City of Fort Bragg. SR 1 traverses much of California's coast, following nearly the full length of the Mendocino County coastline. The project is located within the Coastal Zone. SR 1 is eligible for designation as a State Scenic Highway. The entire Route 1 corridor within the county is considered sensitive regarding visual and scenic resources and is known for enduring views of coastal bluffs and the Pacific Ocean, both of which are visible from the project site. The

County recommends that the entire length of SR 1 located within the county be designated as a Scenic Highway. Under the Scenic Highways Element of the County's General Plan many visual elements within the project corridor are considered scenic resources, including valleys and ridges, river views, seascape, urban fringe, and natural wildlife and wildlife habitats. These scenic resources are predominantly in the background of the visual corridor where the work is proposed. SR 1 serves as an essential life-line for residents of the Mendocino Coast. Fort Bragg is the largest City on the Route within the county and is a destination point for locals and tourists. The Route is a popular choice for tourists using both motorized and non-motorized means of travel due to the scenic nature of the area. The Route is legislatively designated as part of the Pacific Coast Bike Route (PCBR). The California Coastal Trail (CCT) is located on a section of the project corridor.

SR 1 within the project limits is an urban and rural-urban highway, varying from four-lanes to two-lanes, and is functionally classified as a Rural Minor Arterial. The project traverses the City of Fort Bragg's Main Street. The posted speed limit ranges from 25 MPH to 40 MPH. Available sidewalk facilities are inconsistent. Hardscape and softscape elements are consistently present through the corridor, however, level of upkeep varies. The corridor is characterized by general commercial, highway visitor commercial, parks and recreation, and central business land use zones. There are intermittent views of the Pacific Ocean from the corridor, with enduring views when crossing Noyo River Bridge, as well as views of Noyo River and the harbor from the bridge.

Viewers of the project include highway users and highway neighbors. Highway users predominantly include locals, tourists, commercial trucks, cyclists, and pedestrians. Highway neighbors are local businesses, business patrons, and residents. It is anticipated that viewers would have a higher level of response to any changes within the visual environment due to the higher level of exposure and sensitivity viewers have to the area.

VISUAL IMPACT

It is not anticipated that viewers would be substantially impacted by the proposed project. Visual changes would occur due to a new retaining structure, sidewalk, curb ramp, and driveway upgrades, new sidewalk installation, and vegetation removal.

It is anticipated that installation of the 6-foot high retaining wall would result in low to low-moderate visual impacts. At the intersection of SR 20 and Boatyard Drive there is an existing 8-foot tall retaining wall that then lowers to approximately 3 feet and follows SR 20 to the curb ramp at the intersection of SR 20 and SR 1. The existing wall is currently visible to Route 1 viewers. The proposed wall would be an extension of the existing wall and is anticipated to be the same type, as well as include the same aesthetic treatment. Installation of the wall would result in vegetation removal as the slope is currently vegetated with grasses and shrubs. Vegetation will still be a dominant feature growing on the hillside above the wall, and is not anticipated to impact the visual character or quality of the Route

Upgrades and new sidewalk would lead to a visual change from distressed concrete to new concrete, resulting in an increase in visual quality. The color of the new pavement and sidewalk would contrast in some locations with existing sidewalk until natural weathering occurs. This would result in minimal visual impacts.

In some locations the installation of new sidewalk would result in the removal of planters and vegetation. Just south of the SR 1/Boatyard Drive intersection, on the northbound side, a large hedge and a portion of an ornamental planting area would be removed. There is another hedge located just behind the hedge scoped to be removed. This hedge has a similar size and character, and therefore would not result in negative visual impacts. Removal of some plants in the ornamental planting area would result in low visual impacts as a narrower planting area would remain. Between Spruce and Elm Streets, planter areas would be removed on both sides of the highway. Both are currently relatively bare with weeds. Removal of these planter areas would result in low visual impacts.

During construction, neighbors and travelers would have views of heavy construction equipment, construction signs and other equipment used for traffic control and material related to roadway construction. Because of construction work, traveling speeds would be reduced, which would result in greater exposure to visual impacts for highway users. These temporary visual impacts are considered part of the general construction landscape.

The proposed project will have no visual impacts on a scenic vista or scenic resources. The project will not degrade the existing visual character or quality and will not create a new source of substantial light or glare.

RECOMMENDATIONS

Match the color of any reconstructed sidewalk to the existing adjacent sidewalk.

Match the color of new truncated domes to others used in the City and on SR 1 in Fort Bragg.

Consider replanting areas of disturbance where plants were removed due to construction activities.

Consider including a context-sensitive architectural design on the wall to enhance the visual character of the area.



Environmentally Sensitive Habitat AreaAssessment

for the Fort Bragg Americans with Disabilities Act Improvement Project



01-MEN-1 (Post Miles 59.80 to 62.10) EA 01-0B220 / EFIS 0112000110

October 2020





Environmentally Sensitive Habitat AreaAssessment

for the Fort Bragg Americans with Disabilities Act Improvement Project

01-MEN-1 (Post Miles 59.80 to 62.10)

EA: 01-0B220

EFIS: 0112000110

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

October 2020

| Prepared By: | Reed F. Cin | Date:10/2/2020 | | | | | | | | |
|------------------------------|---|-----------------|--|--|--|--|--|--|--|--|
| | Reed Crane, Environmental Planner (Natu | ral Sciences) | | | | | | | | |
| | (707) 441-5650 | | | | | | | | | |
| | North Region Environmental, E-4 Branch | | | | | | | | | |
| | District 1/North Region | | | | | | | | | |
| Recommende for Approval E | ed Sy: Trong Wallber | Date: 10/1/2020 | | | | | | | | |
| • • • | Tracy Walker, Associate Environmental Pla | | | | | | | | | |
| | (707) 445-6432 | | | | | | | | | |
| | North Region Environmental, E-4 Branch | | | | | | | | | |
| | District 1/North Region | | | | | | | | | |
| Approved By: | Liza Walker | Date: 10/2/2020 | | | | | | | | |
| | Liza Walker, Branch Chief | | | | | | | | | |
| | (707) 441-5602 | | | | | | | | | |
| | North Region Environmental, E-4 Branch | | | | | | | | | |
| | District 1/North Region | | | | | | | | | |

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Chapter 1. Introduction

This Environmentally Sensitive Habitat Area (ESHA) Assessment was conducted as a condition of the California Coastal Act and the City of Fort Bragg Coastal Zoning Code for the proposed Fort Bragg Americans with Disabilities Act (ADA) Improvement Project (project). The purpose of this assessment is to analyze the results of previous biological studies in context with the Fort Bragg Local Coastal Plan (City of Fort Bragg 2008) and the California Coastal Act.

This report summarizes information gathered from previously conducted surveys for the project as well as investigations conducted solely for the purpose of this ESHA Assessment, including reviewing special-status species, sensitive natural communities, wetlands and other sensitive resources that meet the definition of ESHA as defined by the Fort Bragg LCP.

1.1 Regulatory Background

Under Section 17.71.045.D.4 of the City of Fort Bragg's Coastal Land Use and Development Code (CLUDC), "an inventory of the plant and animal species present on the project site, or those known or expected to be present on the project site at other times of the year, prepared by a qualified biologist or resource expert" shall be provided as part of a Coastal Development Permit Application package. Furthermore, "Where the initial site inventory indicates the presence or potential for sensitive species or environmentally sensitive habitat on the project site, the submittal of a detailed biological report of the site is required, consistent with the requirements of Section 17.50.050" (City of Fort Bragg 2018).

Section 17.50.050 of the CLUDC outlines the requirements for "the protection and enhancement of environmentally sensitive habitat areas (ESHAs), when development is proposed adjacent to, or within environmentally sensitive habitat areas."

Under Element 04: *Conservation, Open Space, Energy and Parks* of the Fort Bragg Coastal General Plan, an ESHA is defined as follows:

"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" (City of Fort Bragg 2008).

Policy Open Space (OS)-1.1 continues to describe EHSAs known to occur locally "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 (Fort Bragg 2008). Map OS-1 (Appendix A: Figure 2) delineates known ESHA in the Fort Bragg area, but is not an exhaustive map (City of Fort Bragg 2008). Furthermore, Policy OS-1.2 includes the following areas as 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 by the California Native Plant Society as 1B (Rare or endangered in California and elsewhere) or 2 (rare, threatened or endangered in California but more common elsewhere).

1.2 Project Description

The project would upgrade a section of State Route (SR) 1 to current ADA standards from post miles 59.80 to 62.10 in the city of Fort Bragg, Mendocino County, California (Appendix A). This project is included in the ADA Compliance Program of the State Highway Operation and Protection Program (SHOPP). The project limits would begin at the intersection of SR 20 north to Elm Street, with a gap in work along the Noyo River Bridge. This project is needed to address ADA deficiencies and to comply with conditions of the 2010 ADA lawsuit settlement. This segment of SR 1 within the city of Fort Bragg was identified as a priority location for ADA upgrades due to its urban nature, traffic volumes, and pedestrian traffic. Based on the current project description described below, Caltrans has determined this action would not affect special-status taxa, sensitive natural communities, wetlands, jurisdictional waters, essential fish habitat or federally designated critical habitat (Appendix D).

There is currently one alternative for the proposed project. To bring this location of SR 1 to current ADA standards, the scope of work would entail reconstructing 1,384 linear feet of sidewalk, installing 1,100 linear feet of new sidewalk, constructing 37 curb ramps, installing a new 741 linear foot retaining wall, performing associated drainage inlet and culvert work, and placing pavement markings at specified locations (see Appendix B for Project Plans and Drainage Plans). The proposed retaining wall would be approximately 10 feet tall at its highest point near SR 20 and would reduce in height moving north. The retaining wall would be approximately 1 foot wide with a concrete footing that would be 7 feet wide and 1.25 feet deep. The maximum depth of excavation is estimated to be 3 feet from the finished grade. The various project work locations total approximately 2.3 miles of construction.

This project will require Temporary Construction Easements (TCEs) for 30 properties. As of August 2020, Caltrans has obtained 15 TCEs and will be working toward obtaining the remaining 15 TCEs.

Project Equipment List

The following equipment would be utilized to perform the various construction activities: bulldozer, excavator, saw cutter, slip form paving machine, concrete mixer, and support trucks.

Project Construction Scenario

To meet the scope of the project, the following steps would be completed:

1) Construction of retaining wall, curbs, gutters, and sidewalks

- Prepare the existing subgrade by removing the base material to a depth of three to six inches below the subgrade elevation.
- Backfill the subgrade with earth, sand, or gravel to produce a stable foundation.
- Apply water to the subgrade and compact it before placing concrete.
- Short segments of the curb would be placed using the fixed form method with temporary form work.
- Long segments of the curb would be placed using extrusion (i.e., concrete is pushed through a mold through an auger (extruder) and slip molding. The slip form paving machine would be operated in the closed traffic lane, along with a concrete truck.
- Construct the new sidewalk, retaining wall, curb, and gutters.

2) Reconstructing curb ramps and driveways

- Saw-cut the existing sidewalk.
- Remove the existing curb ramp or driveway.
- Prepare the existing subgrade by removing the base material to a depth of three to six inches below the subgrade elevation.
- Backfill the subgrade with earth, sand, or gravel to produce a stable foundation.
- Apply water to the subgrade and compact it before placing concrete.
- Construct the new curb ramp or driveway.

3) Construction of new drainage inlets and culverts

- Saw-cut and remove the existing pavement.
- Excavate a trench to the required grade.
- Install the drainage grate or the CSP culvert with a lifting crane.
- Backfill the trench with required material.

The installation of new sidewalks, driveways, and the retaining wall would require minor clearing and grubbing of soil and vegetation. Staging is anticipated to utilize existing paved shoulders and developed gravel turnouts. Temporary traffic control would be used, as required for safety, consisting of portable delineators and traffic signs for a single lane closure for all phases of the project. Temporary traffic control would be removed after project activities are complete. High visibility crosswalk pavement markings would be placed throughout the project limits. Excess material would be disposed of at an appropriate disposal site per Caltrans Standard Specifications.

1.3 Project Features, Standard Measures, and Best Management Practices

To comply with several state and federal laws, Caltrans implements standard measures during construction. These standard measures and Best Management Practices (BMPs) are identified in Caltrans Standard Specifications, Standard Special Provisions, other manuals, or may otherwise be standard business practices. The following standard measures and BMPs would be included as part of the project:

- Vehicles and equipment would be inspected daily at the project site for leaks and spills.
- Measures would be in place to prevent construction equipment effluents from contaminating soil or waters in the construction site, such as absorbent pads.
- Maintenance and fueling of construction equipment and vehicles would occur at least 50 feet away from the ordinary high-water mark (OHWM) of surface water or the edge of sensitive habitats (e.g., wetlands).
- The contractor would be required to develop and implement site-specific BMPs and emergency spill controls.
- Water in contact with setting concrete would be pumped into a tank truck and disposed at an approved disposal site or settling basin.

- All unused material from the project would be disposed off-site. The Caltrans Resident Engineer would be responsible for ensuring all requirements for disposal of material are met by the contractor.
- If an active nest is located, the biologist would coordinate with CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged, or the nest is determined to be unoccupied.

Chapter 2. Study Methods

2.1. Previous Studies

A biological resources evaluation was conducted in years 2019 and 2020 for the project (Caltrans 2020). A Biological Resources Evaluation Memo was prepared to summarize these studies and should be referenced in conjunction with this ESHA Assessment (Appendix D; Caltrans 2020).

Prior to conducting field visits, regional lists of special-status wildlife and plant species were created by querying the following databases:

- United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (USFWS 2020).
- National Marine Fisheries Service (NMFS) Species List Tools for the Fort Bragg quadrangle (NMFS 2020).
- California Natural Diversity Database (CNDDB), California Department of Fish and Wildlife Species Database for the following USGS 7.5-minute quadrangles: Fort Bragg, Inglenook, Dutchman's Knoll, Noyo Hill, Mathison Peak, and Mendocino (CDFW 2020).
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants for the following USGS 7.5-minute quadrangles: Fort Bragg, Inglenook, Dutchman's Knoll, Noyo Hill, Mathison Peak, and Mendocino (CNPS 2020).
- The USFWS National Wetlands Inventory (NWI) database was reviewed to determine if documented wetlands exist within the project environmental study limits (ESL) (USFWS 2019).

The results of these queries, except for the NWI database, can be found in Appendices E, F, G, and H, of the Biological Resources Evaluation Memo (Appendix D; Caltrans 2020). The Biological Resources Evaluation Memo provides a table of listed and proposed species, as well as natural communities and critical habitats potentially occurring in the project area.

Field surveys were conducted to assess habitats and identify potential sensitive biological resources. Rare plant surveys and wetland investigations were conducted by Caltrans biologists Tracy Walker, Jeremy Pohlman, Reed Crane, Eric Rulison, Dawn Graydon, and Annie Allen on May 10, 2019, June 13, 2019, and July 31, 2019. Host plant surveys and habitat assessment for the Behren's silverspot butterfly (BSSB) (*Speyeria zerene behrensii*) and lotis blue butterfly (LBB) (*Lycaeides argyrognomon lotis*) were conducted by Caltrans biologists Dawn Graydon and Tracy Walker on March 22, 2019, and May 10, 2019.

2.2. Environmentally Sensitive Habitat Areas Methods

Field surveys for ESHAs were conducted within the project area and within a 100-foot buffer around the Environmental Study Limits (ESL) to ensure all potential ESHAs were captured in the Assessment. The Fort Bragg 2018 USGS 7.5-minute quadrangle map was examined for any potential mapped streams within the project limits (USGS 2018). Additionally, maps of the ESL and buffer were compared to Map OS-1 (Appendix A, Figure 2) to determine whether the project overlapped with any existing, documented ESHAs.

Chapter 3. Results

Per Section 17.71.045.D.4 of the City of Fort Bragg's CLUDC, "where the initial site inventory indicates the presence of potential for sensitive species or environmentally sensitive habitat on the project site, the submittal of a detailed biological report of the site is required, consistent with the requirements of Section 17.50.050" of the CLUDC. Section 17.50.050 "provides requirements for the projection and enhancement of ESHAs, when development is proposed *adjacent to*, or *within* environmentally sensitive habitat areas" (City of Fort Bragg 2018).

3.1. Potential Environmentally Sensitive Habitat Areas and Impacts

For the proposed project, one area containing potential riparian and/or wetland ESHA was identified outside of the ESL, but within the 100-foot buffer (Appendix A, Figure 4). The potential forested, seasonally flooded wetland and/or riparian area occurs along the western side of SR 1 beyond an existing wooden fence from PMs 60.86 to PM 61.12. It should be noted that the potential ESHA was not identified on Map OS-1 (Appendix A, Figure 2) or on the NWI surface waters and wetlands map.

The nearest proposed construction would involve curb ramp reconstruction, sidewalk removal and replacement, drainage inlet construction, and culvert extensions (to connect existing culverts to proposed drainage inlets) on the eastern side of the highway as shown in Layout Sheets 9, 10, 11, and 12 (Appendix B). All proposed construction would occur approximately 80–100 feet away from this potential ESHA. Furthermore, proposed construction activities would not encroach on the existing buffer between the ESHA and existing development.

Additionally, the existing drainage patterns would not be modified as part of the proposed project. As noted in the 2019 Water Quality Assessment for the Fort Bragg ADA Improvement Project, any "increase in rate and volume of stormwater flow associated with [an] increase in NIS [(new impervious surface)] is not anticipated to result in any adverse modification" (Caltrans 2019).

The Water Quality Assessment also found that "inclusion of appropriate temporary and permanent BMPs...will avoid potential impacts to water quality and meet the requirements of Caltrans NPDES Permit..." (Caltrans 2019).

Temporary high visibility fencing (THVF) would not be necessary to ensure protection to the potential EHSA because there is an existing wooden fence that already isolates this area from the developed roadway. Furthermore, no construction or staging is proposed on the western side of the highway near the potential ESHA.

Chapter 4. Conclusion

Caltrans biologists have determined that the potential ESHA does not warrant further study or discussion since there is no potential for impacts to the ESHA as a result of the proposed construction activities. The only new development proposed as part of this project is the retaining wall shown in Appendix B (Layout Sheets 1 and 2). Construction of the retaining wall would not impact any potential ESHA. As described earlier in Chapter 3 of this Assessment, construction and reconstruction of sidewalks, drainage inlets, curb ramps, and culverts is not anticipated to impact the potential ESHA, nor would it infringe on the existing buffer between the existing development and the ESHA.

As noted in 17.50.050 of the City of Fort Bragg's CLUDC, a detailed biological resources report should be included in the LCDP application package "when development is proposed *adjacent to* or *within* environmentally sensitive habitat areas" (Fort Bragg 2018). Caltrans has determined that "a detailed biological resources report" would not be required for this LCDP application because the proposed construction activities are not "adjacent to or within" the potential ESHAs identified during field surveys within the 100-foot buffer. Furthermore, the existing buffer includes five lanes of existing SR 1 highway, the shoulder, and an existing wooden fence. This buffer would not be encroached on or reduced by proposed construction activities. Because the existing buffer would not be impacted, reduced, or encroached on, a reduced buffer analysis, as pointed out in Section 17.50.050.B.2.i and OS-1.9, is not warranted in this case.

The contents of this ESHA Assessment, in conjunction with the Biological Resources Evaluation Memo, should sufficiently demonstrate compliance with Sections 17.50.050 and 17.71.045 of the City of Fort Bragg's LCDP.



Chapter 5. References

- California Department of Fish and Wildlife (CDFW). 2020. *California Natural Diversity Database (CNDDB) List for USGS 7.5-minute Quadrangles: Fort Bragg, Inglenook, Dutchman's Knoll, Noyo Hill, Mathison Peak, and Mendocino*. https://wildlife.ca.gov/Data/CNDDB. Retrieved: January 14, 2020. Last updated: August 14, 2020.
- California Department of Transportation (Caltrans). 2020. Biological Resources Evaluation Memo for the Fort Bragg ADA Improvement Project.
- _____. 2019. Water Quality Assessment Memorandum for Fort Bragg ADA Project.
- California Native Plant Society (CNPS). 2020. *Inventory of Rare and Endangered Plants for USGS 7.5-minute Quadrangles: Fort Bragg, Inglenook, Dutchman's Knoll, Noyo Hill, Mathison Peak, and Mendocino*. http://www.rareplants.cnps.org/. Retrieved: January 14, 2020. Last updated: August 14, 2020.
- City of Fort Bragg. 2018. Coastal Land Use and Development Code (CLUDC).
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- U.S. Fish and Wildlife Service (USFWS). 2020. Information for Planning and Consultation (IPaC). List of Endangered Species, Migratory Birds, Facilities, and Wetlands for the Fort Bragg ADA Improvement Project. https://ecos.fws.gov/ipac/. Retrieved: January 14, 2020. Last updated: August 14, 2020.
- _____. 2019. Publication date (found in metadata). *National Wetlands Inventory (NWI)*. https://fws.gov/wetlands/nwi/Overview.html. Retrieved: February 4, 2019.
- U.S. Geological Survey (USGS). 2018. Fort Bragg Quadrangle, California, Mendocino, 7.5-Minute Series.



Appendix A. Project Mapping



01-MEN-1 59.80-62.10 Fort Bragg ADA Improvement Project EA: 01-0B220

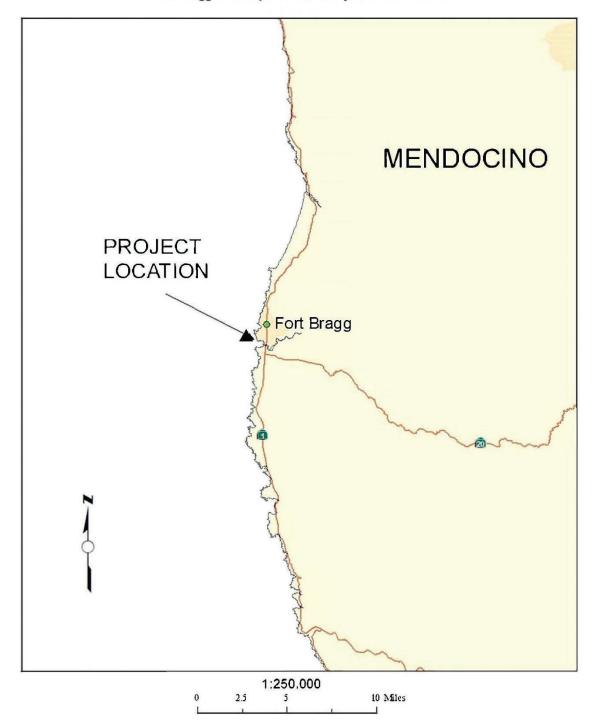


Figure 1. Vicinity Map

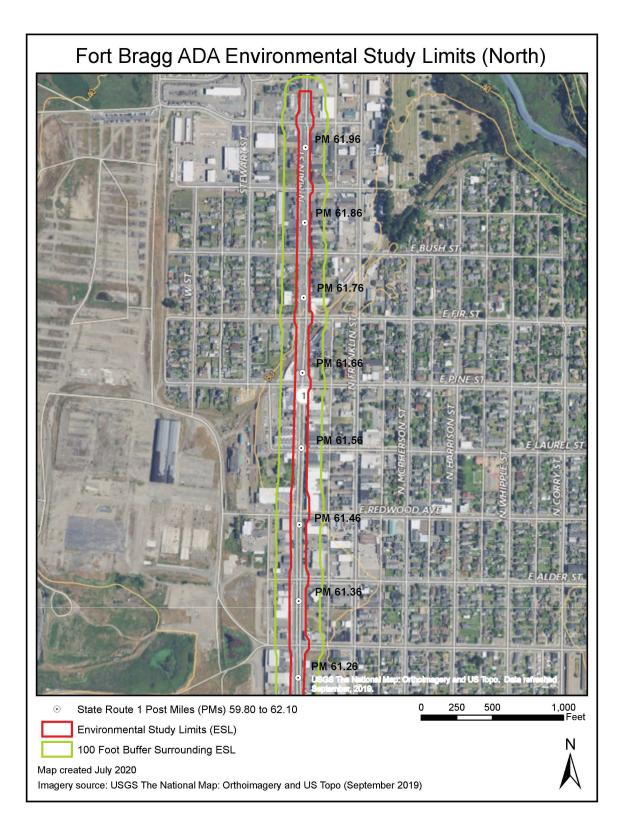


Figure 2. Fort Bragg ADA Environmental Study Limits (Northern Extent)



Figure 3. Fort Bragg ADA Environmental Study Limits (Middle Extent)

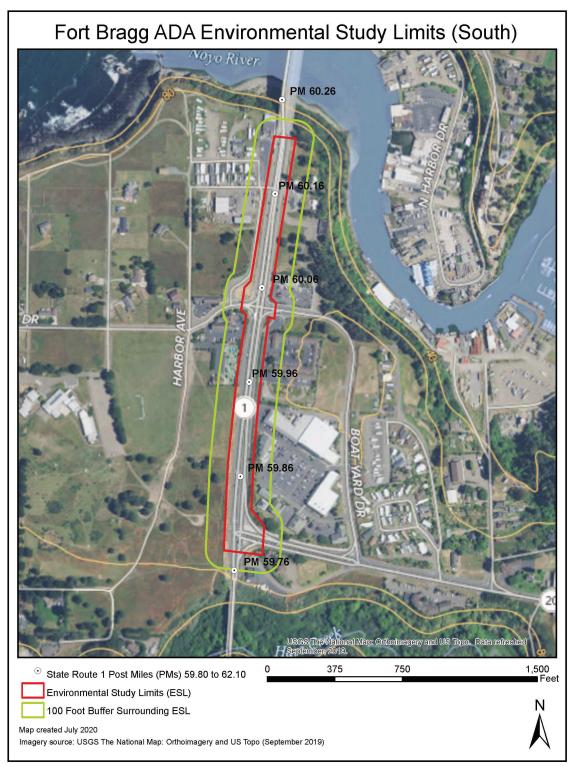


Figure 4. Fort Bragg ADA Environmental Study Limits (Southern Extent)

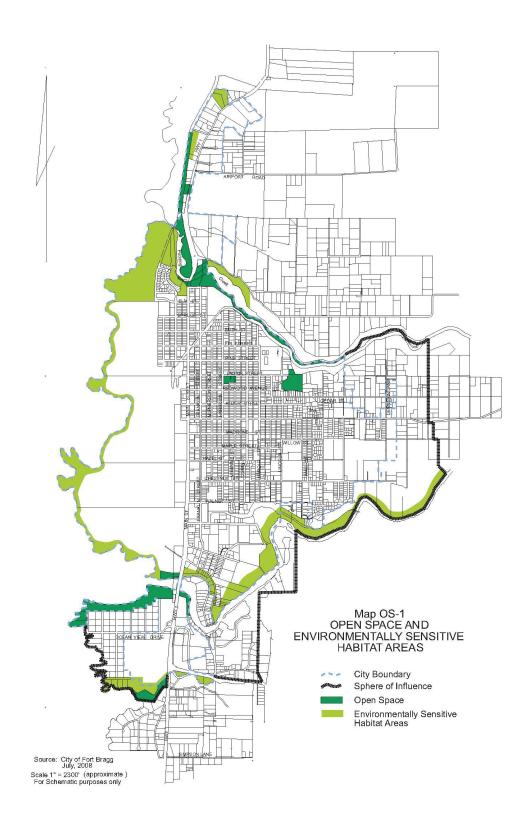


Figure 5. Map OS-1: Open Space and Environmentally Sensitive Habitat Areas

Memorandum

Making Conservation a California Way of Life.

To:

Jennifer Gagnon, Coordinator

Associate Environmental Planner

North Region Environmental-E4

Date:

January 31, 2020

File:

MEN-1/ Post Miles 59.8 - 62.1

EA 01-0B220

EFIS No. 0112000110

From:

Tracy Walker, Biologist Associate Environmental Planner (NS)
North Region Environmental Planner (NS)

North Region Environmental E4

Subject: BIOLOGICAL RESOURCES EVALUATION MEMO – Fort Bragg ADA Improvement Project

Project Description

The Fort Bragg Americans with Disabilities Act (ADA) Improvement Project (project) proposes to upgrade a section of State Route (SR) 1 to current ADA standards. This project is in the ADA Compliance Program of the State Highway Operation and Protection Program (SHOPP). It is located on SR 1 in Mendocino County in the city of Fort Bragg (Attachment A), beginning at the intersection of SR 20 north to Elm Street, with a gap in work along the Noyo River Bridge. The proposed scope of work entails replacing and installing retaining walls, curb ramps, sidewalks, driveways, drainage inlets, culverts, and pavement markings at specified locations along SR 1. This project is needed to address ADA deficiencies and comply with conditions of the 2010 ADA lawsuit settlement. This segment of SR 1 within the city of Fort Bragg was identified as a priority location for ADA upgrades due to its urban nature, traffic volumes, and pedestrian traffic. Based on the current project description as described below, Caltrans has determined this action would not affect special-status taxa, sensitive natural communities, wetlands, jurisdictional waters, essential fish habitat or federally designated critical habitat.

There is currently one alternative for the proposed project. This alternative proposes to construct over 35 curb ramps, 0.40 mile of new sidewalks, 0.16 mile of new retaining wall, reconstruct 7 existing driveways, and install 12 new drainage inlets with two of those locations connecting inlets with new culverts. The retaining wall would be approximately 10 feet tall at its highest point near SR 20 and would reduce in height moving north. The wall would be approximately 1' wide with a concrete footing that is 7' wide and 1.25' in depth. The maximum depth of excavation is estimated to be 3' from finished grade. The various project work locations total approximately 2.3 miles of construction (Attachment B).

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The new culverts will be 24-inch-diameter corrugated steel pipe (CSP). Staging is anticipated to utilize existing paved shoulders and developed gravel turnouts.

All work would be within the existing Caltrans right of way (ROW). Installation of new sidewalks, driveways, and the retaining wall would involve minor clearing and grubbing of soil and vegetation. The following equipment would be utilized to perform the various construction activities: bulldozer, excavator, saw cutter, slip form paving machine, concrete mixer, and support trucks. The following steps are required to complete the various types of work:

1) Construction of retaining wall, curbs, gutters, and sidewalks:

- Set up temporary traffic control consisting of portable delineators and traffic signs for a single lane closure as required for safety.
- Prepare the existing subgrade by removing the base material to a depth of three to six inches below the subgrade elevation.
- Backfill the subgrade with earth, sand, or gravel to produce a stable foundation.
- Apply water to the subgrade and compact it before placing concrete.
- Short segments of the curb would be placed using the fixed form method with temporary form work.
- Long segments of the curb would be placed using extrusion and slip molding. The slip form paving machine would be operated in the closed traffic lane, along with a concrete truck.
- Construct the new sidewalk, retaining wall, curb, and gutters.
- Install high visibility crosswalk and highway pavement markings.
- Remove temporary traffic control.

2) Reconstructing curb ramps and driveways:

- Set up temporary traffic control consisting of portable delineators and traffic signs for a single lane closure as required for safety.
- Saw-cut the existing sidewalk.
- Remove the existing curb ramp or driveway.
- Prepare the existing subgrade by removing the base material to a depth of three to six inches below the subgrade elevation.
- Backfill the subgrade with earth, sand, or gravel to produce a stable foundation.
- Apply water to the subgrade and compact it before placing concrete.

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- Construct the new curb ramp or driveway.
- Install high visibility crosswalk and highway pavement markings.
- Remove temporary traffic control.

3) Construction of new drainage inlets and 24-inch-diameter culverts:

- Set up temporary traffic control consisting of portable delineators and traffic signs for a single lane closure as required for safety.
- Saw-cut and remove the existing pavement.
- Excavate a trench to the required grade.
- Install the drainage grate or the CSP culvert with a lifting crane.
- Backfill the trench with required material.
- Dispose of excess material at an appropriate disposal site per Caltrans Standard Specifications.
- Replace the roadway structural section and install high visibility crosswalk pavement markings.
- Remove temporary traffic control.

Standard Measures and Best Management Practices (BMPs)

In compliance with several state and federal laws, Caltrans implements standard measures during construction. These standard measures and Best Management Practices (BMPs) are identified in Caltrans Standard Specifications, Standard Special Provisions, other manuals, or may otherwise be standard business practices. The following standard measures and BMPs would be included as part of the project:

- Equipment would be inspected daily for leaks and completely cleaned of any external petroleum products, hydraulic fluid, coolants, and other deleterious materials prior to operating equipment.
- Measures will be in place to prevent construction equipment effluents from contaminating soil or waters in the construction site, such as absorbent pads.
- Maintenance and fueling of construction equipment and vehicles would occur at least 50 feet away from the ordinary high-water mark (OHWM) of surface water or the edge of sensitive habitats (e.g., wetlands).
- The contractor would be required to develop and implement site-specific BMPs and emergency spill controls.

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- Water in contact with setting concrete would be pumped into a tank truck and disposed at an approved disposal site or settling basin.
- All unused material from the project would be disposed off-site. The Caltrans Resident Engineer would be responsible for ensuring all requirements for disposal of material are met by the contractor.
- If bird nests are found incidentally, buffer areas would be established around active nests with input from the California Department of Fish and Wildlife (CDFW). Construction activities that may potentially disturb birds would not occur within the buffer area. The buffer areas would be marked as environmentally sensitive and nests would be monitored for disturbance behaviors by a qualified biologist.

Study Methods

Regional lists of special status wildlife and plant species were created by querying the following databases:

- United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (USFWS 2020) (Attachment E)
- National Marine Fisheries Service (NMFS) Species List Tools (NMFS 2020)
 (Attachment F)
- California Natural Diversity Database (CNDDB), California Department of Fish and Wildlife (CDFW 2020) (Attachment G)
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2020) (Attachment H)

State and Federal Statutes considered for this evaluation:

- Section 1602 of the CA Fish & Game Code
- Section 401 Water Quality Certification
- Sections 402 and 404 of the Clean Water Act
- Sections 9 and 10 of the Rivers and Harbors Act
- California Coastal Act
- Federal Endangered Species Act
- California Endangered Species Act
- Migratory Bird Treaty Act

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- Fish and Wildlife Coordination Act
- Native Plant Protection Act
- Magnuson-Stevens Fishery Conservation and Management Act
- Executive Order 11990, Protection of Wetlands
- Executive Order 12962, Recreational Fisheries
- Executive Order 13112, Invasive Species

CNDDB and CNPS databases were queried by location using the United States Geological Survey 7.5-minute quadrangles that included *Fort Bragg* (project site), as well as the following five quadrangles that surround the project site: *Inglenook*, *Dutchman's Knoll*, *Noyo Hill*, *Mathison Peak*, and *Mendocino*.

The USFWS National Wetlands Inventory (NWI) database was reviewed to determine if documented wetlands exist within the project ESL (USFWS 2019). To determine habitat types present at the site, the *Jepson Manual: Vascular Plants of California*, site photos taken on December 6, 2018, May 10, 2019, and June 13, 2019, aerial imagery, and road-view images (Google 2018) were used. Due to their status as federally endangered, a habitat assessment for the Behren's silverspot butterfly (BSSB) (*Speyeria zerene behrensii*) and lotis blue butterfly (LBB) (*Lycaeides argyrognomon lotis*) host and plants was conducted by Caltrans biologists Dawn Graydon and Tracy Walker on March 22, 2019, and May 10, 2019. Rare plant surveys and wetland investigations were conducted by Caltrans biologists Tracy Walker, Jeremy Pohlman, Dawn Graydon, and Annie Allen on May 10, 2019, and June 13, 2019.

Resources Evaluated and Effects Findings

Project Setting

The project is in the North Coast Range ecoregion (Baldwin 2012) in Mendocino County. The existing environment within the biological study area (BSA) is characterized by open lands dominated by grasses and forbs with interspersed coastal scrub habitat consisting of low shrubs and trees (Attachment D).

The project area along SR 1 and SR 20 within the environmental study limits (ESL) includes managed highway landscaped areas comprising non-native annual grasslands and ornamental trees. To the east of the project is the urban center of Fort Bragg. South of the project ESL

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is SR 20, semi-rural industrial areas, and Hare Creek drainage. Most of the land bordering the project to the west is light industrial, including a large parcel owned and operated by Georgia Pacific Company. The Pudding Creek drainage forms the northern boundary of the project area.

Federal and State Listed Species

A list of special status species and their potential to occur can be found in **Table 1**. While not anticipated to be present within the ESL, the following federally and state *endangered*, *threatened*, or *candidate* plant and wildlife species have been recorded within the project quadrangle and/or the surrounding quadrangles of the project area (see Attachments E and F). There is no essential fish habitat or designated critical habitat within the ESL; therefore, the project would have "*no effect*" on these species or their critical habitat:

- Humboldt County milk-vetch (Astralus agicidus)
- Menzies' wallflower (*Erysimum menziesii*)
- Monterey clover (*Trifolium trichocalyx*)
- Howell's spineflower (Chorizanthe howellii)
- Roderick's fritillary (*Fritillaria roderickii*)
- Marbled murrelet (Brachyramphus marmoratus)
- Northern spotted owl (*Strix occidentalis caurina*)
- Western yellow-billed cuckoo (Coccyzus americanus occidentalis)
- Bald eagle (*Haliaeetus leucocephalus*)
- Western snowy plover (Charadrius alexandrinus nivosus)
- California red-legged frog (*Rana draytonii*)
- Tidewater goby (*Eucyclogobius newberryi*)
- Behren's silverspot butterfly (*Speyeria zerene behrensii*)
- Lotis blue butterfly (*Plebejus idas lotis*)
- Western bumble bee (*Bombus occidentalis*)
- Point Arena mountain beaver (*Aplodontia rufa nigra*)
- West Coast Distinct Population Segment (DPS) fisher (*Pekania pennanti*)
- Southern DPS green sturgeon (*Acipenser medirostris*)

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- Central California Coast coho salmon Environmentally Significant Unit (ESU) (*Oncorhynchus kisutch*)
- California Coastal Chinook salmon ESU (*Oncorhynchus tshawytscha*)
- Northern California steelhead DPS (Oncorhynchus mykiss)

Habitat surveys for the endangered butterfly species conducted in spring of 2019 following the USFWS Draft Guidelines (USFWS 2006) resulted in no *Viola adunca, Hosackia gracilis,* or other potential nectar source plants within the ESL or within 330 feet (100 meters) of the project.

Several *federally threatened or endangered* marine and pelagic species are within the broader project vicinity (see Attachments E and F); however, as these species are not found in the terrestrial habitats proposed for this project, there is no potential for project work to harass or harm. Therefore, it has been determined the project would have "*no effect*" on:

- Short-tailed albatross (*Phoebastria albatrus*)
- Guadalupe fur seal (Arctocephalus townsendi)
- East Pacific green sea turtle (*Chelonia mydas*)
- Leatherback sea turtle (*Dermochelys coriacea*)
- Olive ridley sea turtle (*Lepidochelys olivacea*)
- Sei whale (*Balaenoptera borealis*)
- Blue whale (*Balaenoptera musculus*)
- Fin whale (*Balaenoptera physalus*)
- North Pacific right whale (*Eubalaena japonica*)
- Humpback whale (Megaptera novaeangliae)
- Southern Resident killer whale (*Orcinus orca*)
- Sperm whale (*Physeter macrocephalus*)

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Other Special Status Species

Database searches of the project site and surrounding USGS quadrangles indicate that suitable habitat conditions for other special status species (see Attachments E, F, G, and H) exist within the region. These include California Species of Special Concern (SSC), fully-protected species (FP), and various rare plant species with a 1A, 1B, or 2 CNPS ranking. However, habitat assessments and focused botanical surveys completed for the project document the probable absence of these species within the project BSA. Therefore, project activities are not expected to impact these species, and they are not discussed further in this document, but rather, identified and addressed in Table 1.

While a few of these protected species, such as the northern red-legged frog (*Rana aurora*), western pond turtle (*Emys marmorata*), American peregrine falcon (*Falco peregrinus anatum*), and white-tailed kite (*Elanus leucurus*), are known to have occurred adjacent to the project site, the ESL itself lacks suitable breeding, foraging, and dispersal habitat for these species. Therefore, impacts to these species due to project activities are not anticipated.

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Table 1. Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area

| | Common | Status ¹ | | Habitat | |
|-----------------|---------------------------------|------------------------|--|--------------------|-----------------------------------|
| Scientific Name | Name | Federal/State/ CNPS | Habitat | Present/ Absent | Rationale ² |
| AMPHIBIANS | | | | | |
| Ascaphus truei | Coastal tailed frog | -/SSC | Cool, perennial, swiftly flowing streams in redwood, Douglas-fir, and yellow pine forests. | Absent | No suitable habitat in ESL. |
| Rana aurora | Northern red- legged frog | -/SSC | Densely vegetated shorelines, quiet pools in streams and marshes, occasionally ponds, in North Coast below 4000 ft. | Absent | No suitable habitat in ESL. |
| Rana boylii | Foothill yellow- legged frog | -/SSC | In/near rocky streams with cool and ephemeral to permanent water, in a variety of habitats; may be found in isolated pools. | Absent | No suitable habitat in ESL. |

State Status (California Endangered Species Act): E = Endangered; T = Threatened; C = Candidate; D = delisted; - = No Listing. State Status (other rankings): SSC = Species of Special Concern; FP = Fully Protected; S1 = Critically Imperiled; S2 = Imperiled; S3 = Vulnerable; SH = Possibly Extirpated (Historically); Sx.1 = Very Threatened; Sx.2 = Threatened; Sx.3 = No Current Threats Known.

California Native Plant Society (CNPS): 1A = Presumed extinct in California; 1B = Plants rare, threatened, or endangered in California and elsewhere; 2 = Rare, threatened, or endangered in California, but more common elsewhere; x.1 = seriously endangered in California; x.2 = fairly endangered in California; x.3 = Not very endangered in California.

¹ **Federal Status** (Federal Endangered Species Act): E = Endangered; T = Threatened; P = Proposed for listing as threatened or endangered, or for delisting; C = Candidate; D = Delisted; - = No Listing.

² Includes determinations of effect for all federally listed species and designated critical habitat (CH).

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| | Common | Status ¹ | | Habitat | |
|---------------------------------------|-----------------------------------|------------------------|---|--------------------|---|
| Scientific Name | Common Name | Federal/State/ CNPS | Habitat | Present/ Absent | Rationale ² |
| Rana draytonii | California red- legged frog | T/SSC | Found near ponded water in a variety of habitats; breeds in ephemeral to permanent water such as lakes, ponds, slow streams, swamps, and reservoirs. | Absent | No effect to species or CH. Not known north of Navarro River. No suitable habitat in ESL. |
| Rhyacotriton variegatus | Southern torrent salamander | -/SSC | Cold, well-shaded, permanent streams and seepages, or within splash zone or on mosscovered rock within trickling water. | Absent | No suitable habitat in ESL. |
| Taricha rivularis | Red-bellied newt | -/SSC | Coastal drainages from Humboldt County south to Sonoma County. Found in coastal woodlands and redwood forests; breed in streams with rocky substrate and fast flows. | Absent | No suitable habitat in ESL. |
| BIRDS | | | | | |
| Accipiter gentilis | Northern goshawk | -/SSC | Nests and forages in mature coniferous forests with dense canopy and open understory. | Absent | No suitable habitat in ESL. |
| Brachyramphus marmoratus | Marbled murrelet | T/E | Mature, coastal coniferous forests for nesting up to 35 miles inland; nearby coastal water for foraging; winters on subtidal and pelagic waters, often well offshore. | Absent | No effect to species or CH. No suitable habitat in ESL. |
| Charadrius alexandrinus nivosus | Western snowy plover | T/SSC | Coastal beaches above the normal high tide limit with wood or other debris for cover. Inland shores of salt ponds and alkali or brackish inland lakes. | Absent | No effect to species or CH. No suitable habitat in ESL. |

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| Scientific Name | Common Name | Status ¹ Federal/State/ | Habitat | Habitat Present/ | Rationale ² |
|-----------------------------|---------------------------------|------------------------------------|--|---------------------|--|
| Coccyzus | Western | CNPS | Wide, dense riparian | Absent Absent | No effect to |
| americanus occidentalis | yellow-billed cuckoo | FT/SE | forests with a thick understory of willows for nesting; prefers sites with a dominant cottonwood overstory for foraging; may avoid valley oak- riparian habitats where scrub jays are abundant. | | species or CH. No suitable habitat in ESL. |
| Elanus leucurus | White-tailed kite | /FP | Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Prefers open grasslands, meadows, or marshes for foraging; close to isolated trees for nesting and perching. | Absent | No suitable habitat in ESL. |
| Falco peregrinus anatum | American peregrine falcon | D/D, FP | Nests in a variety of locations from coastal cliffs to tall buildings or bridges within urban areas, usually adjacent to water features supporting a large prey population. | Absent | No suitable habitat in ESL. |
| Fratercula cirrhata | Tufted puffin | -/SSC | Nests in deep burrows within islands and cliffs along the coast. Forages in pelagic waters of the north Pacific. | Absent | No suitable habitat in ESL. |
| Haliaeetus leucocephalus | Bald eagle | DL/SE | Ocean shore, lake margins, and rivers for both nesting and wintering. Typically nest within 1 mile of water, in large, old-growth, or dominant live trees with open branches. Roost communally in winter. | Absent | No Effect. No nesting habitat in ESL. |

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| Scientific Name | Common Name | Status ¹ Federal/State/ CNPS | Habitat | Habitat Present/ Absent | Rationale ² |
|--|--|---|---|-------------------------------|--|
| Oceanodroma homochroa | Ashy storm- petrel | -/SSC | Nests in natural rock crevices found on offshore islands. Forages in nearby coastal waters of the continental slope. | Absent | No suitable habitat in ESL. |
| Phoebastris (=Diomedea) albatrus | Short-tailed albatross | E/- | Nests on two Japanese islands: Torishima and Minami-kojima. When at sea feeding, they range across the North Pacific, to as far west as California. | Absent | No effect. No suitable habitat in ESL. |
| Progne subis | Purple martin | -/SSC | Nests in abandoned woodpecker holes in trees in a variety of wooded and riparian habitats, and vertical drainage holes under elevated freeways and highway bridges. | Absent | No suitable habitat in ESL. |
| Strix occidentalis caurina | Northern spotted owl | Т/Т | Dense old-growth or mature forests dominated by conifers with topped trees or oaks available for nesting crevices. | Absent | No effect to species or CH. No suitable habitat in ESL. |
| FISH | | | | | |
| Acipenser medirostris | Southern DPS green sturgeon | T/SSC | Occupy nearshore oceanic waters, bays, and estuaries, returning to large freshwater rivers to spawn. | Absent | No effect to species or CH. No suitable habitat in ESL. |
| Entosphenus tridentatus | Pacific lamprey | -/SSC | Cool freshwater streams and rivers, require sand and gravel for spawning. | Absent | No suitable habitat in ESL. |
| Eucyclogobius newberryi | Tidewater goby | E/SSC | On bottom or existing on submerged plants in shallow weedy areas of coastal lagoons and estuaries. | Absent | No effect to species or CH. No suitable habitat in ESL. |
| Oncorhynchus kisutch | Central California Coast (CCC) ESU coho salmon | E/E | Cool freshwater streams and rivers, require sand and gravel for spawning. | Absent | No effect to species or CH. No suitable habitat in ESL. |

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| Scientific Name | Common Name | Status ¹ Federal/State/ CNPS | Habitat | Habitat Present/ Absent | Rationale ² |
|---|---|---|---|-------------------------------|--|
| Oncorhynchus mykiss | Northern California (NC) DPS steelhead | Т/- | Cool freshwater streams and rivers, require sand and gravel for spawning. | Absent | No effect to species or CH. No suitable habitat in ESL. |
| Oncorhynchus tshawytscha | California Coastal (CC) ESU Chinook salmon | Т/- | Ocean and coastal streams. | Absent | No effect to species or CH. No suitable habitat in ESL. |
| INVERTEBRATE | | | | | |
| Bombus occidentalis | Western bumble bee | -/CE | Generalist foragers. Require pollen from floral resources throughout the duration of the colony period (spring to fall), and suitable overwintering sites for the queens. Nest in underground cavities and in open west-southwest slopes bordered by trees. | Absent | No effect. No suitable habitat in ESL. |
| Plebejus idas lotis (=Lycaeides argyrognomon) lotis | Lotis blue butterfly | E/- | Coastal sphagnum bogs, wet prairies with larval host plants (<i>Hosackia gracilis</i>) and adjacent shelter trees. | Absent | No suitable habitat in ESL. |
| Speyeria zerene behrensii | Behren's silverspot butterfly | E/- | Early successional coastal prairie and dune habitats with larval host plants (<i>Viola adunca</i>) and various nectar plants. | Absent | No suitable habitat in ESL. |
| MAMMALS | | | | | |
| Aplodontia rufa nigra | Point Arena mountain beaver | E/SSC | North-facing, wooded slopes of ridges or gullies where there is abundant moisture, thick undergrowth, and soft soil for burrowing, southern Mendocino County. Point Arena north to a few miles south of Elk. | Absent | No suitable habitat in ESL. |

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| Scientific Name | Common Name | Status ¹ Federal/State/ CNPS | Habitat | Habitat Present/ Absent | Rationale ² |
|----------------------------|--|---|--|-------------------------------|--|
| Arborimus pomo | Sonoma tree vole | -/SSC | Coastal forests Humboldt to Sonoma counties, old- growth forests of Douglas-fir, redwood, or montane hardwood- conifer species. | Absent | No suitable habitat in ESL. |
| Arctocephalus townsendi | Guadalupe fur seal | Т/- | Islands off of Mexico, Baja, and Southern California. | Absent | No effect. No suitable habitat in ESL. |
| Balaenoptera borealis | Sei whale | E/- | Prefer temperate waters in the mid-latitudes, and can be found in the Atlantic, Indian, and Pacific Oceans. | Absent | No effect. No suitable habitat in ESL. |
| Balaenoptera musculus | Blue whale | E/- | Circumboreal, subpolar to sub-tropical; generally, more offshore than other whales. | Absent | No effect. No suitable habitat in ESL. |
| Balaenoptera physalus | Fin whale | E/- | Deep, offshore waters of all major oceans, primarily temperate to polar latitudes. | Absent | No effect. No suitable habitat in ESL. |
| Corynorhinus townsendii | Townsend's big-eared bat | -/SSC | Roosts in caves, tunnels, mines, and dark attics of abandoned buildings. | Absent. | No suitable habitat in ESL. |
| Eubalaena japonica | North Pacific right whale | E/- | Forages in mid-depth, offshore waters of the north Pacific Ocean, primarily temperate to polar latitudes. | Absent | No effect. No suitable habitat in ESL. |
| Megaptera novaeangliae | Humpback whale (Western North Pacific) | E/- | California/Oregon/ Washington stock winter in coastal Central America-Mexico and migrate to California and southern British Columbia in summer/fall. | Absent | No effect. No suitable habitat in ESL. |
| Orcinus orca | Southern Resident killer whale | E/- | Most abundant in colder waters, including Antarctica, the North Atlantic and Pacific Oceans. | Absent | No effect to species or CH. No suitable habitat in ESL. |
| Physeter macrocephalus | sperm whale | E/- | Circumboreal; typically found below 1968 feet deep. | Absent | No effect. No suitable habitat in ESL. |

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| | Common - | Status ¹ | | Habitat | - |
|---|----------------------------------|------------------------|--|--------------------|--|
| Scientific Name | Name | Federal/State/ CNPS | Habitat | Present/ Absent | Rationale ² |
| Pekania pennanti | Fisher, West Coast DPS | PT/SCT | Intermediate to large-tree stages of coniferous forests and deciduous-riparian areas with high percent canopy closure. They utilize cavities, snags, logs and rocky areas for cover and denning. | Absent | No effect to species. No suitable habitat in ESL. |
| REPTILES | | | | | |
| Chelonia mydas | East Pacific green sea turtle | Т/- | Found in tropical and subtropical waters, shallows, bays and inlets; does not nest in mainland U.S. Pacific Coast. | Absent | No effect. No suitable habitat in ESL. |
| Dermochelys coriacea | Leatherback sea turtle | E/- | Mainly pelagic, but also forages in coastal waters; does not nest in mainland U.S. Pacific Coast. | Absent | No effect to species or CH. No suitable habitat in ESL. |
| Emys marmorata | western pond turtle | -/SSC | Found in a variety of aquatic habitats, preferring habitats with large areas for cover and basking sites. Overwinters terrestrially in burrows of leaf litter or soil. | Absent | No suitable habitat in ESL. |
| Lepidochelys olivacea | Olive ridley sea turtle | E/- | Tropical regions of the South Atlantic, Pacific and Indian Oceans; not known to nest in U.S. western Pacific Ocean. | Absent | No effect. No suitable habitat in ESL. |
| PLANTS | | | | | |
| Abronia umbellate var. brevifolia | pink sand- verbena | -/-/1B.1 | Coastal dune and strand. | Absent | No suitable habitat in ESL. |
| Agrostis blasdalei | Blasdale's bent grass | -/-/1B.2 | Coastal bluff scrub, dunes and prairie. | Absent | No suitable habitat in ESL. |
| Arctostaphylos nummularia ssp. mendocinoensis | pygmy manzanita | -/-/1B.2 | Closed-cone coniferous forest, only in coastal pygmy forests. | Absent | No suitable habitat in ESL. |
| Astragalus agnicidus | Humboldt County milk vetch | -/-/1B.1 | Upland and coniferous forest openings, disturbed areas and roadsides. | Absent | No suitable habitat in ESL. |

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| Scientific Name | Common Name | Status ¹ Federal/State/ CNPS | Habitat | Habitat Present/ Absent | Rationale ² |
|--|----------------------------------|---|---|-------------------------------|---|
| Blennosperma nanum var. robustum | Point Reyes blennosperma | -/-/1B.2 | Coastal prairie and scrub. | Absent | No suitable habitat in ESL. |
| Calamagrostis crassiglumis | Thurber's reed grass | -/-/2B.1 | Marshy swales, mesic coastal prairie and scrub. | Absent | No suitable habitat in ESL. |
| Calystegia purpurata ssp. saxicola | coastal bluff morning-glory | -/-/1B.2 | Coastal dunes and scrub, North Coast coniferous forest. | Absent | No suitable habitat in ESL. |
| Campanula californica | swamp harebell | -/-/1B.2 | Bogs and fens, mesic coniferous forest, meadows and seeps, freshwater marshes and swamps. | Absent | No suitable habitat in ESL. |
| Carex californica | California sedge | -/-/2A | Coastal bogs and fens; presumed extinct in California. | Absent | No suitable habitat in ESL. |
| Carex livida | lagoon sedge | -/-/2B.2 | Coastal marshes, swamps, mostly tidal. | Absent | No suitable habitat in ESL. |
| Carex livida | livid sedge | -/-/2A | Sphagnum bogs. | Absent | No suitable habitat in ESL. |
| Carex lyngbyei | Lyngbye's sedge | -/-/2B.2 | Brackish or freshwater coastal marshes, swamps, sloughs. | Absent | No suitable habitat in ESL. |
| Carex saliniformis | deceiving sedge | -/-/1B.2 | Coastal marshes, wet meadows, sparsely vegetated area. | Absent | No suitable habitat in ESL. |
| Carex viridula ssp. viridula | green yellow sedge | -/-/2B.3 | Coastal marshes, swamps, bogs, fens. | Absent | No suitable habitat in ESL. |
| Castilleja ambigua var. humboldtiensis | Humboldt Bay owl's-clover | -/-/2B.2 | Coastal salt marshes, sloughs. | Absent | No suitable habitat in ESL. |
| Castilleja litoralis | Oregon coast paintbrush | -/-/2B.2 | Sandy soils in coastal bluff scrub, dunes and scrub. | Absent | No suitable habitat in ESL. |
| Castilleja mendocinensis | Mendocino Coast paintbrush | -/-/1B.2 | Coastal bluff scrub, dunes, prairie and scrub, closed-cone coniferous forest. | Absent | No suitable habitat in ESL. |
| Chorizanthe howellii | Howell's spineflower | E/T/1B.2 | Coastal dunes and prairie, roadsides, sandy soil. | Absent | No effect. No suitable habitat in ESL. |

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| Scientific Name | Common Name | Status ¹ Federal/State/ | Habitat | Habitat Present/ | Rationale ² |
|---|--|------------------------------------|---|---------------------|---|
| | 110 | CNPS | | Absent | |
| Clarkia amoena ssp. whitneyi | Whitney's farewell-to-spring | -/-/1B.1 | Coastal bluff scrub and coastal scrub. | Absent | No suitable habitat in ESL. |
| Colllinsia corymbosa | round-headed Chinese- houses | -/-/1B.2 | Coastal dunes and prairie. | Absent | No suitable habitat in ESL. |
| Cornus canadensis | bunchberry | -/-/2B.2 | Shaded forests, bogs, fens. | Absent | No suitable habitat in ESL. |
| Cuscuta pacifica var. papillata | Mendocino dodder | -/-/1B.2 | Dry coastal dunes, on Lupinus, Gnaphalium, Silene. | Absent | No suitable habitat in ESL. |
| Erigeron supplex | supple daisy | -/-/1B.2 | Chaparral. | Absent | No suitable habitat in ESL. |
| Erysimum concinnum | bluff wallflower | -/-/1B.2 | Coastal dunes, coastal bluff scrub, and coastal prairie. | Absent | No suitable habitat in ESL. |
| Erysimum menziesii (all subspecies except E. concinnum) | Menzies' wallflower | E/E/1B.1 | Coastal dunes. | Absent | No effect. No suitable habitat in ESL. |
| Fritillaria roderickii | Roderick's fritillary | -/E/1B.1 | Coastal bluff scrub, coastal prairie, valley and foothill grassland. | Absent | No effect. No suitable habitat in ESL. |
| Gilia capitata ssp. pacifica | Pacific gilia | -/-/1B.2 | Coastal bluff scrub, chaparral (openings), coastal prairie, valley and foothill grassland. | Absent | No suitable habitat in ESL. |
| Gilia millefoliata | dark-eyed gilia | -/-/1B.2 | Coastal dunes. | Absent | No suitable habitat in ESL. |
| Hemizonia congesta ssp. congesta | congested- headed hayfield tarplant | -/-/1B.2 | Valley and foothill grasslands, sometimes roadsides. | Absent | No suitable habitat in ESL. |
| Hesperevax sparsiflora var. brevifolia | short-leaved evax | -/-/1B.2 | Coastal bluff scrub (sandy), coastal dunes. | Absent | No suitable habitat in ESL. |
| Hesperocyparis pygmaea | pygmy cypress | -/-/1B.2 | Closed-cone coniferous forest, only in coastal pygmy forests. | Absent | No suitable habitat in ESL. |
| Horkelia marinensis | Point Reyes horkelia | -/-/1B.2 | Coastal dunes, prairies, scrub. | Absent | No suitable habitat in ESL. |

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| Scientific Name | Common Name | Status ¹ Federal/State/ CNPS | Habitat | Habitat Present/ Absent | Rationale ² |
|--|-----------------------------|---|--|-------------------------------|-----------------------------------|
| Juncus supiniformis | hair-leaved rush | -/-/2B.2 | Bogs, fens, freshwater marshes. | Absent | No suitable habitat in ESL. |
| Kopsiopsis hookeri | small groundcone | -/-/2B.3 | Dry forest and chaparral habitats. | Absent | No suitable habitat in ESL. |
| Lasthenia californica ssp. bakeri | Baker's goldfields | -/-/1B.2 | Closed-cone coniferous forest (openings), Coastal scrub, meadows and seeps, marshes and swamp. | Absent | No suitable habitat in ESL. |
| Lasthenia californica ssp. macrantha | perennial goldfields | -/-/1B.2 | Coastal bluff scrub, coastal dunes, Coastal scrub. | Absent | No suitable habitat in ESL. |
| Lathyrus palustris | marsh pea | -/-/2B.2 | Variety of wet coastal habitats. | Absent | No suitable habitat in ESL. |
| Lilium maritimum | coast lily | -/-/1B.1 | Coastal forests, prairie, scrub, freshwater marshes and swamps, sometimes roadsides. | Absent | No suitable habitat in ESL. |
| Microseris borealis | northern microseris | -/-/2B.1 | Bogs, seeps, wet meadows, mesic forests. | Absent | No suitable habitat in ESL. |
| Oenothera wolfii | Wolf's evening- primrose | -/-/1B.1 | Variety of coastal habitats that are sandy and mesic. | Absent | No suitable habitat in ESL. |
| Packera bolanderi var. bolanderi | seacoast ragwort | -/-/2B.2 | Coastal rocky/gravelly slopes, cliffs, in Coastal scrub and coniferous forest habitats. | Absent | No suitable habitat in ESL. |
| Phacelia insularis var. continentis | North Coast phacelia | -/-/1B.2 | Sandy, coastal bluff scrub, prairie and dunes. | Absent | No suitable habitat in ESL. |
| Pinus contorta ssp. bolanderi | Bolander's beach pine | -/-/1B.2 | Closed-cone coniferous forest, only in coastal pygmy forests. | Absent | No suitable habitat in ESL. |
| Piperia candida | white-flowered rein orchid | -/-/1B.2 | Coniferous forests in Northwest CA and north. | Absent | No suitable habitat in ESL. |
| Puccinellia pumila | dwarf alkali grass | -/-/2B.2 | Coastal salt marshes and swamps. | Absent | No suitable habitat in ESL. |
| Ramalina thrausta | angel's hair lichen | -/-/2B.1 | Coniferous forests in Northwest CA and north. | Absent | No suitable habitat in ESL. |

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| | Common | Status ¹ | | Habitat | |
|---|------------------------------------|------------------------|---|--------------------|--|
| Scientific Name | Name | Federal/State/ CNPS | Habitat | Present/ Absent | Rationale ² |
| Rhynchospora alba | white beaked- rush | -/-/2B.2 | Bogs, swamps, fens, forest wetlands. | Absent | No suitable habitat in ESL. |
| Sanguisorba officinalis | great burnet | -/-/2B.2 | Variety of wetland and forested habitats, often with serpentinite soil. | Absent | No suitable habitat in ESL. |
| Sidalcea malviflora ssp. patula | Siskiyou checkerbloom | -/-/1B.2 | Coastal buff scrub and prairie, roadsides. | Absent | No suitable habitat in ESL. |
| Sidalcea malviflora ssp. purpurea | purple- stemmed checkerbloom | -/-/1B.2 | Coastal prairie, forest openings. | Absent | No suitable habitat in ESL. |
| Trifolium trichocalyx | Monterey clover | E/E/1B.1 | Closed-cone coniferous forest (sandy, openings, burned areas). | Absent | No effect. No suitable habitat in ESL and project not within range of species. |
| Triquetrella californica | coastal triquetrella | -/-/1B.2 | Coastal scrub and coastal bluff scrub. | Absent | No suitable habitat in ESL. |
| Viola palustris | alpine marsh violet | -/-/2B.2 | Coastal bogs and fens, and mesic coastal scrub. | Absent | No suitable habitat in ESL. |
| SENSITIVE HABI | TATS | | | | |
| Coastal Brackish | Marsh | -/S2.1 | In shallow, standing or slow-moving waters in coastal bays, estuaries and lagoons, where fresh water meets salt water in a tidal area. | Absent | No suitable habitat in ESL. |
| Coastal and Valley Freshwater Marsh | | -/S2.1 | In shallow, standing or slow-moving fresh water at the edge of ponds and streams, typically permanently flooded; dominated by cattails and bulrushes. | Absent | No suitable habitat in ESL. |
| Fen | | -/S2.1 | Groundwater-fed wetland with permanently waterlogged soils ranging in pH levels. | Absent | No suitable habitat in ESL. |
| Grand Fir Forest | | -/S2 | Forests along the coast dominated by grand fir (Abies grandis). | Absent | No suitable habitat in ESL. |

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| Scientific Name | Common | Status ¹ | | Habitat | |
|-----------------------------|------------------|------------------------|---|--------------------|-----------------------------------|
| | Name | Federal/State/ CNPS | Habitat | Present/ Absent | Rationale ² |
| Mendocino Pygmy | / Cypress Forest | -/S2 | Forests along the coast dominated by pygmy cypress. | Absent | No suitable habitat in ESL. |
| Northern Coastal Salt Marsh | | -/S3.2 | Restricted to the intertidal zone of protected and shallow bays, estuaries and lagoons. | Absent | No suitable habitat in ESL. |
| Sphagnum Bog | | -/S2.1 | Cold, highly acidic, permanently waterlogged soils. | Absent | No suitable habitat in ESL. |

Potential Project Impacts and Environmental Commitments

Wildlife Species and Migratory Corridors

Wildlife corridors are areas of habitat that allow movement of wildlife from one habitat patch to another for seasonal or daily migration. Stream courses, and their associated riparian areas, are often used as migration corridors by aquatic and terrestrial species. If corridors are degraded, habitat fragmentation can result.

The project ESL is not expected to provide migratory corridor habitat for wildlife. SR 1 is a barrier to migration, contributing to habitat fragmentation due to linear segments of unvegetated land and increased potential for wildlife/vehicle collisions. The right of way fence and rural development to the east of the ESL also serve as barriers to wildlife migration.

Potential to impact rare plants in vegetation adjacent to construction, including designated staging areas

Several species of sensitive plants may potentially occur within the greater project area adjacent to the project ESL (i.e., within the 6-quad search area), including the federally endangered species listed in Table 1 above. All sensitive plant species with the potential to occur are shown in the CNDDB and CNPS queries (Attachments G and H). This project does not include ground-disturbing activities beyond modified surfaces. Additionally, none of the species with potential to occur in the area were detected during protocol-level botanical surveys and thus are inferred to be absent in and adjacent to the project area.

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Impacts to these species are not anticipated, therefore no avoidance or minimization measures are proposed.

Potential to impact jurisdictional wetlands, waters of the U.S., or waters of the State

No watercourses or wetlands are present within the proposed project footprint. A non-tidal, forested, seasonally flooded wetland borders the west side of SR 1 from PM 60.85 to PM 61.12. As no project activities are planned for southbound SR 1, impacts to the wetland are not anticipated. With implementation of the standard specification BMPs mentioned previously, construction along the road surface, as well as use of staging areas, would not impact the wetland bordering the opposite side of the highway. All construction at these locations would occur from the existing roadway. There would be no impacts to wetlands or waters because of the proposed activities; therefore, mitigation measures are not required.

Sensitive Habitats and Natural Communities

There are no sensitive habitats or natural communities, including wetlands, within the ESL. Although there is a forested wetland adjacent to the west side of SR 1 as mentioned in the previous section, with implementation of standard BMPs, project impacts to resources are not anticipated. The remainder of the vegetation observed consists of plant species common in a disturbed setting.

Potential to impact nesting birds

Nesting birds are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503, 3503.5, and 3513. Nesting birds may be present during the nesting season (February 1- September 15) on the ground and in trees, shrubs, and structures. Regulatory references to "nests" imply that the nests are active. An active nest is defined as containing eggs or having one or more adult birds in close attendance. A nest that does not have eggs or adults present, and a nest outside the nesting season, is not protected. Nests containing abandoned eggs (often encountered outside of nesting season) are also not protected. An exception to this definition is raptors and colonial nesting birds that build large nests used repetitively from year to year. During the nesting season, birds can be impacted by tree and vegetation removal. All vegetation removal would be done outside the nesting season, therefore the work would not impact migratory birds. If vegetation requires clearing within the nesting season, surveys would be conducted (no earlier than five days prior to vegetation removal) by a qualified biologist to identify and locate nesting birds.

Effects Findings

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After reviewing the Environmental Study Request and additional project information, it has been determined the proposed project would have no effect on any federally or state listed endangered, threatened, or candidate species or species of special concern. Most of the proposed work would take place on the existing pavement and modified surfaces; additionally, the clearing and grubbing required to build the retaining wall would be immediately next to the highway which consists of landscaped ornamental plant species that are very unlikely to support any special-status species or resources. No parts of the project are within critical habitat of any federally or state-listed threatened or endangered species or species of special concern.

No jurisdictional wetlands, waters of the U.S., or waters of the State were identified within the project ESL (existing roadway and shoulders). No permits/certifications from the USFWS, CDFW, United States Army Corps of Engineers (USACE), and the Regional Water Quality Control Board would be required. However, because the location of proposed ground-disturbing activities, including construction of a retaining wall, is within the Coastal Zone, the project would require a Coastal Development Permit (CDP).

If the scope of this project changes or extends beyond what is described above, reevaluation would be required. If you have any questions about this transmittal, please contact Tracy Walker at (707) 445-6432 or at tracy.walker@dot.ca.gov

References

- Baldwin, Bruce G. et al. (eds). 2012. The Jepson Manual: Vascular Plants of California, 2nd Edition. University of California Press, Berkeley.
- California Department of Fish and Wildlife. 2020. "California Natural Diversity Database (CNDDB)." 2020. Rarefind Viewer. Accessed: January 14, 2020. Sacramento, CA
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| | U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. |
| | Accessed February 4, 2019. |
| | . 2006. Arcata Fish and Wildlife Office. Draft Guidelines for Habitat Assessments and |
| | Surveys for Behren's Silverspot Butterfly (<i>Speyeria zerene behrensii</i>). |

Attachments

Attachment A: Project Vicinity Map

Attachment B: Project Location Map

Attachment C: Project ESL Layouts

Attachment D: Project Area Photos

Attachment E: USFWS IPaC Species List

Attachment F: NMFS Species List

Attachment G: CNDDB Rarefind Species List

Attachment H: CNPS Rare Plant Species List



ATTACHMENT A. Project Vicinity Map

NOTE: The Project Vicinity Map was previously provided earlier in the report and was omitted from the next page to avoid duplication.



ATTACHMENT B. Project Location Map

NOTE: The Project Location Map was previously provided earlier in the report and was omitted from the next page to avoid duplication.



ATTACHMENT C. Project ESL Layouts

NOTE: The Project ESL Layouts were previously provided earlier in the report and was omitted from the next pages to avoid duplication.



ATTACHMENT D. Project Area Photos





Photo 1. View of northbound SR 1 and SR 20 at location of proposed retaining wall east of SR 1 looking northeast.



Photo 2. View of Biological Study Area southwest of intersection of SR 1 and SR 20, looking north.



ATTACHMENT E. USFWS IPaC Species List

NOTE: Species lists have been updated, and are provided in the following pages.



Updated Species Lists (August 2020):

- + USFWS IPaC Species List
- + NMFS Species List
- + CNDDB Rarefind Species List
- + CNPS Rare Plant Species List





United States Department of the Interior

FISH AND WILDLIFE SERVICE

Arcata Fish And Wildlife Office 1655 Heindon Road Arcata, CA 95521-4573 Phone: (707) 822-7201 Fax: (707) 822-8411



In Reply Refer To: August 14, 2020

Consultation Code: 08EACT00-2020-SLI-0081

Event Code: 08EACT00-2020-E-00789

Project Name: Fort Bragg ADA Improvement

Subject: Updated list of threatened and endangered species that may occur in your proposed

project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arcata Fish And Wildlife Office 1655 Heindon Road Arcata, CA 95521-4573 (707) 822-7201

Project Summary

Consultation Code: 08EACT00-2020-SLI-0081

Event Code: 08EACT00-2020-E-00789

Project Name: Fort Bragg ADA Improvement

Project Type: TRANSPORTATION

Project Description: The ADA improvements within Fort Bragg will include a retaining wall,

new sidewalks, extended curb ramps, and renovating driveways, along

with additional signage and road striping.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/39.435197825671075N123.8061355041384W



Counties: Mendocino, CA

Endangered Species Act Species

There is a total of 18 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME STATUS

Point Arena Mountain Beaver *Aplodontia rufa nigra*No critical habitat has been designated for this species.

Species profile: https://ecos.fws.gov/ecp/species/7727

Endangered

Birds

NAME **STATUS**

Marbled Murrelet *Brachyramphus marmoratus*

Threatened

Population: U.S.A. (CA, OR, WA)

There is **final** critical habitat for this species. Your location is outside the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/4467

Northern Spotted Owl *Strix occidentalis caurina*

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/1123

Short-tailed Albatross *Phoebastria* (=Diomedea) albatrus

Endangered

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/433

Western Snowy Plover Charadrius nivosus nivosus

Threatened

Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of

Pacific coast)

There is **final** critical habitat for this species. Your location is outside the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/8035

Yellow-billed Cuckoo *Coccyzus americanus*

Population: Western U.S. DPS

There is **proposed** critical habitat for this species. Your location is outside the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/3911

Threatened

Reptiles

NAME **STATUS**

Green Sea Turtle *Chelonia mydas*

Threatened

Population: East Pacific DPS

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199

Leatherback Sea Turtle Dermochelys coriacea

Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/1493

Amphibians

NAME **STATUS**

California Red-legged Frog Rana draytonii

Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/2891

Fishes

NAME STATUS

Tidewater Goby Eucyclogobius newberryi

Endangered

Endangered

Endangered

Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/57

Insects

NAME STATUS

Behren's Silverspot Butterfly Speyeria zerene behrensii

No critical habitat has been designated for this species.

Species profile: https://ecos.fws.gov/ecp/species/900

Lotis Blue Butterfly Lycaeides argyrognomon lotis

There is **proposed** critical habitat for this species. The location of the critical habitat is not

available.

Flowering Plants

Species profile: https://ecos.fws.gov/ecp/species/5174

NAME

Burke's Goldfields Lasthenia burkei

Endangered

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecn/species/4338

Species profile: https://ecos.fws.gov/ecp/species/4338

Contra Costa Goldfields Lasthenia conjugens

There is **final** critical habitat for this species. Your location is outside the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/7058

Howell's Spineflower Chorizanthe howellii Endangered

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7607

Menzies' Wallflower Erysimum menziesii Endangered

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2935

Monterey Clover *Trifolium trichocalyx*Endangered

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4282

Showy Indian Clover *Trifolium amoenum* Endangered

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6459

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

From: NMFSWCRCA Specieslist - NOAA Service Account

To: Walker, Tracy@DOT

Subject: Re: Request for Official Species List for Caltrans Fort Bragg ADA Improvement Project

Date: Friday, August 14, 2020 12:13:03 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Receipt of this message confirms that NMFS has received your email to nmfswcrca.specieslist@noaa.gov. If you are a federal agency (or representative) and have followed the steps outlined on the California Species List Tools web page (http://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html), you have generated an official Endangered Species Act species list.

Messages sent to this email address are not responded to directly. For project specific questions, please contact your local NMFS office.

Northern California/Klamath (Arcata) 707-822-7201

North-Central Coast (Santa Rosa) 707-387-0737

Southern California (Long Beach) 562-980-4000

California Central Valley (Sacramento) 916-930-3600



Quad Name Fort Bragg

Quad Number 39123-D7

ESA Anadromous Fish

SONCC Coho ESU (T) CCC Coho ESU (E) CC Chinook Salmon ESU (T) CVSR Chinook Salmon ESU (T) SRWR Chinook Salmon ESU (E) NC Steelhead DPS (T) CCC Steelhead DPS (T) SCCC Steelhead DPS (T) SC Steelhead DPS (E) CCV Steelhead DPS (T) EUlachon (T) SDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat CCC Coho Critical Habitat CC Chinook Salmon Critical Habitat CVSR Chinook Salmon Critical Habitat SRWR Chinook Salmon Critical Habitat NC Steelhead Critical Habitat CCC Steelhead Critical Habitat SCCC Steelhead Critical Habitat SC Steelhead Critical Habitat CCV Steelhead Critical Habitat CCV Steelhead Critical Habitat Eulachon Critical Habitat SDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X
Olive Ridley Sea Turtle (T/E) - X
Leatherback Sea Turtle (E) - X
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) - X
Fin Whale (E) - X
Humpback Whale (E) - X
Southern Resident Killer Whale (E) - X
North Pacific Right Whale (E) - X
Sei Whale (E) - X
Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - X
Chinook Salmon EFH - X
Groundfish EFH - X
Coastal Pelagics EFH - X
Highly Migratory Species EFH - X

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - X
MMPA Pinnipeds - X





California Department of Fish and Wildlife California Natural Diversity Database



Query Criteria:

Quad IS (Fort Bragg (3912347) OR Mendocino (3912337) OR Inglenook (3912357) OR Dutchmans Knoll (3912356) OR Mathison Peak (3912336))

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|--|--------------|----------------|--------------|-------------|------------|--------------------------------------|
| alpine marsh violet | PDVIO041G0 | None | None | G5 | S1S2 | 2B.2 |
| Viola palustris | | | | | | |
| angel's hair lichen | NLLEC3S340 | None | None | G5? | S2S3 | 2B.1 |
| Ramalina thrausta | | | | | | |
| ashy storm-petrel | ABNDC04030 | None | None | G2 | S2 | SSC |
| Oceanodroma homochroa | | | | | | |
| Baker's goldfields | PDAST5L0C4 | None | None | G3T1 | S1 | 1B.2 |
| Lasthenia californica ssp. bakeri | | | | | | |
| Blasdale's bent grass | PMPOA04060 | None | None | G2 | S2 | 1B.2 |
| Agrostis blasdalei | | | | | | |
| bluff wallflower | PDBRA160E3 | None | None | G3 | S2 | 1B.2 |
| Erysimum concinnum | | | | | | |
| Bolander's beach pine | PGPIN04081 | None | None | G5T2 | S2 | 1B.2 |
| Pinus contorta ssp. bolanderi | | | | | | |
| bunchberry | PDCOR01040 | None | None | G5 | S2 | 2B.2 |
| Cornus canadensis | | | | | | |
| California sedge | PMCYP032D0 | None | None | G5 | S2 | 2B.2 |
| Carex californica | | | | | | |
| coast lily | PMLIL1A0C0 | None | None | G2 | S2 | 1B.1 |
| Lilium maritimum | | | | | | |
| Coastal and Valley Freshwater Marsh | CTT52410CA | None | None | G3 | S2.1 | |
| Coastal and Valley Freshwater Marsh | | | | | | |
| coastal bluff morning-glory | PDCON040D2 | None | None | G4T2T3 | S2S3 | 1B.2 |
| Calystegia purpurata ssp. saxicola | | | | | | |
| Coastal Brackish Marsh | CTT52200CA | None | None | G2 | S2.1 | |
| Coastal Brackish Marsh | | | | | | |
| coastal triquetrella | NBMUS7S010 | None | None | G2 | S2 | 1B.2 |
| Triquetrella californica | | | | | | |
| coho salmon - central California coast ESU | AFCHA02034 | Endangered | Endangered | G4 | S2? | |
| Oncorhynchus kisutch pop. 4 | | | | | | |
| congested-headed hayfield tarplant | PDAST4R065 | None | None | G5T2 | S2 | 1B.2 |
| Hemizonia congesta ssp. congesta | | | | | | |
| dark-eyed gilia | PDPLM04130 | None | None | G2 | S2 | 1B.2 |
| Gilia millefoliata | | | | | | |
| deceiving sedge | PMCYP03BY0 | None | None | G2 | S2 | 1B.2 |
| Carex saliniformis | | | | | | |
| dwarf alkali grass | PMPOA531L0 | None | None | G4? | SH | 2B.2 |
| Puccinellia pumila | | | | | | |
| | | | | | | |



California Department of Fish and Wildlife California Natural Diversity Database



| Species | Flamout Oad | Fodoral Otata | State Status | Clabal Barri | State Devil | Rare Plant Rank/CDFW |
|--|--|----------------|--------------|--------------|--------------------|-------------------------|
| Species | Element Code | Federal Status | State Status | Global Rank | State Rank S1.2 | SSC or FP |
| Fen Fen | CTT51200CA | None | None | G2 | 51.2 | |
| oothill yellow-legged frog | AAABH01050 | None | Endangered | G3 | S3 | SSC |
| Rana boylii | AAABI 10 1030 | None | Endangered | G 3 | 33 | 330 |
| globose dune beetle | IICOL4A010 | None | None | G1G2 | S1S2 | |
| Coelus globosus | 11002471010 | None | None | 0102 | 0102 | |
| Grand Fir Forest | CTT82120CA | None | None | G1 | S1.1 | |
| Grand Fir Forest | | | | | | |
| great blue heron | ABNGA04010 | None | None | G5 | S4 | |
| Ardea herodias | | | | | | |
| great burnet | PDROS1L060 | None | None | G5? | S2 | 2B.2 |
| Sanguisorba officinalis | | | | | | |
| green yellow sedge | PMCYP03EM5 | None | None | G5T5 | S2 | 2B.3 |
| Carex viridula ssp. viridula | | | | | | |
| nair-leaved rush | PMJUN012R0 | None | None | G5 | S1 | 2B.2 |
| Juncus supiniformis | | | | | | |
| noary bat | AMACC05030 | None | None | G5 | S4 | |
| Lasiurus cinereus | | | | | | |
| Howell's spineflower | PDPGN040C0 | Endangered | Threatened | G1 | S1 | 1B.2 |
| Chorizanthe howellii | | | | | | |
| Humboldt Bay owl's-clover | PDSCR0D402 | None | None | G4T2 | S2 | 1B.2 |
| Castilleja ambigua var. humboldtiensis | | | | | | |
| Humboldt County milk-vetch | PDFAB0F080 | None | Endangered | G2 | S2 | 1B.1 |
| Astragalus agnicidus | | | | | | |
| agoon sedge | PMCYP037A7 | None | None | G5T5 | S1 | 2B.2 |
| Carex lenticularis var. limnophila | | | | | | |
| eafy-stemmed mitrewort | PDSAX0N020 | None | None | G5 | S4 | 4.2 |
| Mitellastra caulescens | | | | | | |
| ivid sedge | PMCYP037L0 | None | None | G5 | SH | 2A |
| Carex livida | == = = | | | | | |
| otis blue butterfly | IILEPG5013 | Endangered | None | G5TH | SH | |
| Plebejus idas lotis | D110\(D00\(D00\(D00\(D00\(D00\(D00\(D00\ | | | 0- | | 25.2 |
| Lyngbye's sedge | PMCYP037Y0 | None | None | G5 | S3 | 2B.2 |
| Carex lyngbyei | DDMM1440E0 | Name | Mana | 00 | 00 | 4.0 |
| maple-leaved checkerbloom Sidalcea malachroides | PDMAL110E0 | None | None | G3 | S3 | 4.2 |
| marbled murrelet | APAININGC010 | Throatonod | Endongorod | C2C4 | C1 | |
| Brachyramphus marmoratus | ABNNN06010 | Threatened | Endangered | G3G4 | S1 | |
| | PDFAB250P0 | None | None | G5 | S2 | 2B.2 |
| marsh pea Lathyrus palustris | FDFAB230F0 | INOTIC | INOLIG | GJ | SZ | ZU.Z |
| Mendocino Coast paintbrush | PDSCR0D3N0 | None | None | G2 | S2 | 1B.2 |
| Castilleja mendocinensis | I DOCKODSNO | TAOLIC | HUILE | 32 | 5 2 | 10.2 |
| Cacanoja menacemensis | | | | | | |



California Department of Fish and Wildlife California Natural Diversity Database



| Consider | Flores 10 | Fodovel Co | 04-4- 04 / | Oleksin | Otata D | Rare Plant Rank/CDFW |
|--|-----------------|----------------|--------------|-------------|------------|-------------------------|
| Species Mandacine doddor | Element Code | Federal Status | State Status | Global Rank | State Rank | SSC or FP |
| Mendocino dodder Cuscuta pacifica var. papillata | PDCUS011A2 | None | None | G5T1 | 51 | 1B.2 |
| | II ADALIGO40 | Nana | None | C1 | S1 | |
| Mendocino leptonetid spider Calileptoneta wapiti | ILARAU6040 | None | None | G1 | 51 | |
| • | CTT02464CA | Nana | Nana | G2 | S2.1 | |
| Mendocino Pygmy Cypress Forest Mendocino Pygmy Cypress Forest | CTT83161CA | None | None | G2 | 52.1 | |
| Menzies' wallflower | PDBRA160R0 | Endangered | Endangered | G1 | S1 | 1B.1 |
| Erysimum menziesii | | | | | | |
| Methuselah's beard lichen | NLLEC5P420 | None | None | G4 | S4 | 4.2 |
| Usnea longissima | | | | | | |
| Monterey clover | PDFAB402J0 | Endangered | Endangered | G1 | S1 | 1B.1 |
| Trifolium trichocalyx | | | | | | |
| North American porcupine | AMAFJ01010 | None | None | G5 | S3 | |
| Erethizon dorsatum | | | | | | |
| North Coast phacelia | PDHYD0C2B1 | None | None | G2T2 | S2 | 1B.2 |
| Phacelia insularis var. continentis | | | | | | |
| Northern Coastal Salt Marsh | CTT52110CA | None | None | G3 | S3.2 | |
| Northern Coastal Salt Marsh | | | | | | |
| northern goshawk | ABNKC12060 | None | None | G5 | S3 | SSC |
| Accipiter gentilis | | | | | | |
| northern microseris | PDAST6E030 | None | None | G5 | S1 | 2B.1 |
| Microseris borealis | | | | | | |
| northern red-legged frog | AAABH01021 | None | None | G4 | S3 | SSC |
| Rana aurora | | | | | | |
| obscure bumble bee | IIHYM24380 | None | None | G4? | S1S2 | |
| Bombus caliginosus | | | | | | |
| Oregon coast paintbrush | PDSCR0D012 | None | None | G3 | S3 | 2B.2 |
| Castilleja litoralis | | | | | | |
| Oregon goldthread | PDRAN0A020 | None | None | G4? | S3? | 4.2 |
| Coptis laciniata | | | | | | |
| osprey | ABNKC01010 | None | None | G5 | S4 | WL |
| Pandion haliaetus | | | | | | |
| Pacific gilia | PDPLM040B6 | None | None | G5T3 | S2 | 1B.2 |
| Gilia capitata ssp. pacifica | | | | | | |
| Pacific lamprey | AFBAA02100 | None | None | G4 | S4 | SSC |
| Entosphenus tridentatus | | | | | | |
| Pacific tailed frog | AAABA01010 | None | None | G4 | S3S4 | SSC |
| Ascaphus truei | | | - | - | | - |
| perennial goldfields | PDAST5L0C5 | None | None | G3T2 | S2 | 1B.2 |
| Lasthenia californica ssp. macrantha | . 2 | | | - | | · — · |
| pink sand-verbena | PDNYC010N4 | None | None | G4G5T2 | S2 | 1B.1 |
| Abronia umbellata var. breviflora | 1 5111 50 10114 | . 10.10 | 710110 | 0.0012 | <u></u> | 15.1 |
| , is sind difficultà val. biovinola | | | | | | |



California Department of Fish and Wildlife California Natural Diversity Database



| Overton | | Ends 1000 | 04-4 24 - | 01-1-1- | 01-1 5 | Rare Plant Rank/CDFW |
|--|--------------|----------------|--------------|-------------|------------|-------------------------|
| Species Reint Revea blancarage | Element Code | Federal Status | State Status | Global Rank | State Rank | SSC or FP |
| Point Reyes blennosperma Blennosperma nanum var. robustum | PDAST1A022 | None | Rare | G4T2 | S2 | 1B.2 |
| Point Reyes horkelia | PDROS0W0B0 | None | None | G2 | S2 | 1B.2 |
| Horkelia marinensis | | | | | | |
| purple martin | ABPAU01010 | None | None | G5 | S3 | SSC |
| Progne subis | | | | | | |
| purple-stemmed checkerbloom | PDMAL110FL | None | None | G5T1 | S1 | 1B.2 |
| Sidalcea malviflora ssp. purpurea | | | | | | |
| pygmy cypress | PGCUP04032 | None | None | G1 | S1 | 1B.2 |
| Hesperocyparis pygmaea | | | | | | |
| pygmy manzanita | PDERI04280 | None | None | G3?T1 | S1 | 1B.2 |
| Arctostaphylos nummularia ssp. mendocinoensis | | | | | | |
| red-bellied newt | AAAAF02020 | None | None | G4 | S2 | SSC |
| Taricha rivularis | | | | | | |
| round-headed Chinese-houses | PDSCR0H060 | None | None | G1 | S1 | 1B.2 |
| Collinsia corymbosa | | | | | | |
| running-pine | PPLYC01080 | None | None | G5 | S3 | 4.1 |
| Lycopodium clavatum | | | | | | |
| seacoast ragwort | PDAST8H0H1 | None | None | G4T4 | S2S3 | 2B.2 |
| Packera bolanderi var. bolanderi | | | | | | |
| short-leaved evax | PDASTE5011 | None | None | G4T3 | S3 | 1B.2 |
| Hesperevax sparsiflora var. brevifolia | | | | | | |
| Sonoma tree vole | AMAFF23030 | None | None | G3 | S3 | SSC |
| Arborimus pomo | | | | | | |
| southern torrent salamander | AAAAJ01020 | None | None | G3G4 | S2S3 | SSC |
| Rhyacotriton variegatus | | | | | | |
| Sphagnum Bog | CTT51110CA | None | None | G3 | S1.2 | |
| Sphagnum Bog | | | | | | |
| steelhead - northern California DPS | AFCHA0209Q | Threatened | None | G5T2T3Q | S2S3 | |
| Oncorhynchus mykiss irideus pop. 16 | | | | | | |
| supple daisy | PDAST3M3Z0 | None | None | G2 | S2 | 1B.2 |
| Erigeron supplex | | | | | | |
| swamp harebell | PDCAM02060 | None | None | G3 | S3 | 1B.2 |
| Campanula californica | | | | | | |
| Ten Mile shoulderband | IMGASC5070 | None | None | G2 | S2 | |
| Noyo intersessa | | | | | | |
| Thurber's reed grass | PMPOA17070 | None | None | G3Q | S2 | 2B.1 |
| Calamagrostis crassiglumis | | | | | | |
| tidewater goby | AFCQN04010 | Endangered | None | G3 | S3 | SSC |
| Eucyclogobius newberryi | | | | | | |
| Townsend's big-eared bat | AMACC08010 | None | None | G3G4 | S2 | SSC |
| Corynorhinus townsendii | | | | | | |
| | | | | | | |



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| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---------------------------------|--------------|----------------|--------------|-------------|------------|--------------------------------------|
| tufted puffin | ABNNN12010 | None | None | G5 | S1S2 | SSC |
| Fratercula cirrhata | | | | | | |
| western bumble bee | IIHYM24250 | None | Candidate | G2G3 | S1 | |
| Bombus occidentalis | | | Endangered | | | |
| western pond turtle | ARAAD02030 | None | None | G3G4 | S3 | SSC |
| Emys marmorata | | | | | | |
| western snowy plover | ABNNB03031 | Threatened | None | G3T3 | S2S3 | SSC |
| Charadrius alexandrinus nivosus | | | | | | |
| white beaked-rush | PMCYP0N010 | None | None | G5 | S2 | 2B.2 |
| Rhynchospora alba | | | | | | |
| white-flowered rein orchid | PMORC1X050 | None | None | G3 | S3 | 1B.2 |
| Piperia candida | | | | | | |
| Whitney's farewell-to-spring | PDONA05025 | None | None | G5T1 | S1 | 1B.1 |
| Clarkia amoena ssp. whitneyi | | | | | | |
| Wolf's evening-primrose | PDONA0C1K0 | None | None | G2 | S1 | 1B.1 |
| Oenothera wolfii | | | | | | |

Record Count: 90





*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

70 matches found. Click on scientific name for details

Search Criteria

Found in Quads 3912357, 3912356, 3912347, 3912346 3912337 and 3912336;

Q Modify Search Criteria Export to Excel Modify Columns Modify Sort Modify Sort Display Photos

| - <u> </u> | | | | | | | |
|---|--------------------------------|----------------|-------------------------------|-----------------------|-----------------------|------|----------------|
| Scientific Name | Common Name | Family | Lifeform | Blooming Period | CA Rare Plant Ranl | | Global Rank |
| Abronia umbellata var. breviflora | pink sand-verbena | Nyctaginaceae | perennial herb | Jun-Oct | 1B.1 | S2 | G4G5T2 |
| Agrostis blasdalei | Blasdale's bent grass | Poaceae | perennial rhizomatous herb | May-Jul | 1B.2 | S2 | G2 |
| Angelica lucida | sea-watch | Apiaceae | perennial herb | May-Sep | 4.2 | S3 | G5 |
| Arctostaphylos nummularia ssp. mendocinoensis | pygmy manzanita | Ericaceae | perennial evergreen shrub | Jan | 1B.2 | S1 | G3?T1 |
| Astragalus agnicidus | Humboldt County milk-vetch | Fabaceae | perennial herb | Apr-Sep | 1B.1 | S2 | G2 |
| Blennosperma nanum var. robustum | Point Reyes blennosperma | Asteraceae | annual herb | Feb-Apr | 1B.2 | S2 | G4T2 |
| Calamagrostis bolanderi | Bolander's reed grass | Poaceae | perennial rhizomatous herb | May-Aug | 4.2 | S4 | G4 |
| Calamagrostis crassiglumis | Thurber's reed grass | Poaceae | perennial rhizomatous herb | May-Aug | 2B.1 | S2 | G3Q |
| <u>Calystegia purpurata ssp.</u> <u>saxicola</u> | coastal bluff morning-glory | Convolvulaceae | perennial herb | (Mar)Apr- Sep | 1B.2 | S2S3 | G4T2T3 |
| Campanula californica | swamp harebell | Campanulaceae | perennial rhizomatous herb | Jun-Oct | 1B.2 | S3 | G3 |
| Carex californica | California sedge | Cyperaceae | perennial rhizomatous herb | May-Aug | 2B.3 | S2 | G5 |
| Carex lenticularis var. limnophila | lagoon sedge | Cyperaceae | perennial herb | Jun-Aug | 2B.2 | S1 | G5T5 |
| Carex livida | livid sedge | Cyperaceae | perennial rhizomatous herb | Jun | 2A | SH | G5 |
| <u>Carex lyngbyei</u> | Lyngbye's sedge | Cyperaceae | perennial rhizomatous herb | Apr-Aug | 2B.2 | S3 | G5 |
| Carex saliniformis | deceiving sedge | Cyperaceae | perennial rhizomatous herb | May-Jun(Jul) | 1B.2 | S2 | G2 |
| Carex viridula ssp. viridula | green yellow sedge | Cyperaceae | perennial herb | (Jun)Jul- Sep(Nov) | 2B.3 | S2 | G5T5 |

| 0/14/2020 | | OI II O III V | entery resents | | | | |
|---|------------------------------------|----------------|-----------------------------------|-------------------------------|------|------|------|
| <u>Castilleja ambigua var.</u> <u>ambigua</u> | johnny-nip | Orobanchaceae | annual herb (hemiparasitic) | Mar-Aug | 4.2 | S3S4 | G4T4 |
| Castilleja ambigua var. humboldtiensis | Humboldt Bay owl's- clover | Orobanchaceae | annual herb (hemiparasitic) | Apr-Aug | 1B.2 | S2 | G4T2 |
| Castilleja litoralis | Oregon coast paintbrush | Orobanchaceae | perennial herb (hemiparasitic) | Jun-Jul | 2B.2 | S3 | G3 |
| Castilleja mendocinensis | Mendocino Coast paintbrush | Orobanchaceae | perennial herb (hemiparasitic) | Apr-Aug | 1B.2 | S2 | G2 |
| <u>Ceanothus gloriosus var.</u> <u>exaltatus</u> | glory brush | Rhamnaceae | perennial evergreen shrub | Mar- Jun(Aug) | 4.3 | S4 | G4T4 |
| Ceanothus gloriosus var. gloriosus | Point Reyes ceanothus | Rhamnaceae | perennial evergreen shrub | Mar-May | 4.3 | S4 | G4T4 |
| Chorizanthe howellii | Howell's spineflower | Polygonaceae | annual herb | May-Jul | 1B.2 | S1 | G1 |
| <u>Chrysosplenium</u> g <u>lechomifolium</u> | Pacific golden saxifrage | Saxifragaceae | perennial herb | Feb-Jun(Jul) | 4.3 | S3 | G5? |
| <u>Clarkia amoena ssp.</u> <u>whitneyi</u> | Whitney's farewell- to-spring | Onagraceae | annual herb | Jun-Aug | 1B.1 | S1 | G5T1 |
| Collinsia corymbosa | round-headed Chinese-houses | Plantaginaceae | annual herb | Apr-Jun | 1B.2 | S1 | G1 |
| Coptis laciniata | Oregon goldthread | Ranunculaceae | perennial rhizomatous herb | (Feb)Mar- May(Sep- Nov) | 4.2 | S3? | G4? |
| Cornus canadensis | bunchberry | Cornaceae | perennial rhizomatous herb | May-Jul | 2B.2 | S2 | G5 |
| Cuscuta pacifica var. papillata | Mendocino dodder | Convolvulaceae | annual vine (parasitic) | (Jun)Jul-Oct | 1B.2 | S1 | G5T1 |
| Erigeron supplex | supple daisy | Asteraceae | perennial herb | May-Jul | 1B.2 | S2 | G2 |
| Erysimum concinnum | bluff wallflower | Brassicaceae | annual / perennial herb | Feb-Jul | 1B.2 | S2 | G3 |
| Erysimum menziesii | Menzies' wallflower | Brassicaceae | perennial herb | Mar-Sep | 1B.1 | S1 | G1 |
| Fritillaria roderickii | Roderick's fritillary | Liliaceae | perennial bulbiferous herb | Mar-May | 1B.1 | S1 | G1Q |
| Gilia capitata ssp. pacifica | Pacific gilia | Polemoniaceae | annual herb | Apr-Aug | 1B.2 | S2 | G5T3 |
| Gilia millefoliata | dark-eyed gilia | Polemoniaceae | annual herb | Apr-Jul | 1B.2 | S2 | G2 |
| Hemizonia congesta ssp. congesta | congested-headed hayfield tarplant | Asteraceae | annual herb | Apr-Nov | 1B.2 | S2 | G5T2 |
| <u>Hesperevax sparsiflora var.</u> <u>brevifolia</u> | short-leaved evax | Asteraceae | annual herb | Mar-Jun | 1B.2 | S2 | G4T3 |
| <u>Hesperocyparis pygmaea</u> | pygmy cypress | Cupressaceae | perennial evergreen tree | | 1B.2 | S1 | G1 |
| Horkelia marinensis | Point Reyes horkelia | Rosaceae | perennial herb | May-Sep | 1B.2 | S2 | G2 |
| Hosackia gracilis | harlequin lotus | Fabaceae | perennial rhizomatous herb | Mar-Jul | 4.2 | S3 | G3G4 |
| <u>Iris longipetala</u> | coast iris | Iridaceae | perennial rhizomatous herb | Mar-May | 4.2 | S3 | G3 |
| Juncus supiniformis | hair-leaved rush | Juncaceae | perennial rhizomatous herb | Apr- May(Jun-Jul) | 2B.2 | S1 | G5 |
| <u>Lasthenia californica ssp.</u> <u>bakeri</u> | Baker's goldfields | Asteraceae | perennial herb | Apr-Oct | 1B.2 | S1 | G3T1 |
| | perennial goldfields | Asteraceae | perennial herb | Jan-Nov | 1B.2 | S2 | G3T2 |

<u>Lasthenia californica ssp.</u> macrantha

| macrantha | | | | | | | |
|--|-----------------------------|-----------------|-------------------------------------|-------------------------------|------|------|------|
| <u>Lathyrus palustris</u> | marsh pea | Fabaceae | perennial herb | Mar-Aug | 2B.2 | S2 | G5 |
| <u>Lilium maritimum</u> | coast lily | Liliaceae | perennial bulbiferous herb | May-Aug | 1B.1 | S2 | G2 |
| Lilium rubescens | redwood lily | Liliaceae | perennial bulbiferous herb | Apr- Aug(Sep) | 4.2 | S3 | G3 |
| Listera cordata | heart-leaved twayblade | Orchidaceae | perennial herb | Feb-Jul | 4.2 | S4 | G5 |
| Lycopodium clavatum | running-pine | Lycopodiaceae | perennial rhizomatous herb | Jun- Aug(Sep) | 4.1 | S3 | G5 |
| Microseris borealis | northern microseris | Asteraceae | perennial herb | Jun-Sep | 2B.1 | S1 | G5 |
| Mitellastra caulescens | leafy-stemmed mitrewort | Saxifragaceae | perennial rhizomatous herb | (Mar)Apr-Oct | 4.2 | S4 | G5 |
| Oenothera wolfii | Wolf's evening- primrose | Onagraceae | perennial herb | May-Oct | 1B.1 | S1 | G2 |
| Packera bolanderi var. bolanderi | seacoast ragwort | Asteraceae | perennial rhizomatous herb | (Jan- Apr)May- Jul(Aug) | 2B.2 | S2S3 | G4T4 |
| Phacelia insularis var. continentis | North Coast phacelia | Hydrophyllaceae | annual herb | Mar-May | 1B.2 | S2 | G2T2 |
| <u>Pinus contorta ssp.</u> <u>bolanderi</u> | Bolander's beach pine | Pinaceae | perennial evergreen tree | | 1B.2 | S2 | G5T2 |
| <u>Piperia candida</u> | white-flowered rein orchid | Orchidaceae | perennial herb | (Mar)May- Sep | 1B.2 | S3 | G3 |
| Pityopus californicus | California pinefoot | Ericaceae | perennial herb (achlorophyllous) | (Mar- Apr)May- Aug | 4.2 | S4 | G4G5 |
| Pleuropogon refractus | nodding semaphore grass | Poaceae | perennial rhizomatous herb | (Mar)Apr- Aug | 4.2 | S4 | G4 |
| Puccinellia pumila | dwarf alkali grass | Poaceae | perennial herb | Jul | 2B.2 | SH | G4? |
| Ramalina thrausta | angel's hair lichen | Ramalinaceae | fruticose lichen (epiphytic) | | 2B.1 | S2? | G5 |
| Rhynchospora alba | white beaked-rush | Cyperaceae | perennial rhizomatous herb | Jun-Aug | 2B.2 | S2 | G5 |
| Sanguisorba officinalis | great burnet | Rosaceae | perennial rhizomatous herb | Jul-Oct | 2B.2 | S2 | G5? |
| Sidalcea malachroides | maple-leaved checkerbloom | Malvaceae | perennial herb | (Mar)Apr- Aug | 4.2 | S3 | G3 |
| <u>Sidalcea malviflora ssp.</u> <u>purpurea</u> | purple-stemmed checkerbloom | Malvaceae | perennial rhizomatous herb | May-Jun | 1B.2 | S1 | G5T1 |
| <u>Tiarella trifoliata var. trifoliata</u> | trifoliate laceflower | Saxifragaceae | perennial rhizomatous herb | (May)Jun- Aug | 3.2 | S2S3 | G5T5 |
| Trifolium trichocalyx | Monterey clover | Fabaceae | annual herb | Apr-Jun | 1B.1 | S1 | G1 |
| Triquetrella californica | coastal triquetrella | Pottiaceae | moss | | 1B.2 | S2 | G2 |
| <u>Usnea longissima</u> | Methuselah's beard lichen | Parmeliaceae | fruticose lichen (epiphytic) | | 4.2 | S4 | G4 |
| Veratrum fimbriatum | fringed false- hellebore | Melanthiaceae | perennial herb | Jul-Sep | 4.3 | S3 | G3 |
| <u>Viola palustris</u> | alpine marsh violet | Violaceae | perennial rhizomatous herb | Mar-Aug | 2B.2 | S1S2 | G5 |
| | | | | | | | |

Suggested Citation

California Native Plant Society, Rare Plant Program. 2020. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 14 August 2020].

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Questions and Comments

rareplants@cnps.org

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3 | Drainage Report Addendum (February 2020) Preliminary Drainage Report (February 2019)



Memorandum

Serious drought. Help save water!

To: CIRILO SALILICAN, Design Engineer

Design M-14

District 3-Marysville

Date: February 05, 2020

File: 01-MEN-01-PM 59.8/62.1

01-0B220 (0112000110)

Fort Bragg ADA

From: EDWARD WORDEN

North Region Hydraulics Edward Worden

District 1- Eureka

Subject: Addendum to Preliminary Drainage Recommendations

This is an Addendum to the Preliminary Drainage Report prepared by Artin Merati dated February 14, 2019. The project proposes to replace the existing curb ramps with ADA compliant pedestrian facilities, place new sidewalks at gaps, construct a new sidewalk, and install or upgrade existing drainage systems.

At this stage of the project, it is estimated that 37 curb ramps will be constructed and/or reconstructed to ADA compliant curb ramps and approximately 2,200 linear feet of new sidewalk will be constructed to bridge the existing gaps in the pedestrian system. This scope of work results in repairing and upgrading the existing drainage facilities and features including culvert extension, drainage inlet replacement, and adding new drainage systems.

General Recommendations:

- Include a concrete collar for pipe to pipe connection/extensions.
- Consider replacing DI's that are to be relocated.
- DIs that are extended/relocated add an additional 4' of pipe into the quantities for extensions.
- As-builts have RCP and 18" CSP pipes, add quantities for extensions when tying into these systems.

Conclusion:

As this project is in the early design phase recommendations are preliminary and further evaluation can only occur with utilization of other resources in the next project phase. If you have questions or concerns, please contact our office at (707) 441-5728.

1 Cirilo Salilican, Project Engineer cc:

- 2. Steven Blair, Project Manager
- 3. Project files

EGW

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Making Conservation a California Way of Life

Memorandum

To: Sumandeep Sudini, Project Engineer Design – M14 District 3 – Marysville

From: Artin Merati

North Region Capital Hydraulics

District 1- Eureka

Subject: PRELIMINARY DRAINAGE REPORT

Date: Feb 14, 2019

File: 01-Men-01-PM 59.8 / 62.1 01-0B220 (01 1200 0110)

Fort Bragg ADA

At the request of District 3 Design for a Preliminary Drainage Report on Oct 19, 2019, for Fort Bragg ADA project, NR Hydraulic staff has reviewed the project. The project proposes to replace the existing curb ramps with ADA compliant pedestrian facilities, place new sidewalk, install high visibility signing & stripping at crosswalks, and install or retrofit existing drainage systems along with relocation of utility infrastructures.

At this stage of the project, it is estimated that over 40 curbs will be upgraded to ADA compliant curb ramps and approximately one mile of new sidewalk will be constructed to fill in existing gaps in the pedestrian system. This scope of work will include repairing and upgrading the existing drainage facilities and features including culvert extension, drainage inlet replacement and upgrading existing drainage systems.

RAINFALL & CLIMATE DATA

The data station close to this project is the Fort Bragg station with COOP¹ ID (043161), 4.5 miles NE of the project finishing location, as shown on the map in Figure.1. The station data is also tabulated in Table.1.

The average annual rainfall is 40.24 inches, with the maximum of 7.61 inches of rain in January, an Average Monthly Minimum January Temperature of 39.9 degrees Fahrenheit and an Average Monthly Maximum Temperature is September of 65.6 degrees Fahrenheit.

Rainfall gaging stations were obtained from the north region climate center.

¹ Cooperative Observer Network

Table.1 Climate / Rainfall Data

FT BRAGG 5 N, CALIFORNIA (043161)

Period of Record Monthly Climate Summary

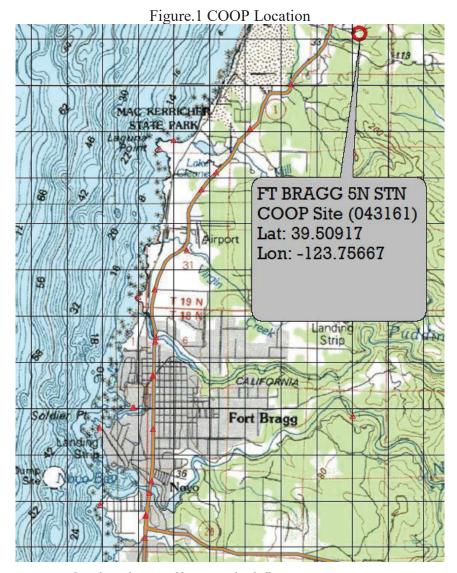
Period of Record: 05/01/1895 to 06/09/2016

| | Jan | Feb | Mar | Apr | May | Jun | Ju | 1 | Aug | Sep | Oct | Nov | Dec | Annual |
|-----------------------------------|------|------|------|--------|--------|-----|-----|------|------|------|------|--------|--------|--------|
| Average Max. Temperature (F) | 55.5 | 56.6 | 57.€ | 5 59.0 | 61.4 | 6 | 3.7 | 64.8 | 65.1 | 65.6 | 63.4 | 1 59.4 | 4 55.9 | 60.6 |
| Average Min. Temperature (F) | 39.9 | 40.7 | 41.6 | 5 43.1 | 1 45.7 | 4 | 8.3 | 49.4 | 49.6 | 49.1 | 46.7 | 7 43.3 | 3 40.6 | 44.8 |
| Average Total Precipitation (in.) | 7.61 | 6.29 | 5.27 | 7 3.06 | 5 1.43 | 0 | .62 | 0.11 | 0.26 | 0.59 | 2.61 | 5.42 | 2 6.96 | 40.24 |
| Average Total SnowFall (in.) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Average Snow Depth (in.) | (| 0 | (|) (|) (|) | 0 | 0 | 0 | 0 |) (|) (| 0 0 | 0 |

Percent of possible observations for period of record.

Max. Temp.: 97.5% Min. Temp.: 97.2% Precipitation: 97.7% Snowfall: 97.9% Snow Depth: 97.9% Check Station Metadata or Metadata graphics for more detail about data completeness.

Western Regional Climate Center, wrcc@dri.edu



Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

FLOODPLAIN EVALUATION

A digital version of the map panel from National Flood Hazard Layer (NFHL) for the project location is presented in Figure 2 and attached along with the signed Floodplain Evaluation Report Summary form in attachment-1 of this document.

The project limit lies within FEMA panel numbers #06045C1016G and #06045C1010G effective on 07/18/2017. The proposed project falls mainly on Zone X (unshaded), which is classified as, areas with 0.2% annual chance flood hazard or areas of 1% annual chance flood with average depth less than 1' or with drainage areas of less than one square mile. Part of the project on the Noyo River bridge falls in Zone AE, corresponding to SFHA zone, defined as areas with available base flood elevation (BFE) ranges. No construction activity is proposed in the Zone AE floodplain.



HYDROLOGY

Rainfall intensities with duration and frequency estimates are based on the 5-min time of concentration for roadway, also the rainfall depth for 2-year 24-hour, from National Oceanic and Atmospheric Administration (NOAA) Atlas 14 are listed in Table.2.

Table.2 Precipitation Frequency (PF) Estimates

| Recurrence Interval (For T _c = 5-min) | Precipitation Intensity |
|---|-------------------------|
| 5 (yr.) | 3.30 (in/hr) |
| 10 (yr.) | 4.06 (in/hr) |
| 25 (yr.) | 5.00 (in/hr) |
| 50 (yr.) | 5.70 (in/hr) |
| 100 (yr.) | 6.37 (in/hr) |
| Duration | Precipitation Depth |
| 2-year 24-hour | 3.07 (In.) |

INSTALLING ADA COMPLIANT CURB RAMPS:

Existing at grade curbs on corners:

Existing corner curbs in this project limits have the AC pavement flush with top of the curb, without an actual ramp on the sidewalk or curb.

o Recommendation:

There are 2 scenarios for making the existing curbs compliant with ADA:

1- Adding a detectable warning surface to the existing, at grade curbs:

This alternative would not change the existing drainage patterns, although the existing drainage depression made by the constructed pavement ramps next to the drainage inlets, as shown in Figure 3 and Figure 4, should get fixed, by relocating the existing drainage inlets away from the crosswalk and transition area in the pavement.

Gutter pan slopes will need to be constructed based on the Standard Plan detail A88A (1" of depth for each 2' of width) to drain the runoff and existing debris to the adjacent drainage inlets.

Figure 3. SE of Hazel St on northbound





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2- Installing standard ADA compliant curb ramp with standard flared areas and ramp clear space.

This alternative requires grinding the existing AC pavement along the curb, with wrapping the road cross/longitudinal slope towards the curb, away from the ramp clear space, and into the adjacent inlets.

The constructability study of this alternative is necessary due to existing flat areas in the city of Fort Bragg and pending the updated survey data and final designed geometry of each curb ramp with their transition length.

The existing drainage inlets will need to be relocated, gutter pan transition and counter slopes near inlets should be constructed to drain the runoff into the DIs. Sedimentation issues need to be addressed to prevent discharge of debris and sediment into the DIs. Some existing curb ramps along with their drainage issues are shown in Figure 5 and Figure 6.

Figure 5. SW of Bush St on Southbound



Figure 6. SW of Spruce St on Southbound

Existing Curb ramps:

There are existing curb ramps (newly constructed) along this stretch of highway in the City of Fort Bragg, proposed for ADA ramp reconstruction in the design layout dated October 2018.

These curb ramps do not have any evidential drainage pattern issues, and it is recommended to keep the drainage slopes to the adjacent inlets if there are any construction activities proposed for these locations.

GENERAL RECOMMENDATIONS:

- ➤ Please review the attached layouts including comments and recommendations pertaining to drainage in attachment-3.
- Work location matrix prepared during the previous phase of this project has been updated and attached to this document in attachment-5.
- > Gutter spread calculation is performed and attached to this document in attachment-2.
- It is recommended to consider using the standard inlet grates within the bike lane width, compliant with bike travelers.
- > The curb ramp clear space, and gutter connection, need to be designed by constructing counter slopes so water and debris do not accumulate at the base of the ramp or on the detectable warning surface, to meet ADA compliance for waterflow and drainage.
- Runoff water, sedimentation and debris should be discharged away from the curb ramp, by designing smooth gutters (no lip between the ramp and gutter) with continuous slopes that guide the water flow away from ramp clear space.
- ➤ Gutter pan slopes are needed to be constructed based on the standard plan specifications Plan#A88A (1" of depth for each 2' of width) to drain the runoff and existing debris to the adjacent drainage inlets.
- ➤ Pending the geotechnical unit review for drainage of the proposed retaining wall in ESL-1&2 layouts, it is recommended to place grade line ditches (or Transverse drain pipe/channels) under the sidewalk next to the retaining wall with the retaining wall drainage system connected to it.
- Adding curb ramps results in moving and replacing the existing drainage inlets and with this scenario, further design will be needed for the drainage systems.

SEDIMENTATION AND GUTTER SPREAD

Due to the existing sedimentation and debris around the inlets, along the side curbs and on curb ramps, gutter spread analysis were performed at specific locations (as delineated and commented on the attached layout) and the calculation results are in attachment-2 of this document.

Survey data was not available at the time this hydraulic calculation was completed. Lidar Data (US Elevation Data with 10m Resolution) was obtained from USGS website and used for this calculation. Updated survey data shall be utilized in further project phases to validate the accuracy of performed hydraulic calculations.

CULVERT DATABASE SUMMARY

There are several cross/longitudinal culverts and drainage systems listed within the postmile limits. Culvert specifications are summarized from the statewide culvert website, Division of Maintenance, and also the district's culvert database and attached in this document, they are provided for informational purposes only

The culvert inspection data may be outdated, and reinspection may return a revised condition status that would support repair to additional locations. It is recommended to request an updated inspection to obtain asset funding if capital funds are needed to supplement the ADA program for this project.

CONCLUSION

In the next phase of the project, once survey data are completed and curb ramp design is determined, more information will be identified to be considered in hydraulic report and hydraulic calculations should be refined.

Summary of drainage work can be found in the attachment titled "Updated work location matrix". Also, a layout which includes drainage recommendations is attached in this document.

Recommendation are preliminary and greater depth of understanding and evaluation can only occur with utilization of other resources in the next project phase. Resources include but are not limited to: NR Surveys, Geotechnical, Materials, Traffic operation and Traffic Safety recommendations. If you have questions, please contact our office at (707) 441-5728.

Attachments:

- Floodplain Evaluation Report Summary (FERS).
- Gutter spread calculation.
- Drainage Recommendations on Design Layout.
- Hydraulic Maintenance Culvert Database.
- Updated work location matrix.

Cc: 1. Steven Blair, Project Manager

- 2. Sumandeep Sudini, Project Engineer
- 3. Project files

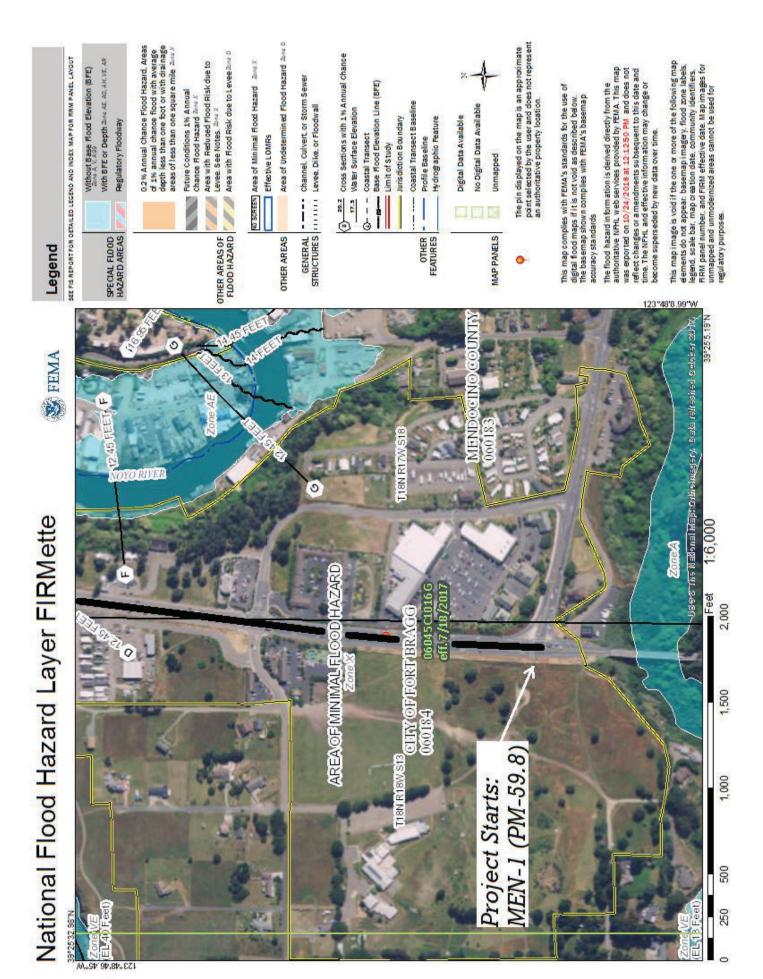
A.M:a.m.

ATTACHMENT 1

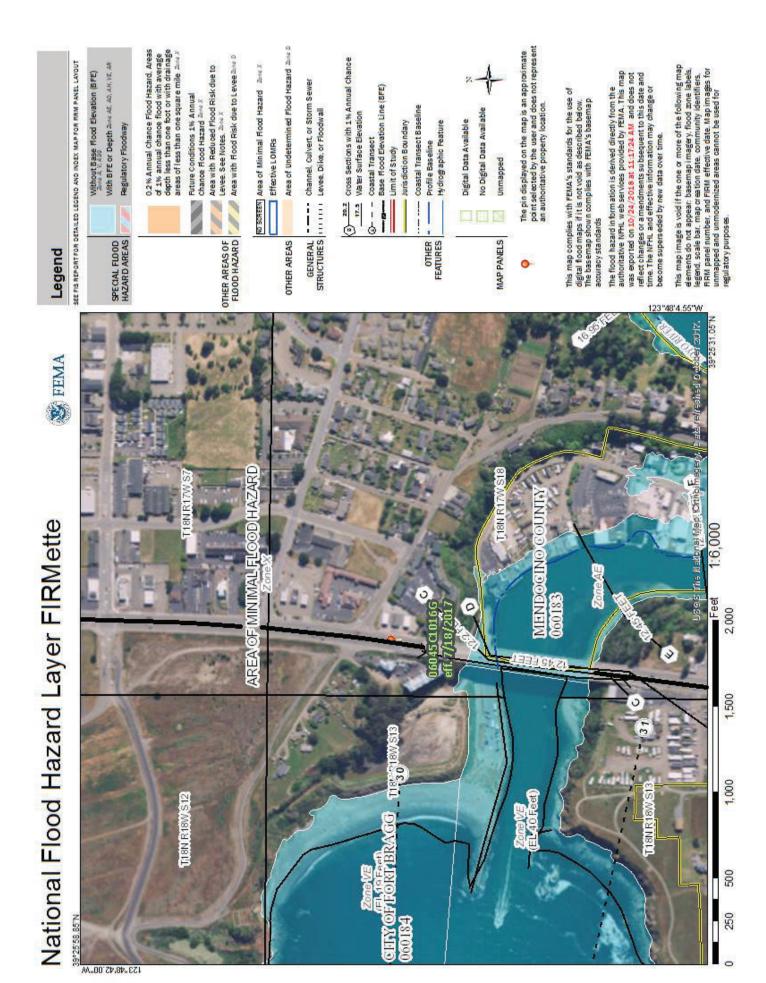
FLOODPLAIN EVALUATION REPORT SUMMARY

FLOODPLAIN EVALUATION REPORT SUMMARY

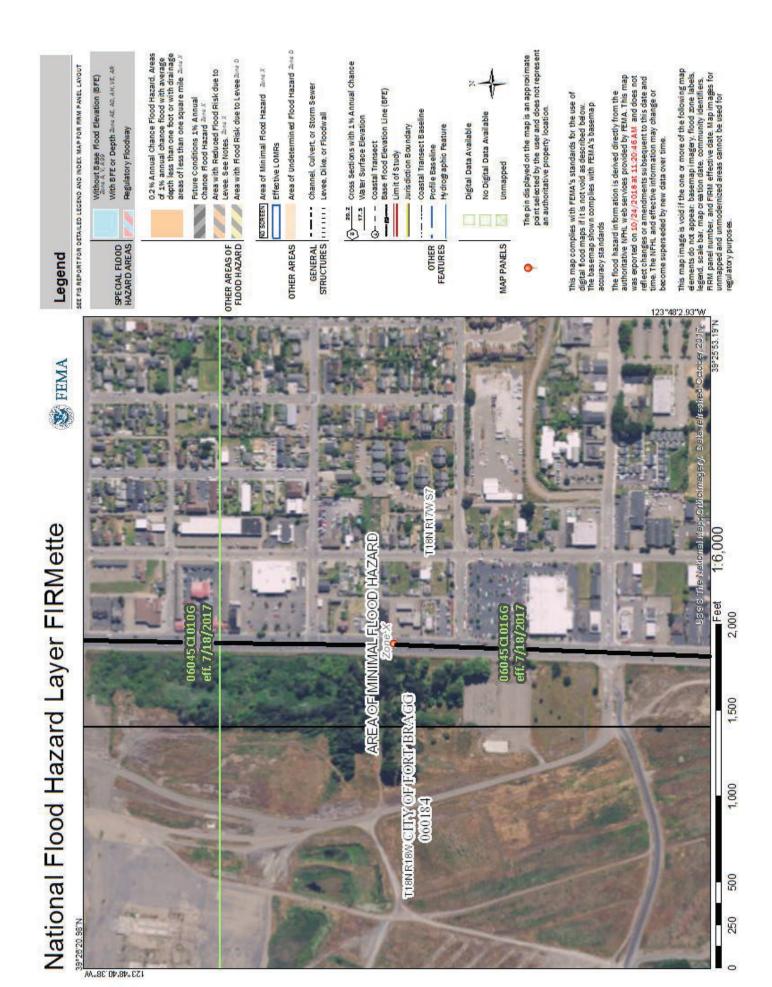
| District: <u>01</u> Project EA: <u>01-0B220</u> | County: | MEN EFIS Project ID: | Route: 01-1200-0110 | | _ | 9.8 / 62.1 ber: <u>n/a</u> |
|---|---|---|---|--|---|---|
| Limits: This project is loc PM-62.10, close to the circompliant pedestrian facility crosswalks, construct a new utility infrastructure. It is estimated that over 40 | ty of Fort ties, place: w sidewalk | Bragg. This project new sidewalk where a, and install or upg | et proposes to rep e none exist, install rade existing drain | lace existing curb I high visibility sig lage systems along | ramps v ning & s g with rel | with ADA stripping at location of |
| new sidewalk will be used | | | | | | |
| Floodplain Description: The southern bank of Noyo The roadway is a straight for Panel #06045C11016G ar boundaries falls within two areas with 0.2% annual characteristic base flood elevation floodplain and construction | River, and our-lane hind Panel # o defined ance flood ess than or ation (BFE) | finishes on just nor ghway in this range 606045C1010G Ma flood Zones along hazard or areas of he square mile. Zon to ranges. The prop | th of Fort Bragg, a . The project spans p Indexes effective the Highway. Zon 1% annual chance the AE, corresponds to seed scope of wo | t the southern bank Flood Insurance For For July 18, 2017, We X (unshaded), we flood with average to SFHA zone, dear Fork for this project | of Pudd Rate Map shows t which cla de depth le efined as | ling Creek. os (FIRMs) the project assified as, ess than 1' areas with |
| modplam and construction | 1 4011 11105 | are not emposica to | | | No | Yes |
| Is the proposed action Are the risks associans Will the proposed action Are there any signification Routine constructions Are there any special preserve natural and Does the proposed action | ted with the tion supposed improcedured mitigation beneficial ction const | e implementation of the probable incompacts on natural and bees are required to measures necessary floodplain values? | f the proposed activatible floodplain de eneficial floodplain ninimize impacts of to minimize impacts of to minimize impacts of the floodplain. | on significant? evelopment? n values? on the floodplain. acts or restore and | x x x x x | |
| 23 CFR, Section 6507. Are Floodplain Hydexplain. | | dies that document | the above answe | rs on file? If not | _ | <u>X</u> |
| PREPARED BY: Signature - Dist. Hydraulio | Engineer | 1/4/ | 6-36-20 | 2/11/19 Date | | |
| Signature - Dist. Environm | nental Bran | nch Chief | EOFCALIFORNIE | Date | | |
| Signature - Dist. Project E | ngineer | | | Date | | |

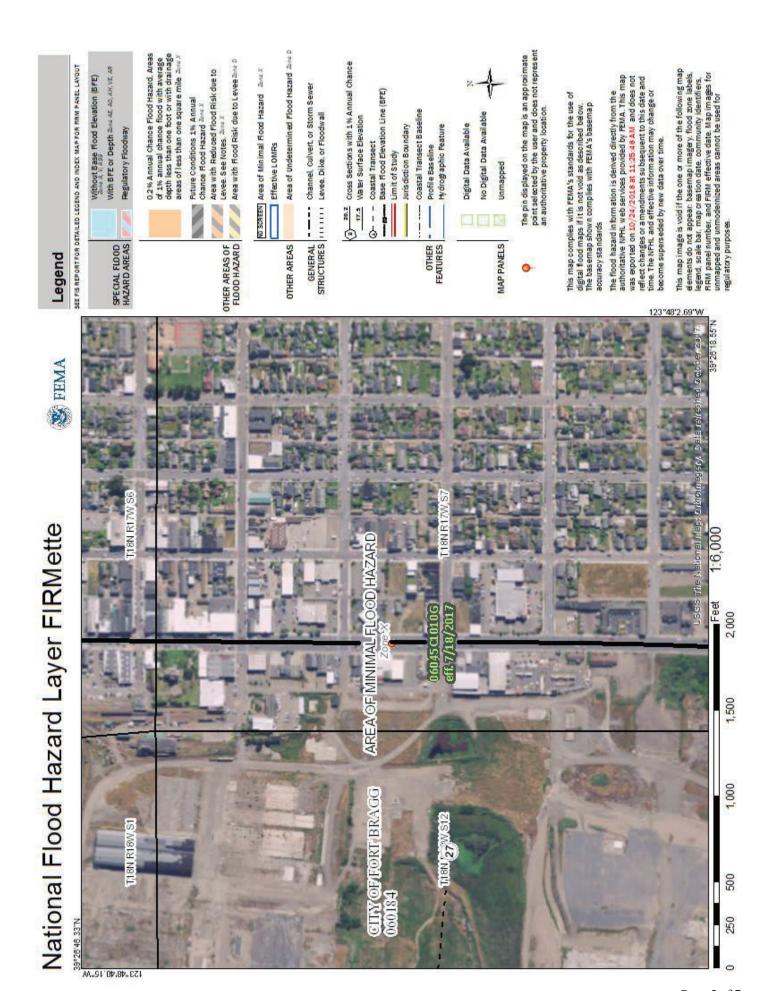


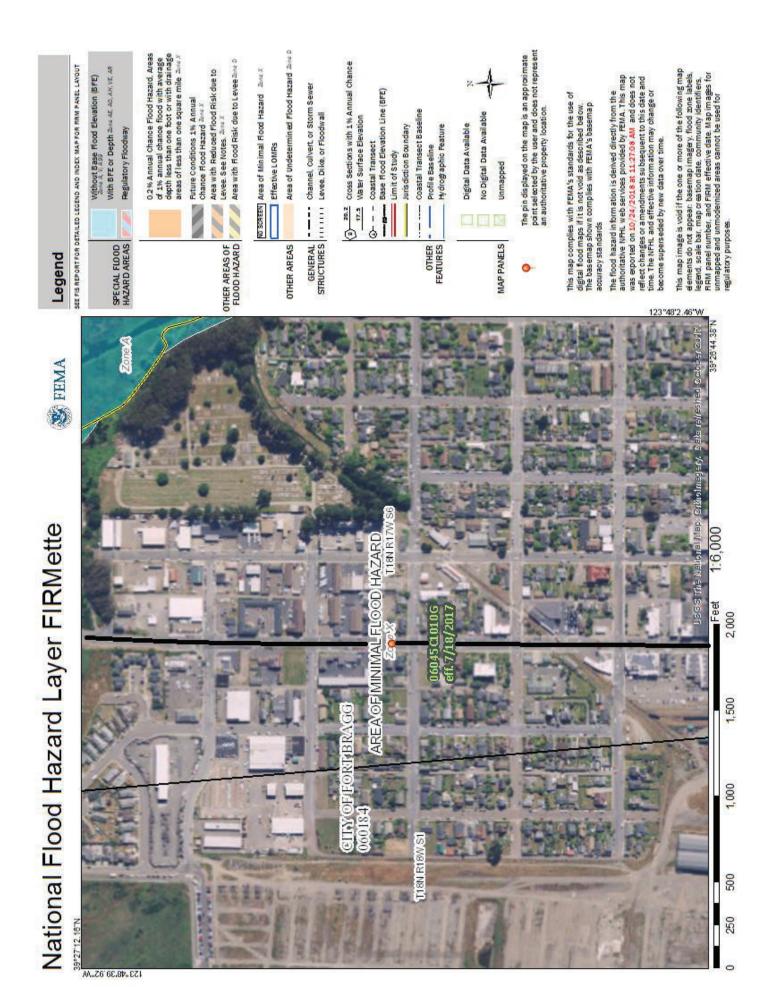
Page 2 of 7

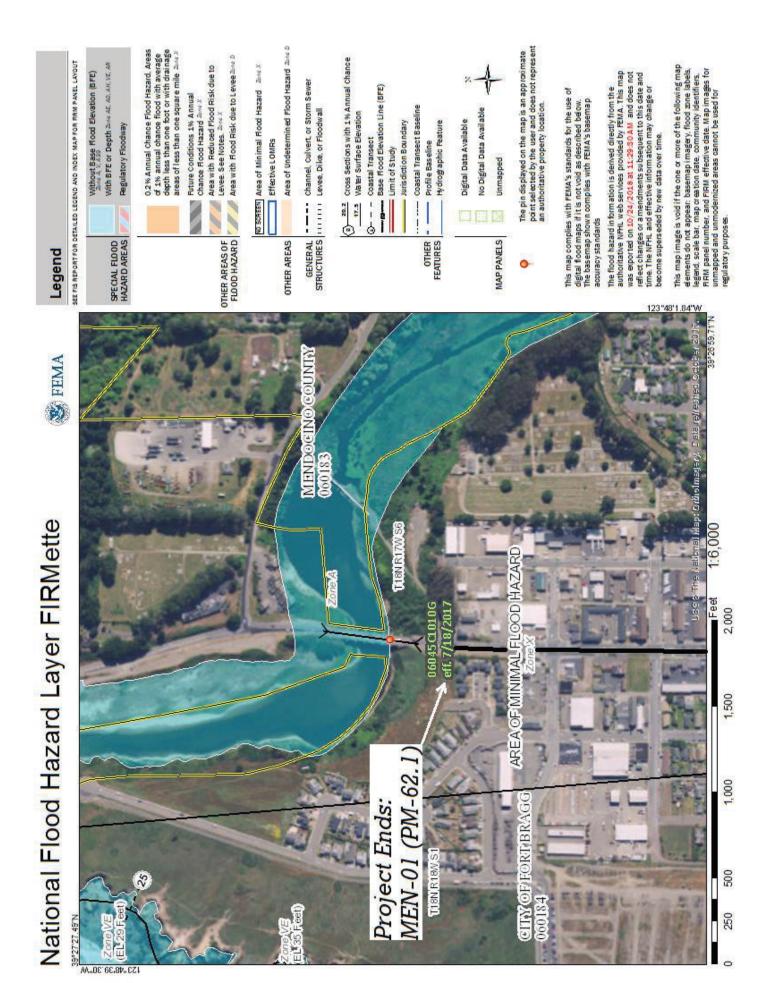


Page 3 of 7









ATTACHMENT 2

GUTTER SPREAD CALCULATION

| | | Ba | Basin Flow Calculations | culations | | | |
|----|-------------------------------|----------------------|--------------------------------|-----------|-------------------------------|-----------|----------------------------|
| | Basin | T _c (min) | T_c (min) Area (ac) C factor | C factor | Intensity (in/hr) (10-yrs) | Q (ff³/s) | total Q for the segment |
| NB | PM59.80 to PM 59.91 (Onsite) | 5 | 0.75 | 0.95 | 4.06 | 2.8928 | E 710E |
| NB | PM59.80 to PM 59.91 (Offsite) | 5 | 1.16 | 9.0 | 4.06 | 2.8258 | 0.7 100 |
| NB | PM59.91 to PM60.03 (Onsite) | 5 | 0.57 | 0.95 | 4.06 | 2.1985 | 0.7101 |
| NB | PM59.91 to PM60.03 (Offsite) | 5 | 0.21 | 9.0 | 4.06 | 0.5116 | 2.7 101 |
| SB | PM60.05 to PM60.17 (Onsite) | 5 | 0.55 | 0.95 | 4.06 | 2.1214 | 2.1214 |
| SB | PM61.20 to PM61.29 (Onsite) | 5 | 0.81 | 0.95 | 4.06 | 3.1242 | 3.1242 |

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc.

Wednesday, Feb 13 2019

NB-PM59.80 to PM59.91-Type A Dike

| Triangular | |
|-------------------|--|
| Side Slopes (z:1) | |

Side Slopes (z:1) = 20.00, 0.50

Total Depth (ft) = 0.50

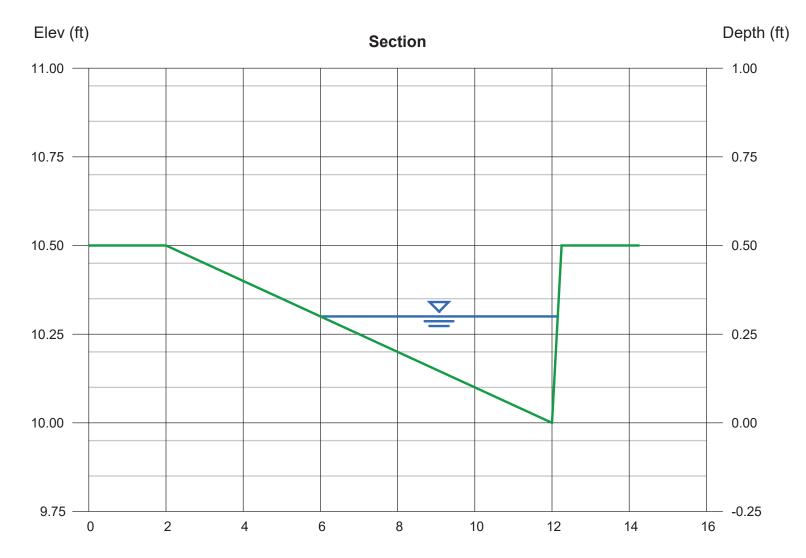
Invert Elev (ft) = 10.00 Slope (%) = 4.50 N-Value = 0.014

Calculations

Compute by: Known Q Known Q (cfs) = 5.72

Highlighted

Depth (ft) = 0.30Q (cfs) = 5.720Area (sqft) = 0.92Velocity (ft/s) = 6.20 Wetted Perim (ft) = 6.34Crit Depth, Yc (ft) = 0.46Top Width (ft) = 6.15EGL (ft) = 0.90



Reach (ft)

160

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc.

Wednesday, Feb 13 2019

= 0.42

NB-PM59.91 to PM60.03-Type A Dike

| Side Slopes (z:1) | = 20.00, 0.50 |
|-------------------|---------------|
| Total Depth (ft) | = 0.50 |

Invert Elev (ft) = 10.00 Slope (%) = 0.80 N-Value = 0.014

Calculations

Triangular

Compute by: Known Q Known Q (cfs) = 2.71

| Highlighted | |
|---------------------|---------|
| Depth (ft) | = 0.32 |
| Q (cfs) | = 2.710 |
| Area (sqft) | = 1.05 |
| Velocity (ft/s) | = 2.58 |
| Wetted Perim (ft) | = 6.77 |
| Crit Depth, Yc (ft) | = 0.34 |
| Top Width (ft) | = 6.56 |

EGL (ft)

Elev (ft) Depth (ft) Section 11.00 -- 1.00 10.75 --0.7510.50 --0.5010.25 -- 0.25 10.00 -- 0.00 9.75 -0.25 0 2 6 8 10 12 14 16

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc.

Wednesday, Feb 13 2019

SB-PM60.05 to PM60.17-Type A curb-Onsite

Triangular
Side Slopes (z:1) = 0.50, 20.00
Total Depth (ft) = 0.50

Invert Elev (ft) = 10.00 Slope (%) = 2.00 N-Value = 0.014

Calculations

Compute by: Known Q Known Q (cfs) = 2.12

 Highlighted

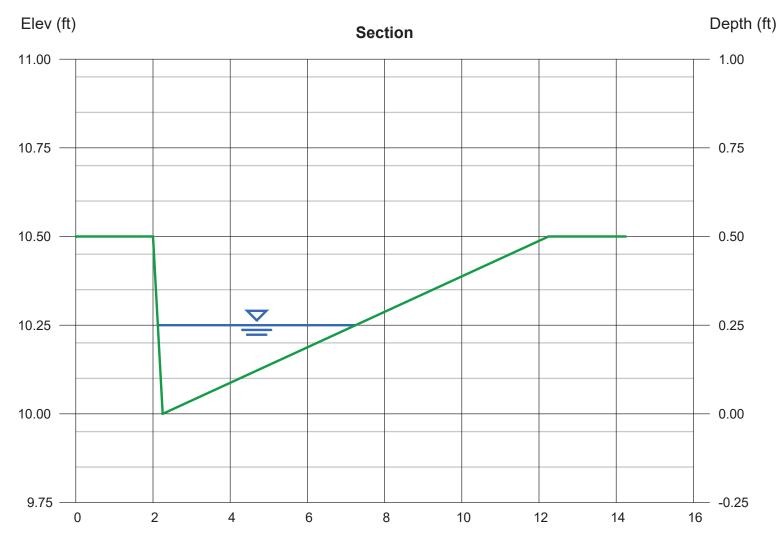
 Depth (ft)
 = 0.25

 Q (cfs)
 = 2.120

 Area (sqft)
 = 0.64

Area (sqft) = 0.64
Velocity (ft/s) = 3.31
Wetted Perim (ft) = 5.29
Crit Depth, Yc (ft) = 0.31
Top Width (ft) = 5.13

EGL (ft) = 0.42



Reach (ft)

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc.

Wednesday, Feb 13 2019

SB-PM61.20 to PM61.29-Type A curb

| Triangular | |
|-------------------|---------------|
| Side Slopes (z:1) | = 0.50, 20.00 |
| Total Depth (ft) | = 0.50 |

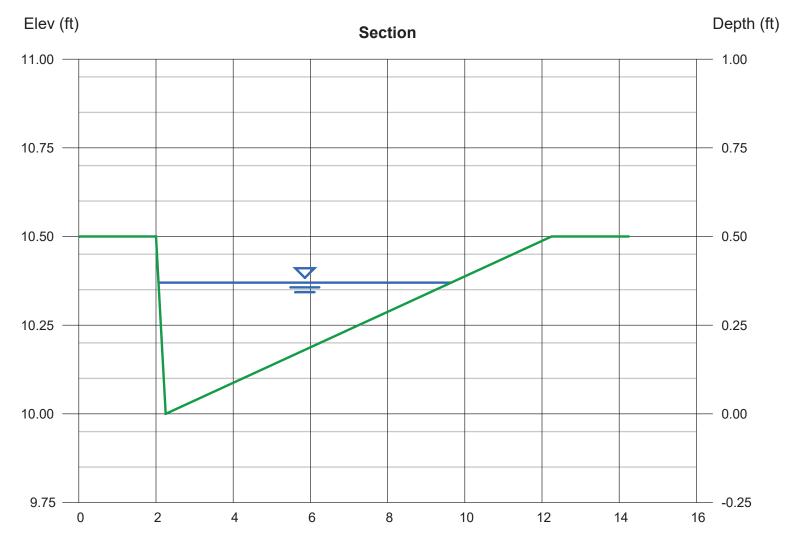
Invert Elev (ft) = 10.00 Slope (%) = 0.50 N-Value = 0.014

Calculations

Compute by: Known Q Known Q (cfs) = 3.13

Highlighted Depth (ft) = 0.37 Q (cfs) = 3.130 Area (sqft) = 1.40

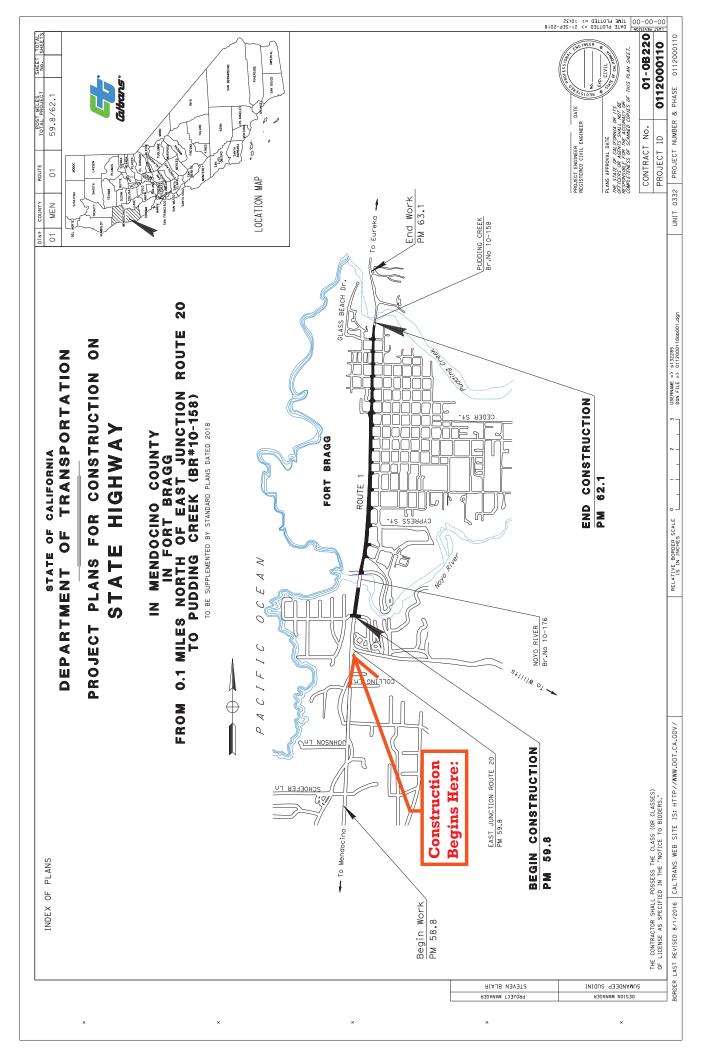
Area (sqft) = 1.40
Velocity (ft/s) = 2.23
Wetted Perim (ft) = 7.82
Crit Depth, Yc (ft) = 0.36
Top Width (ft) = 7.58
EGL (ft) = 0.45

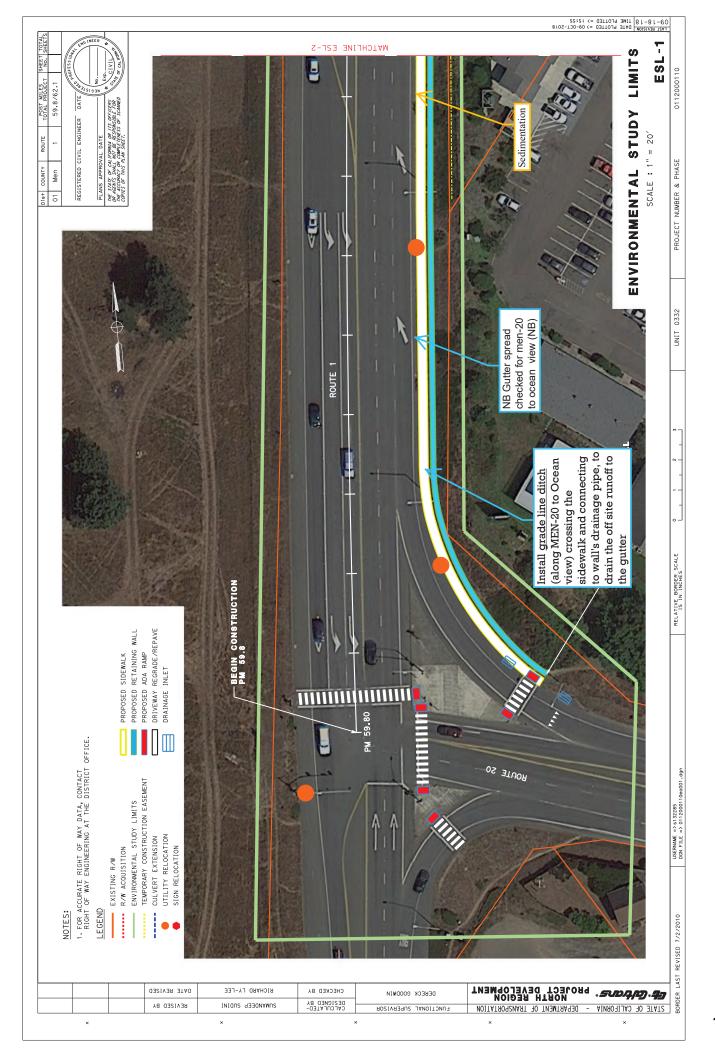


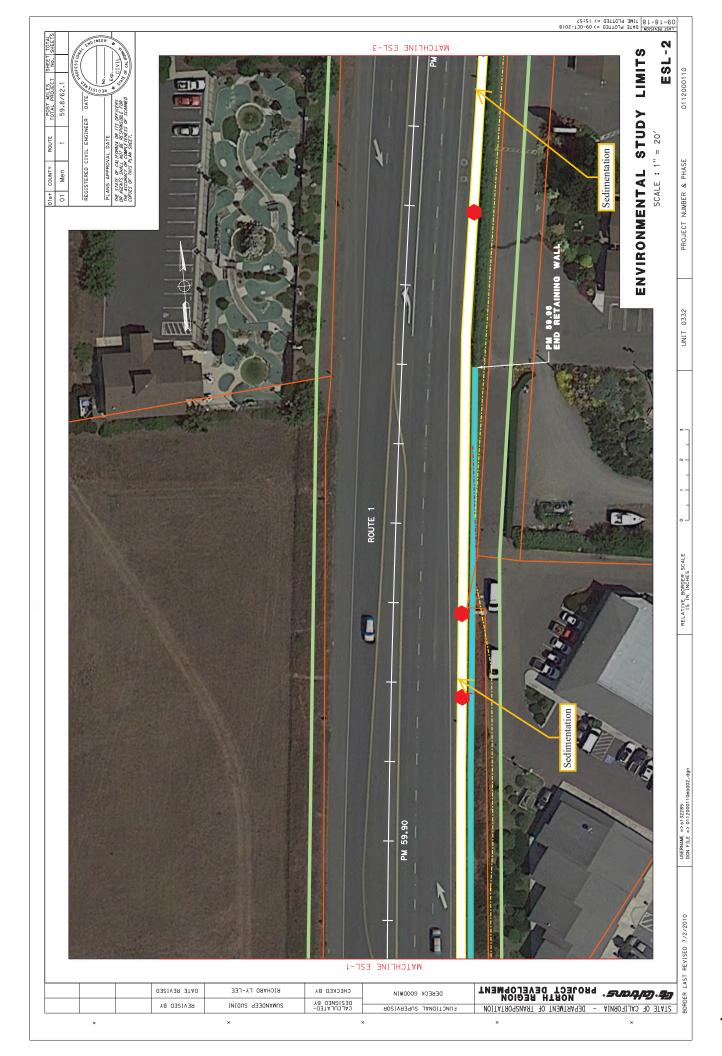
Reach (ft)

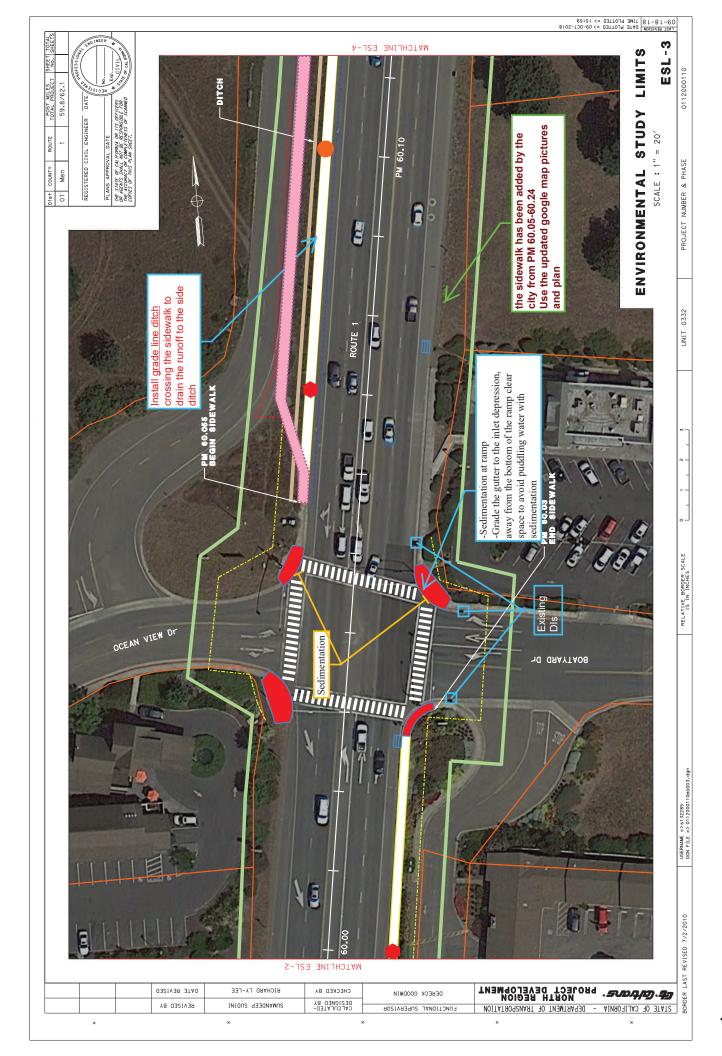
ATTACHMENT 3

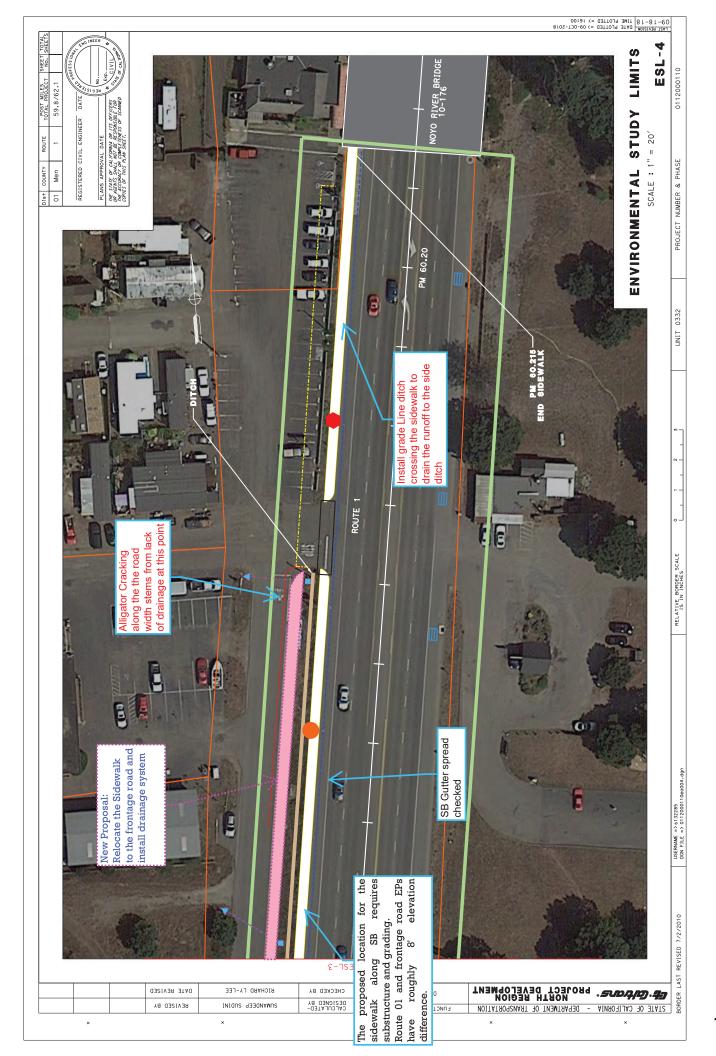
DRAINAGE RECOMMENDATIONS
ON
DESIGN LAYOUT

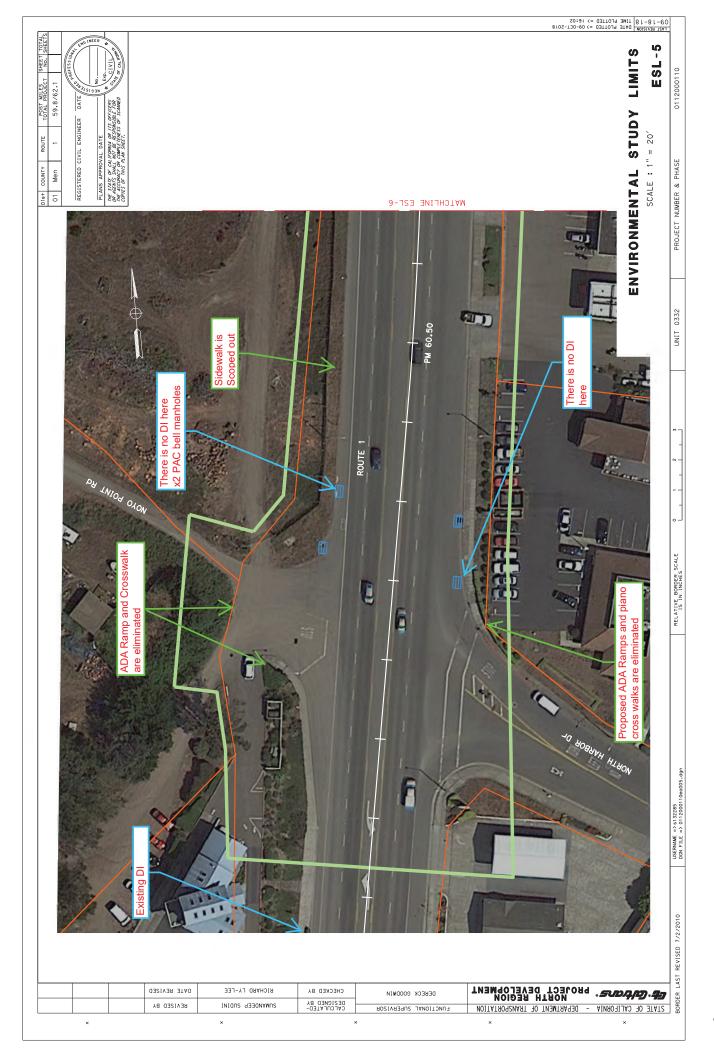


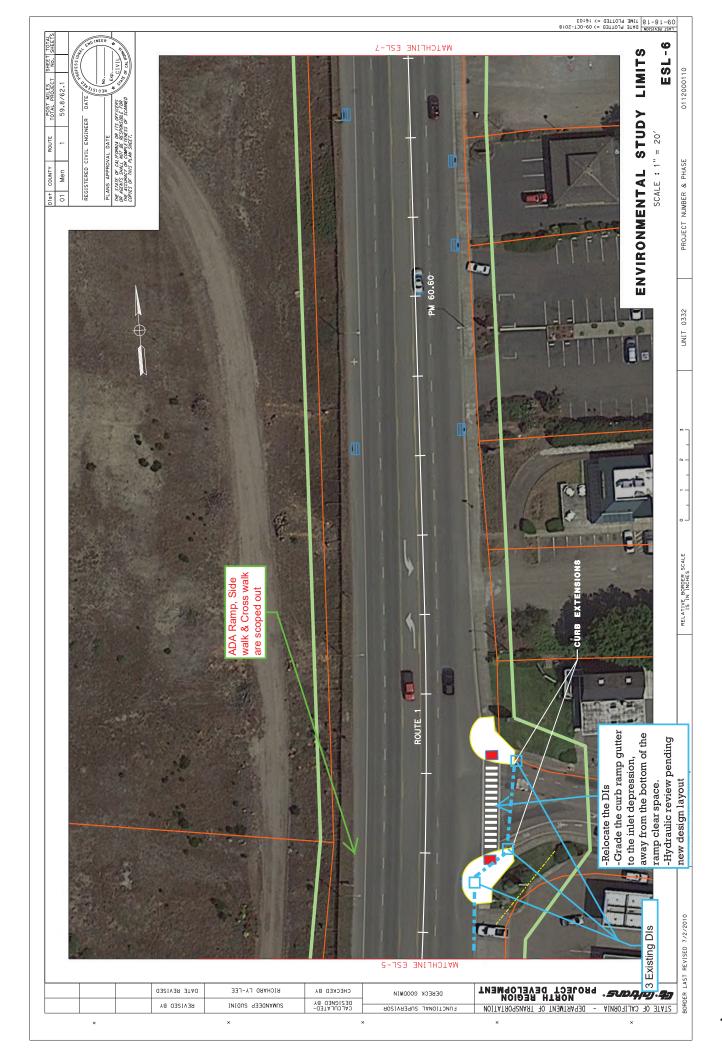


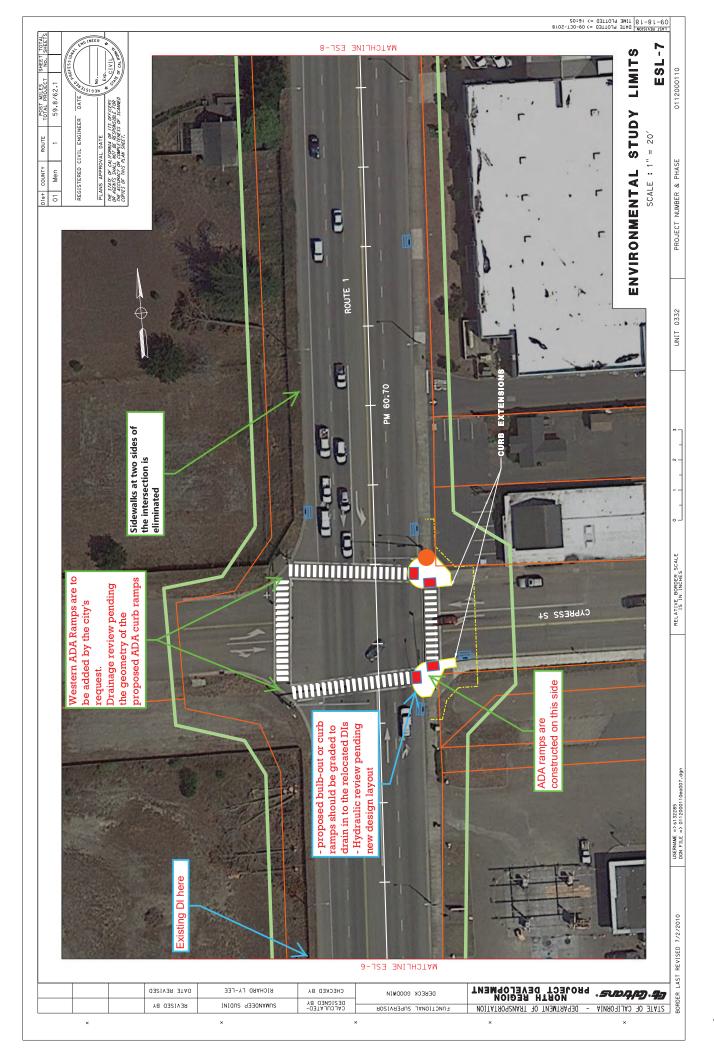


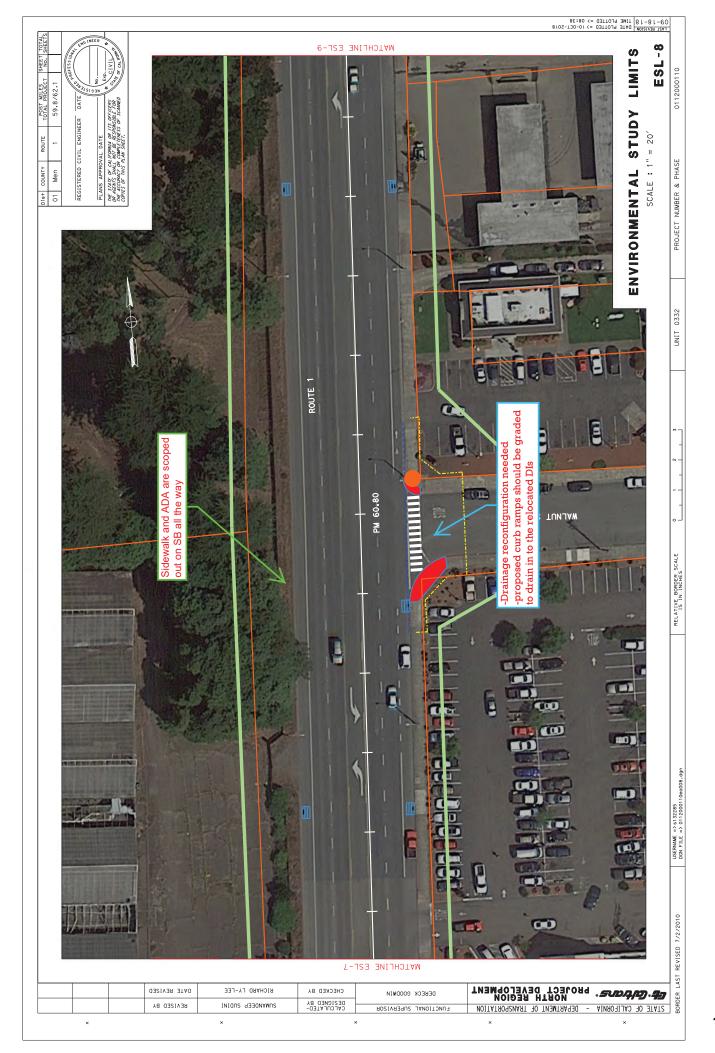




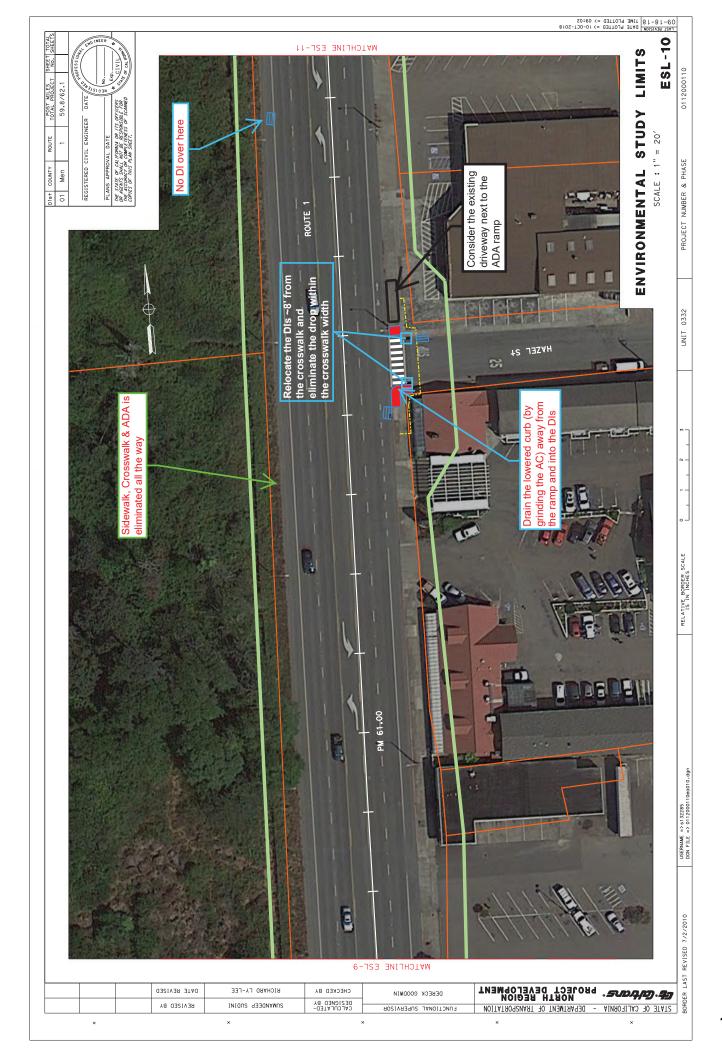


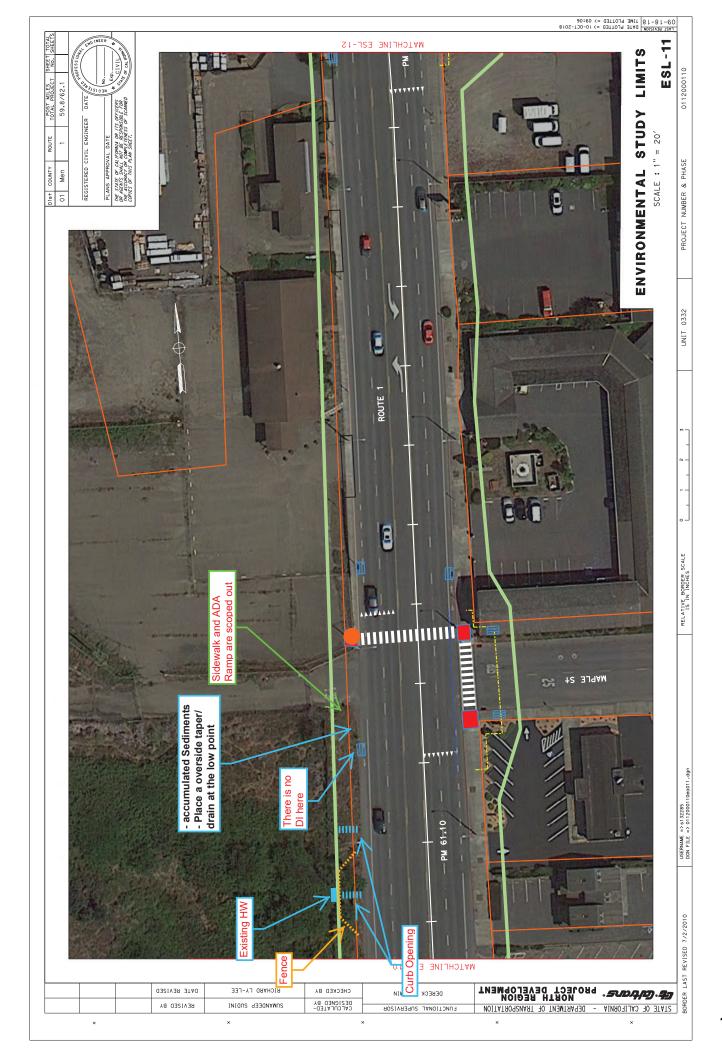


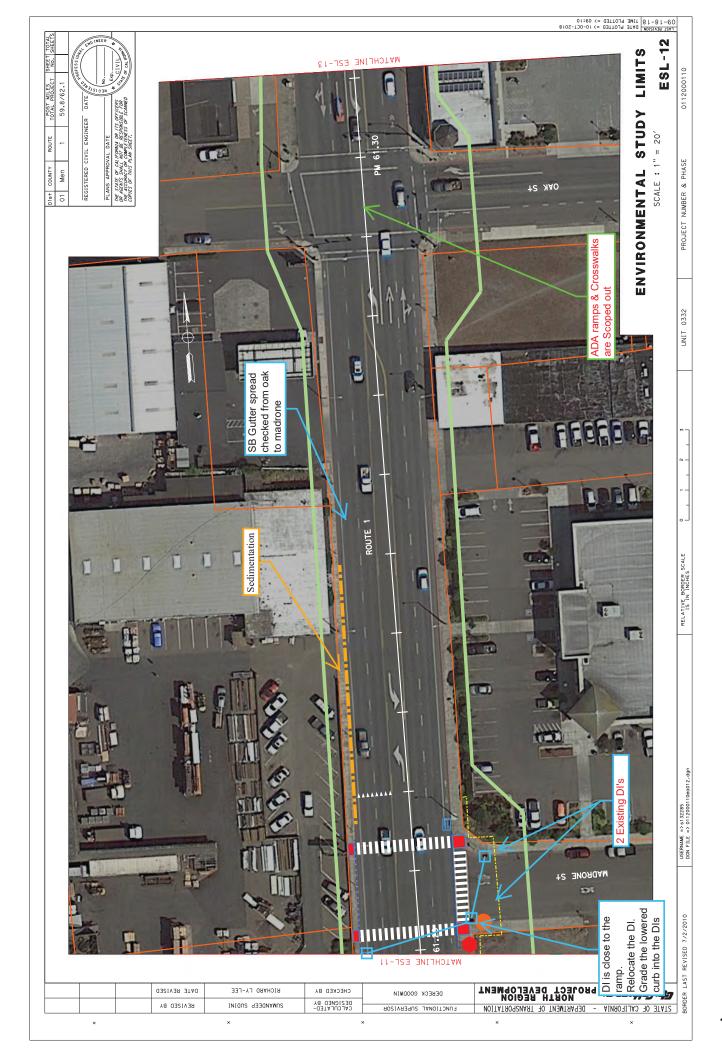


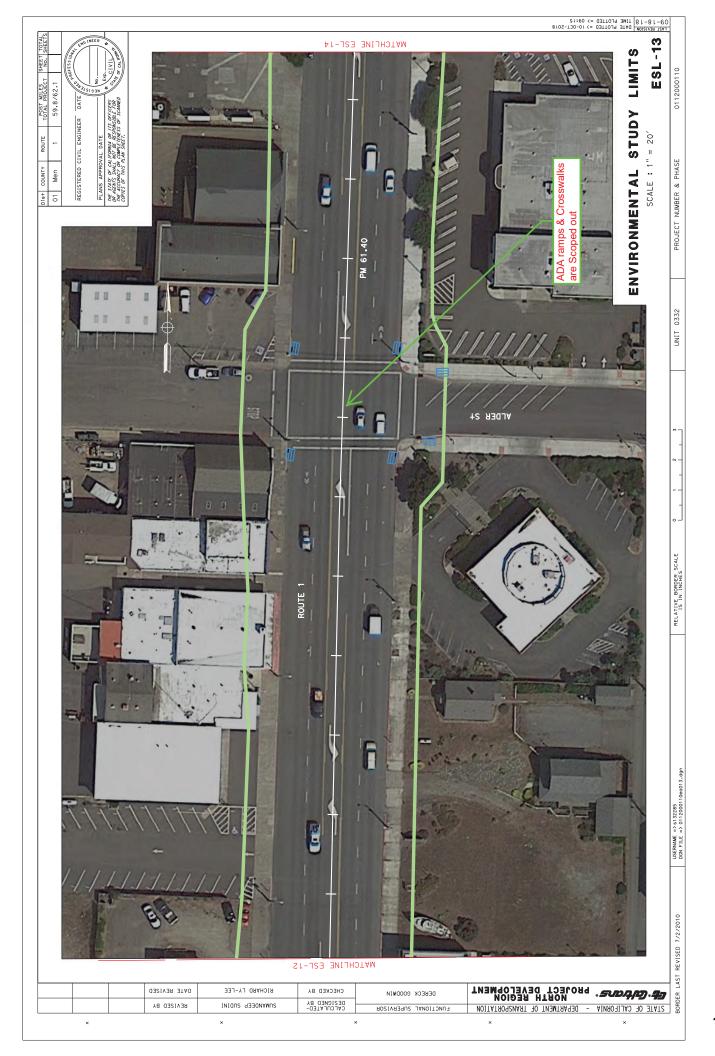






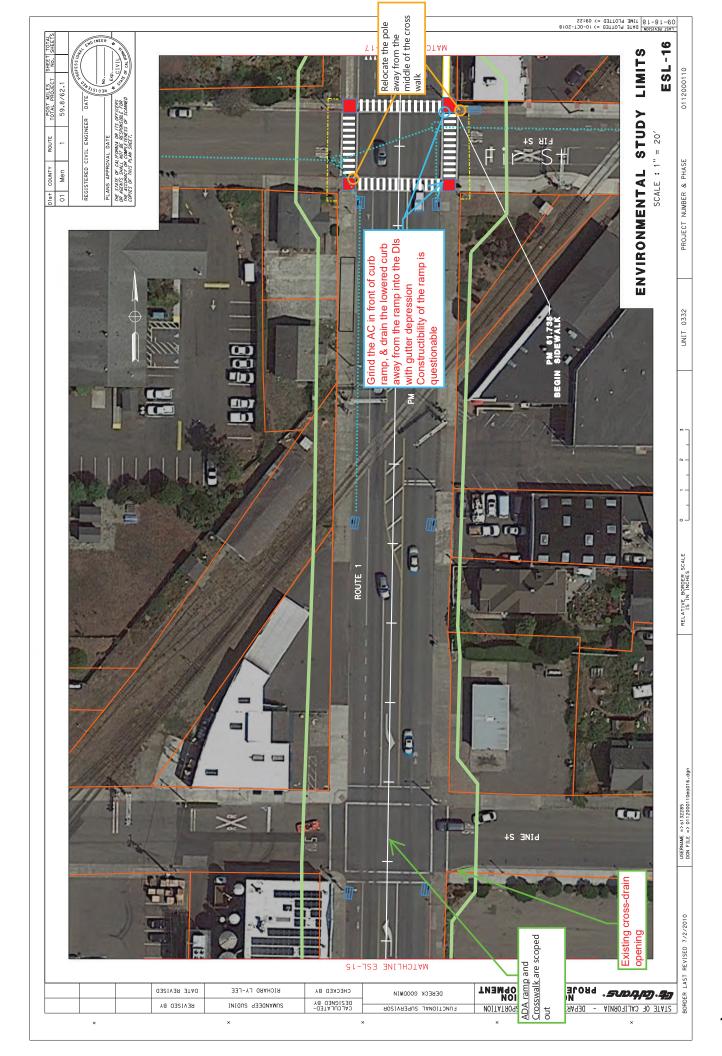


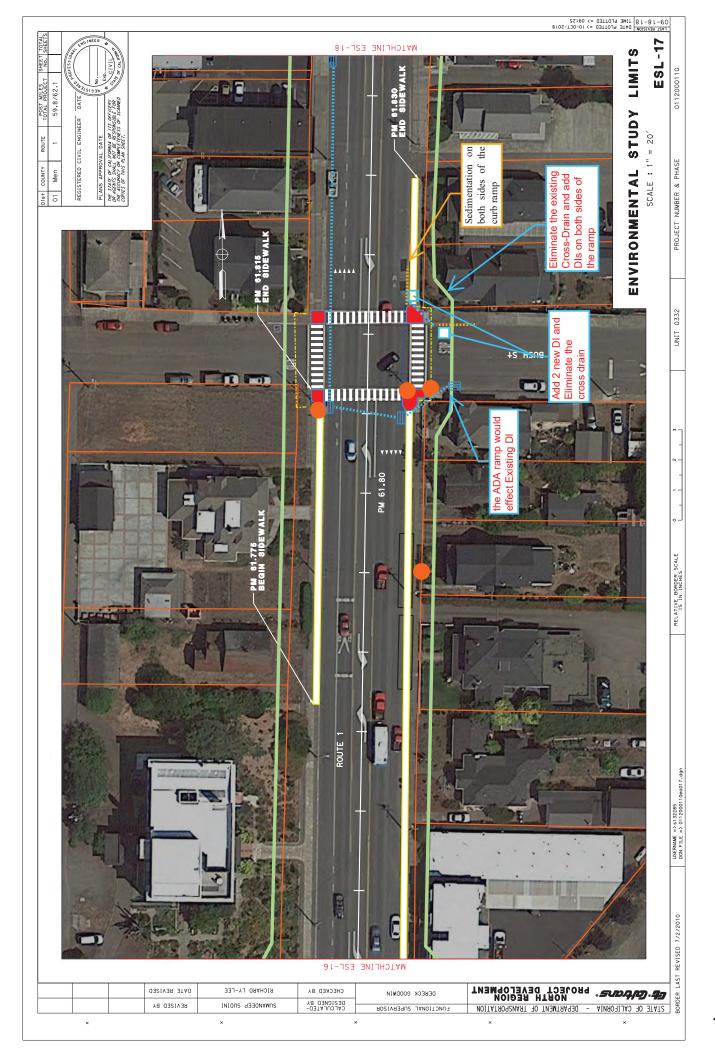


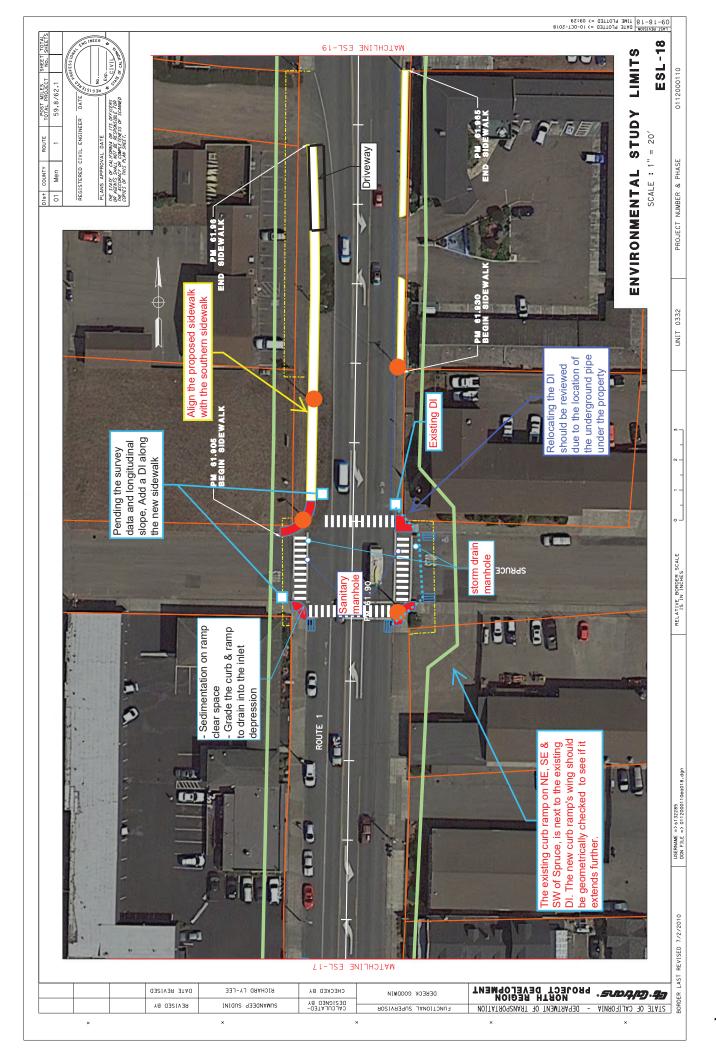


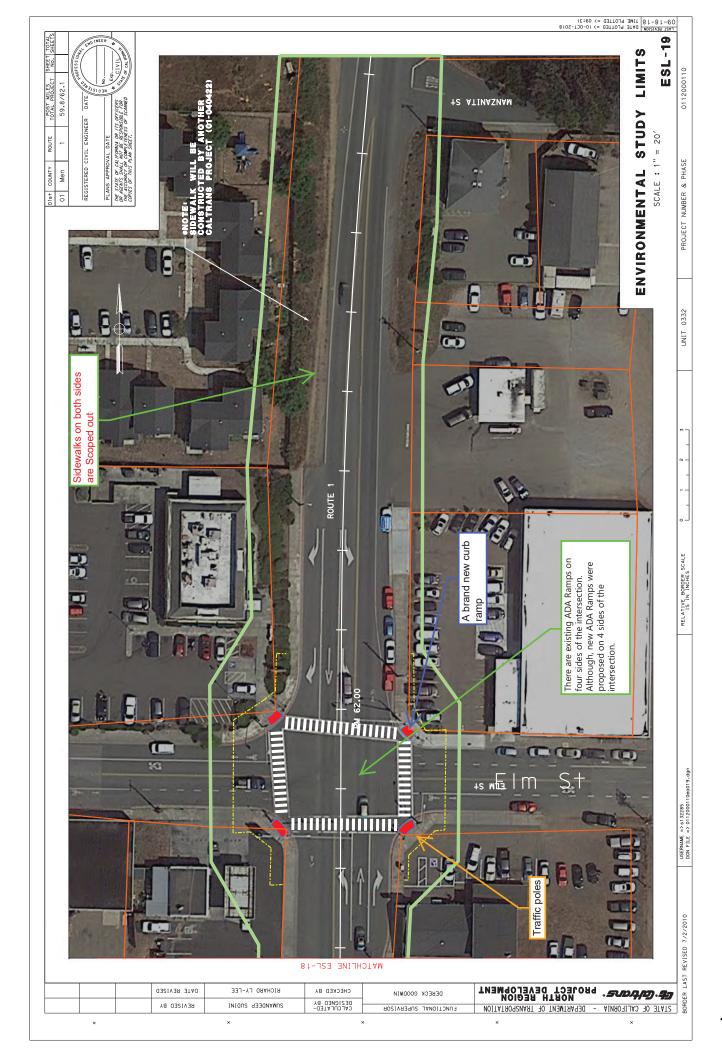












9 | Water Quality Assessment (August 2019)



Memorandum

Making Conservation a California Way of Life.

To: Jen Gagnon

Environmental Coordinator Caltrans District 1 Eureka **Date:** August 8, 2019

File: 01-0B220

EFIS 0112000110 MEN 01 59.8/62.1

From: Lorna McFarlane

Water Quality

NR Office of Environmental Engineering - Eureka

Subject: WATER QUALITY ASSESSMENT MEMORANDUM FOR FORT BRAGG ADA PROJECT

Project Description

The purpose of this project is to address ADA deficiencies within the project limits. The project proposes to replace existing curb ramps with ADA compliant ramps at select intersections, place new sidewalk at gaps in the system where no sidewalks currently exist, install high visibility signing/striping at crosswalks, construct one retaining wall, and install or upgrade existing drainage systems on Highway 1 in Fort Bragg between post miles 59.8 and 62.1. The retaining wall will be a standard detail Type 6A wall approximately 10 feet tall at its highest point near the intersection of Highway 20 and will reduce in height moving north. The wall will be approximately 1 foot wide and with a footing that is 7 feet wide and 1.25 feet in depth. The maximum depth of excavation is estimated to be 3 feet from finished grade. The new sidewalks, curb extensions and bulbouts at intersections will require new drainage inlets but these will tie into the existing drainage system; therefore, there will be no modification to the line, grade, or hydraulic capacity of the drainage systems.

Regulatory Setting

The proposed project is subject to policies and regulations that are currently in place to protect surface water quality. These stormwater and non-stormwater discharge requirements require Caltrans to implement operational controls for proper runoff management and adequate water quality treatment. The project is required to comply with the following federal and state water quality regulations;

- Clean Water Act sections 303, 401, 402, and 404;
- Water Quality Control Plan for the North Coast Region (Basin Plan) (North Coast Regional Water Quality Control Board [NCRWQCB 2011]);

- California Department of Transportation (Caltrans) Statewide NPDES Storm Water Permit (Caltrans NPDES Permit) Order 2012-0011-DWQ (State Water Resources Control Board [SWRCB 2012]);
- General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit (CGP)) Order 2009-0009-DWQ (as amended by Orders 2010-0014-DWQ and 2012-0006-DWQ) (SWRCB 2014).

Clean Water Act Section 401 regulations allow the Executive Officer of the Regional Boards wide discretion in implementing Basin Plan requirements and water quality objectives (WQOs), including Section 303(d) of the Clean Water Act. The proposed project is within State Water Board (SWB) Region 1. Water quality regulations within Region 1 are administered by the North Coast Regional Water Quality Control Board (NCRWQCB) which regulates stormwater and non-stormwater discharges through the 401 Certification program. The NCRWQCB requires that all projects subject to 401 Certification evaluate the implementation of post-construction stormwater treatment BMPs to treat stormwater discharged from the Caltrans right-of-way. Post-construction treatment BMPs are required for any increase in impervious surface area; or modification to the location, rate, or volume of existing stormwater discharges. Any required control measures will be addressed in the NCRWQCB 401 Certification Application (North Coast RWQCB 2012; Section 5, A and B).

Under CWA Section 404, a permit program administered by the United States Army Corps of Engineers (USACE) regulates the discharge of dredge and fill materials into waters of the U.S., including traditional navigable waters, interstate waters, and impoundments of jurisdictional waters which are jurisdictional by rule. There are two additional types, 'tributaries' and 'adjacent' waters that are also subject to this by jurisdictional rule. 'Adjacent' waters are defined as the following (USEPA 2015);

- 1. Waters located in whole or part within 100 feet of the OHWM of a traditional navigable water, interstate water, territorial sea, an impoundment of a jurisdictional water, or a tributary, as defined by rule.
- 2. Waters located in whole or in part in the 100-year floodplain and that are within 1,500 feet of the OHWM of a traditional navigable water.

Depending on the chosen alternative, the project may or may not be subject to CWA Section 404 regulations and permitting. The proposed project is within the USACE San Francisco District regulatory consultation boundary.

The Water Quality Control Plan for the North Coast Region (Basin Plan) sets forth water quality standards and water quality objectives (WQOs) for surface water and groundwater of the Klamath River and North Coastal basins (NCRWQCB 2011). The plan designates beneficial uses for water bodies and establishes WQOs, waste discharge prohibitions, and other implementation measures to protect those beneficial uses. State water quality standards also include an *Anti-degradation Policy* for the protection of beneficial uses. Water quality control measures include total maximum daily loads (TMDLs), which are often, but not always, adopted as Basin Plan amendments. Stormwater discharges from Caltrans Right-of-Way are required to meet to meet water quality criteria established in the North Coast RWQCB Basin Plan, in accordance with Caltrans NPDES Permit.

The SWRCB issued a statewide National Pollution Discharge Elimination System (NPDES) permit to Caltrans (Order 2012-0011-DWQ) to regulate stormwater and some non-stormwater discharges from the Caltrans right-of-way. The Caltrans NPDES Permit also requires post-construction treatment BMPs for increases in impervious surface area of one acre or more and any alterations to existing flow patterns (e.g., hydromodification). The permit also requires that Caltrans construction projects disturbing one or more acres of soil obtain coverage under the Statewide Construction General Permit (CGP).

Every applicant for a federal permit or license for any activity that may result in a discharge of dredge or fill material to waters of the U.S. must obtain a CWA Section 401 Water Quality Certification. However, if a proposed project does not require a federal permit but does involve dredge or fill activities that *may* result in a discharge to "Waters of the State", the Regional Board has the option to regulate the project under state authority (Porter-Cologne) in the form of *Waste Discharge Requirements* (WDRs) or *Waiver of Waste Discharge Requirements*. The proposed project is within North Coast RWQCB jurisdiction.

Since the project is located within and adjacent to "Waters of the State", it may impact those waters, and will be required to apply for a Water Quality Certification and/or Waste Discharge Requirements (Dredge/Fill Projects). The regulations apply to all "Waters of the State", including isolated wetlands and stream channels that may be dry during much of the year, or have been modified in the past, look like a depression or drainage ditch, or have no riparian corridor (NCRWQCB 2016). Other aspects of the project which may cause a requirement for a Water Quality Certification and/or Waste Discharge Requirements include adjustments to drainage inlets, various stormwater culvert extensions, and a stormwater culvert extension which connects to a preexisting drainage system into the Noyo River.

NPDES Compliance Unit Credits

Caltrans NPDES Permit (Order No. 2012-0011-DWQ) requires the annual accrual of 1650

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stormwater treatment compliance units Statewide. One Compliance Unit (CU) is equivalent to one acre of the Departments right-of-way from which stormwater runoff is retained, treated, or otherwise controlled prior to discharge to a TMDL priority waterway. The proposed project is within a Caltrans TMDL prioritization area (Noyo River) between PM 59.8 and 60.7, and therefore eligible to obtain compliance unit credits for stormwater treatment in excess of any the post-construction treatment area (PCTA) requirements.

One Compliance Unit (CU) is credited for each acre of stormwater runoff that is retained or treated within the Caltrans right-of-way. Concentrated flow conveyance treatment BMPs (e.g., channel linings, velocity dissipation devices) or infiltration BMPs (e.g., biostrips, bioswales) that minimize the amount of sediment eroded and transported to TMDL listed waterways are eligible for CUs. The drainage area and number of potential CUs obtained by adding permanent stormwater treatment BMPs between PM 59.8 and 60.7 should be calculated and documented in the PA&ED and PS&E Long Form Stormwater Data Report (SWDR).

Hydrology

The project location lies within the Mendocino Coast hydrologic unit and Noyo River hydrologic area (Table 1). The Mendocino Coast incorporates nine hydrologic areas (California Water Boards 2017). The unit can be described as an area of coastal streams in Mendocino and northern Sonoma Counties which drain into the Pacific Ocean. Drainage systems include the Usal Creek drainage in the north and the Russian Gulch drainage in the south (California Regional Water Quality Control Board 2001). Among the various watersheds located within the unit, TMDLs have been developed for the Ten Mile River, Noyo River, Navarro River, and Garcia River (California Water Boards 2017).

Table 1: Hydrologic Information

| Route | Post Mile | Hydrologic Unit | Hydrologic Area | Hydrologic Sub-Area | Watershed | Average Annual Precipitation (Inches) |
|-------|---------------|--------------------|--------------------|------------------------|--|--|
| 01 | 59.8- 62.1 | Mendocino Coast | Noyo River | 113.20 | Pudding Creek- Frontal Pacific Ocean | 43.47-46.23 |
| 01 | 60.2- 60.5 | Mendocino Coast | Noyo River | 113.20 | Noyo River | 51.37 |

The Noyo River watershed, a 106,256-acre coastal tributary which contains approximately 200 miles of habitat for fish and 300 miles of habitat for amphibians, drains into the Pacific Ocean at Fort Bragg, CA via the Noyo River (Gledhill and Gaffney 2007). Principal land use of the watershed consists of timber production, and the watershed also provides an environment for cold freshwater and estuarine habitats. Due to water quality impairments related to sedimentation which have impacted the cold-water fishery, the watershed is listed on the US EPA 303d List (US EPA 1999).

The Noyo river is approximately 34 miles in length and provides much of the drinking water for the city of Fort Bragg. Other than surface water used for drinking purposes, the river also provides recreation, timber resources, and an anadromous fish population which are threatened under the federal Endangered Species Act (California Water Boards n.d.). The Noyo River was declared a Critical Coastal Area by the California State Water Quality Control Board (CSWQB) in 1995 and a TMDL for sediment was developed in 1999 (Gledhill, Gaffney 2007).

The Caltrans NPDES Permit No. CAS000003, Attachment IV describes specific source controls for Sediment and Turbidity TMDLs. Specific control measures identified in the Caltrans NPDES Permit include;

- Protecting and stabilizing hillsides
- Intercepting and filtering stormwater runoff
- Avoiding concentrating flows in natural channels and constructed drainages
- Avoid and minimize the modification of natural runoff flow patterns (i.e., hydromodification)

Geology/Soils

According to a geological map created by Jayko et. al (1989), the geology within the project area is within the Coastal Franciscan Belt and is underlain with coastal terrane formed during the Eocene

to Upper Cretaceous periods. The Coastal Franciscan Belt is the westernmost part of the Franciscan Complex and covers an area of approximately 135,908 acres. Coastal terrane is a broken formation comprised of sandstone, argillite, conglomerate, chert, limestone, and greenstone. The terrane can be characterized as having zones of brittle shears, tight folding, faulting, and zones of moderately coherent bedded sections (Jayko et. al 1989). Comparatively, a map developed at a larger scale by Jennings and Strand (1960) describes the area as containing Pleistocene marine and marine terrace deposits.

The soil map unit between the beginning of the project (PM 59.8) and just before the Noyo River (PM 60.2) is designated as Heeser sandy loam, 2 to 15 percent slopes. This map unit consists of mainly Heeser soil and is within the Hydrologic Soil Group (HSG) type B (Caltrans 2012). This soil group generally has moderate infiltration rates when wet and generally consists of clay and sand (NRCS 2007). Furthermore, the soil has moderately rapid permeability and produces slow to medium surface runoff (NRCS 2006).

Just before the Noyo River (PM 60.2) to the end of the project (PM 62.1), apart from the Noyo River which crosses the project path, is largely comprised of urban land (Caltrans 2012). Urban land is considered as developed, populated areas with a mostly impervious surface. Impervious surfaces have high runoff potential and low infiltration rates.

The soil-erodibility factor (K), which defines the susceptibility to erosion, transportability of the sediment, and the amount/rate of runoff given a rainfall input, is given as 0.37. A K value of 0.37 implies a medium-textured soil which are moderately susceptible to particle detachment and produce moderate runoff rates. An annual erosivity value (R factor), a surrogate measurement of the impact of rainfall on erosion, is estimated at a value of 80. The LS factors, which represent the effect of slope length on erosion, are documented for each area within the project limits in Table 2 (Caltrans 2012).

Table 2: LS Factors

| Approximate PM | LS Factor |
|----------------|-----------|
| 59.8-60.38 | 2.9 |
| 60.38-62.10 | 2.25 |

Disturbed Soil Area

Two alternatives exist for this project. The amount of disturbed soil area (DSA) during construction is currently estimated at 1.55 acres for alternative 1 and 3.35 acres for alternative 2. Projects disturbing more than one acre of soil require coverage under the *California State Water Resources Control Board, Construction General Permit (CGP), Order No. 2010-0014-DWQ.* The CGP requires

that the construction contractor prepare a project specific Storm Water Pollution Prevention Plan (SWPPP) which identifies temporary construction site BMPs to prevent both stormwater and non-stormwater discharges during construction. Based on site specific conditions such as soil type, rainfall intensity and volume, and proximity to high risk receiving waters the project has been determined to be a CGP Risk Level 2 project (from Project Stormwater Data Report). Specific monitoring and reporting measures will need to be incorporated into the approved project SWPPP to comply with CGP Risk Level 2 requirements.

Caltrans construction staff must apply for coverage under the CGP through the Stormwater Multiple Application and Report Tracking System (SMARTS). The following project registration documents must be uploaded into SMARTS prior to the commencement of construction;

- Notice of Intent (NOI)
- Risk Level Assessment
- Post-construction Stormwater Run-off calculation
- Project Specific SWPPP

Impervious Surface Area and Hydromodification

Alternative 1

The new impervious surface area, NIS (1.48 acres) is the addition of the net new impervious area, NNI (0.28 acres) and the replaced impervious surface, RIS (1.20 acres). The amount of existing impervious surface is 17.15 acres.

$$NIS = NNI + RIS$$
, $NIS = 0.28 AC + 1.20 AC = 1.48 AC$

This alternative contains 1.14 acres of pedestrian sidewalk, , and separate bikeway construction which addresses issues related to ADA compliance. ADA construction is exempt from increases in impervious surface due to construction or reconstruction of pedestrian walkways. Therefore, the NIS post ADA exemptions (0.34 acres) is equal to the ADA exempt NIS subtracted from the original NIS calculated.

$$NIS_{PostExemption} = NIS - 1.14 AC = 1.48 AC - 1.14 AC = 0.34 AC$$

Alternative 2

The new impervious surface area, NIS (2.93 acres) is the addition of the net new impervious area, NNI (1.66 acres) and the replaced impervious surface, RIS (1.27 acres). The amount of existing impervious surface is 23.98 acres.

$$NIS = NNI + RIS$$
, $NIS = 1.66 AC + 1.27 AC = 2.93 AC$

This alternative contains 2.57 acres of pedestrian sidewalk, and separate bikeway construction which addresses issues related to ADA compliance. Pursuant to *Attachment VIII, Redevelopment*, ADA construction is exempt from increases in impervious surface due to construction or reconstruction of pedestrian walkways. Therefore, the NIS post ADA exemptions (0.36 acres) is equal to the ADA exempt NIS subtracted from the original NIS calculated.

$$NIS_{PostExemption} = NIS - 2.57 AC = 2.93 AC - 2.57 AC = 0.36 AC$$

Post-construction stormwater treatment BMPs under *Caltrans NPDES Permit No. CAS000003* will not be required since the new impervious surface is less than one acre. The increase in rate and volume of stormwater flow associated with this increase NIS is not anticipated to result in any adverse modification.

To avoid any potential adverse hydromodification associated with this project, post construction treatment BMPs such as ditches, berms, dikes, swales, overside drains, flared end sections, and drainage system outlet protection devices will be evaluated in subsequent phases of the project and incorporated into the project as necessary. Drainage system design details for these features are anticipated in subsequent phases of the project (e.g., PS&E). Any impervious or pervious areas treated by the project in excess of post-construction treatment requirements (i.e., 3.71 acres) are non-mandatory treatment areas (NMTA). These NMTAs are eligible for Alternative Compliance or Compliance Unit credits.

Standard Water Quality Measures

Temporary Impacts to Water Quality

Temporary impacts to water quality could occur during the construction phase of the project. Soil disturbing work within and adjacent to drainage systems could result in the transport of sediment and other pollutants to adjacent wetland and riparian areas.

The following BMPs from the *Caltrans Construction Site BMP Manual* (Caltrans 2017a) are anticipated to be incorporated into the approved project SWPPP:

- 1. Development of a schedule that includes sequencing of construction activities with implementation of construction site BMPs (SS-1)
- 2. Existing vegetation will be removed to the minimum extent necessary to facilitate the proposed work (SS-2).
- 3. Temporary access road entrances and exits will be stabilized and maintained to prevent sediment erosion and transport from the work area (TC-1).

- 4. Temporary drainage inlet protection methods such as gravel bags will be deployed to prevent sediment and other pollutants from entering drainage systems (SC-10).
- 5. Perimeter control devices such as fiber rolls, compost socks, gravel bags, and silt fences will be utilized to prevent sediment transport from the project site (SC-1, SC-5, SC-6, SC-11).
- 6. Concrete washout facilities, re-fueling areas, as well as equipment and storage areas should be covered and located away from drainage inlets and waterways to prevent both stormwater and non-stormwater discharges (WM-3, WM-8, NS-9).
- 7. Use of construction methods which uses water in a manner that avoids causing runoff, erosion, and/or discharge of pollutants to receiving waters (NS-1).
- 8. Paving, and sealing operations will be conducted to avoid and minimize the discharge of pollutants to receiving waters (NS-3).
- 9. Utilization of proper procedures to minimize any potential for runoff during concrete curing and finishing (NS-12, NS-14).
- 10. Proper procedures and practices for handling, storage, and use of construction materials that minimizes discharge to receiving waters or drainage system (WM-1, WM-2).
- 11. Spill prevention and control practices (WM-4).
- 12. Proper utilization of procedures to minimize or eliminate discharge of construction site sanitary and septic waste materials into receiving waters or drainage systems (WM-9).

Additional BMPs will also likely be incorporated in the approved project SWPPP during the construction phase of the project to address BMPs specific items of work.

Permanent Impacts to Water Quality and Potential Treatment Areas

Permanent impacts to water quality will be prevented by the incorporation of Design Pollution Prevention (DPP) BMP strategies found in Appendix A of the Stormwater Quality Handbooks: Project Planning and Design Guide (PPDG) (Caltrans 2017b). The following DPP BMP strategies are anticipated:

- 1. Prevention of downstream erosion
- 2. Stabilization of disturbed soil areas
- 3. Preservation of existing vegetation

It is anticipated that the inclusion of appropriate temporary and permanent BMPs mentioned above will avoid potential impacts to water quality and meet the requirements of the Caltrans NPDES Permit, CGP, and North Coast Basin Plan.

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Lorna McFarlane, D1 Water Quality NR Office of Environmental Engineering

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10 | Categorical Exemption/Categorical Exclusion (CE/CE) and Notice of Exemption (NOE) (March 2020)



CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

| 01-MEN-01 | 59.8-62.1 | 01-0B220 | VE 2 | |
|--|---------------------------------------|---|--|--|
| District-County-Route | P.M./P.M. | E.A/Project No. | Federal-Aid Project Number. se, location, limits, and right-of-way requirements. | |
| | | | | |
| Post Mile (PM) 59.8 through 62.1 in reconstructing and/or constructing constructions. | Mendocino County. urb ramps, new side | The proposed scope of w walk, drainage inlets, culv | mericans with Disabilities Act (ADA) standards from ork would include installing a retaining wall, yerts, and pavement markings at specified locations nits. The project is needed to comply with the 2010 | |
| | | | e end of October. The proposed project is anticipated noise, water quality, and visual reviews have been | |
| 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | | for additional project i | nformation. | |
| CALTRANS CEQA DETERM | INATION (Check | cone) | for his depart to the first tree | |
| Not Applicable – Caltrans is r Based on an examination of this pro | | Environmen | clicable – Caltrans has prepared an Initial Study or tal Impact Report under CEQA | |
| Exempt by Statute. (PRC 2108 | | | statements, the project is. | |
| Categorically Exempt. Class | 1(c) Existing Facilit | ies. (PRC 21084; 14 CCF | | |
| Based on an examination of thi apply: | s proposal and supp | orting information, the foll | owing statements are true and exceptions do not | |
| If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law. There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, | | | | |
| over time. There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. | | | | |
| This project does not darThis project is not located | d on a site included of | on any list compiled pursu | ignated state scenic highway. ant to Govt. Code § 65962.5 ("Cortese List"). | |
| This project does not cause a substantial adverse change in the significance of a historical resource. Common Sense Exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].) | | | | |
| Liza Walker J Meyer | for | Steven Bla | | |
| Senior Environmental Planner | 3/18/ | ZOZO Project Manag | 3-18-20 | |
| Signature | Date | Signature C | Date | |
| NEPA COMPLIANCE | | 11 | Miller of a grant of | |
| In accordance with 23 CFR 771.117 determined that this project: | , and based on an ex | kamination of this propose | al and supporting information, the State has | |
| · does not individually or cumulative | ely have a significan | impact on the environme | ent as defined by NEPA, and is excluded from the | |
| requirements to prepare an Environments to prepare an Environment has considered unusual circumsta | | | Impact Statement (EIS), and | |
| | • | | | |
| CALTRANS NEPA DETERM | | ck one) | | |
| | | | | |
| Activity listed in A | . , , | OU between FHWA and | the State | |
| Categorical Exclusion under 23 | USC 327. The envi | ronmental review, consult g, or have been, carried o | nation, the State has determined that the project is a lation, and any other actions required by applicable out by Caltrans pursuant to 23 USC 327 and the FHWA and Caltrans. | |
| Liza Walker Jason M | leyer for | Steven Bla | ıir | |
| Senior Environmental Planner | , | Project Manag | | |
| Sten | _ 3/18, | 12020 | J 3/18/28 | |
| Signature | Date | Signature | Date | |
| Date of Categorical Exclusion Check | list completion: 2/26 | /2020 Date of ECR | or equivalent: 2/26/2020 | |

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM Continuation Sheet

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|-----------------------|-----------|-----------------|-----------------------------|
| 01-MEN-01 | 59.8-62.1 | 01-0B220 | no m |
| District-County-Route | P.M./P.M. | E.A/Project No. | Federal-Aid Project Number. |
| | | | |

Continued from page 1:

The following environmental protection measures will be included as part of the proposed project:

Biology:

Impacts to biological resources would be minimized by incorporating the following standard measures:

- Equipment would be inspected daily for leaks and completely cleaned of any external petroleum products, hydraulic fluid, coolants, and other deleterious materials prior to operating equipment.
- Measures will be in place to prevent construction equipment effluents from contaminating soil or waters in the construction site, such as absorbent pads.
- Maintenance and fueling of construction equipment and vehicles would occur at least 50 feet away from the ordinary highwater mark (OHWM) of surface water or the edge of sensitive habitats (e.g., wetlands).
- The contractor would be required to develop and implement site-specific BMPs and emergency spill controls.
- Water in contact with setting concrete would be pumped into a tank truck and disposed at an approved disposal site or settling basin
- All unused material from the project would be disposed off-site. The Caltrans Resident Engineer would be responsible for ensuring all requirements for disposal of material are met by the contractor.
- If bird nests are found incidentally, buffer areas would be established around active nests with input from the California Department of Fish and Wildlife (CDFW). Construction activities that may potentially disturb birds would not occur within the buffer area. The buffer areas would be marked as environmentally sensitive and nests would be monitored for disturbance behaviors by a qualified biologist.

Water Quality:

Impacts to water quality would be minimized complying with the Construction General Permit (CGP), preparing a Stormwater Pollution Prevention Plan (SWPPP), and the National Pollutant Discharge Elimination System (NPDES) Permit.

Visual:

Impacts to visual resources would be minimized by incorporating the following measures:

- Matching the color of any reconstructed sidewalk to the existing adjacent sidewalk.
- Matching the color of new truncated domes to others used in the City and on State Route 1 in Fort Bragg.
- · Consider replanting areas of disturbance where plants were removed due construction activities.
- Consider including context-sensitive architectural design on the wall to enhance visual character of the area.

2020030839

Notice of Exemption

Appendix E

| To: Office of Planning and Research P.O. Box 3044, Room 113 | From: (Public Agency): CA Department of Transportation 1656 Union Street |
|--|---|
| Sacramento, CA 95812-3044 | Eureka, CA 95501 |
| County Clerk County of: | (Address) |
| | |
| | |
| Project Title: Fort Bragg ADA (EA: 01-08 | |
| Project Applicant: CA Department of Tra | nsportation |
| Project Location - Specific: | |
| City of Fort Bragg, Mendocino Cou | unty, between Post Miles 59.8 and 62.1. |
| Project Location - City: Fort Bragg | Project Location - County: Mendocino |
| Description of Nature, Purpose and Benefici | • |
| (PM) 59.8 through 62.1 in Mendocino County. The propos constructing curb ramps, new sidewalk, drainage inlets, co | toute (SR) 1 to current Americans with Disabilities Act (ADA) standards from Post Mile sed scope of work would include installing a retaining wall, reconstructing and/or sulverts, and pavement markings at specified locations along SR 1. This project is s. The project is needed to comply with the 2010 ADA lawsuit settlement. |
| Name of Public Agency Approving Project: | CA Department of Transportation |
| Name of Person or Agency Carrying Out Pro | oject: CA Department of Transportation |
| | b)(3); 15269(a)); |
| streets, sidewalks, gutters, bicycle and pedest | 1(c) - Existing Facilities; which identifies existing highways and trian trails, and similar facilities (this includes road grading for the EQA. The proposed project would take place on an already comply with a 2010 ADA lawsuit settlement. |
| Lead Agency Contact Person: Jennifer Gagnon | Area Code/Telephone/Extension: (707) 441-5649 |
| If filed by applicant: 1. Attach certified document of exemption 2. Has a Notice of Exemption been filed | on finding. I by the public agency approving the project? Yes No |
| Signature: Jenny Yagnın | Date: 3/18/2020 Title: Associate Env. Planner Governor's Office of Planning & Resear |
| ■ Signed by Lead Agency □ Signed | ned by Applicant |
| Authority cited: Sections 21083 and 21110, Public Res Reference: Sections 21108, 21152, and 21152.1, Pub | |

STATE CLEARINGHOUSE

RESOLUTION NO. PC XXX

FOR A SECOND-STORY ADU AT 208 PARK STREET

WHEREAS, the California Department of Transportation ("Applicant") submitted an application for a Coastal Development Permit to improve a section of State Route 1 (SR1) to current Americans with Disabilities Act (ADA) standards. ("Project");

WHEREAS, the Project is located within the public right of way of SR 1 in the section of the roadway that extends north from the intersection of SR 1 and State Route 20 (SR 20) to Elm Street, between Post Mile marker 59.8 and Post Mile marker 62.1.

WHEREAS, the Project is subject to the Fort Bragg Coastal General Plan and Coastal Land Use and Development Code (CLUDC).

WHEREAS, the Project, being in the public right of way of SR 1, is not subject to the adjacent zoning designations.

WHEREAS, the Planning Commission held a duly noticed public hearing on March 24, 2021, to consider the Project and take public testimony; and

WHEREAS, pursuant to California Environmental Quality Act ("CEQA"), 14 California Code of Regulations §15301, the Project is Categorically Exempt because it involves improvements to an existing highway that do not create additional automobile lanes.

NOW THEREFORE BE IT RESOLVED, that based on the entirety of the record before it, which includes without limitation, the CEQA, Public Resources Code §21000, et seq. and the CEQA Guidelines, 14 California Code of Regulations §15301, et seq.; the Fort Bragg Coastal General Plan; the Fort Bragg Coastal Land Use and Development Code; the Project applications; all site plans, and all reports and public testimony submitted as part of the Planning Commission's meeting of March 24, 2021, and Planning Commission deliberations; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the Planning Commission of the City of Fort Bragg hereby finds as follows:

A. General Findings

- 1. The foregoing recitals are true and correct and made a part of this Resolution;
- 2. The documents and other material constituting the record for these proceedings are located at the Community Development Department;
- The proposed project is consistent with the purpose and intent of the zoning district, as well as all other provisions of the Coastal General Plan, Coastal Land Use and Development Code (CLUDC) and the Fort Bragg Municipal Code in general;
- 4. The design, location, size, and operating characteristics of the proposed activity are compatible with the existing and future land uses in the vicinity;
- 5. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police

protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the type, density, and intensity of use being proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located;

6. For the purposes of the California Environmental Quality Act (CEQA), this project was found to be exempt under Section 15301 – existing facilities.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Fort Bragg does hereby make the findings contained in this Resolution and approves Coastal Development Permit 3- 20 (CDP 3-20) for the Project subject to the following conditions of approval:

A. Standard Conditions

- 1. This action shall become final on the 11th day following the decision unless an appeal to the City Council is filed pursuant to ILUDC Chapter 18.92 Appeals;
- The use and occupancy of the premises shall be established and maintained in conformance with the requirements of this permit and all applicable provisions of the ILUDC;
- The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and compliance therewith is mandatory, unless an amendment has been approved by the City;
- 4. This permit shall be subject to the securing of all necessary permits for the proposed development from City, County, State, and Federal agencies having jurisdiction. All plans submitted with the required permit applications shall be consistent with this approval. All construction shall be consistent with all Building, Fire, and Health code considerations as well as other applicable agency codes;
- 5. The applicant shall secure all required building permits for the proposed project as required by the Mendocino County Building Department;
- 6. If any person excavating or otherwise disturbing the earth discovers any archaeological site during project construction, the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 100 feet of the discovery; and 2) notify the Director of Public Works within 24 hours of the discovery. Evidence of an archaeological site may include, but is not necessarily limited to shellfish, bones, flaked and ground stone tools, stone flakes produced during tool production, historic artifacts, and historic features such as trash-filled pits and buried foundations. A professional archaeologist on the list maintained by the Northwest Information Center of the California Historical Resources Information System or Listed by the Register of Professional Archaeologists shall be consulted to determine necessary actions;
- 7. This permit shall be subject to revocation or modification upon a finding of any one or more of the following:
 - a. That such permit was obtained or extended by fraud.
 - b. That one or more of the conditions upon which such permit was granted have been violated.

- c. That the use for which the permit was granted is so conducted as to be detrimental to the public health, welfare, or safety or as to be a nuisance.
- d. A final judgment of a court of competent jurisdiction has declared one or more conditions to be void or ineffective, or has enjoined or otherwise prohibited the enforcement or operation of one or more conditions.

B. Special Conditions

- 1. Applicant shall make every effort to ensure a smooth flow of traffic during construction activities and minimize the disruption to the Public;
- 2. The applicant is responsible for coordinating all construction activities with the City and other potentially impacted agencies, as well as providing all appropriate public noticing.
 - a. In order to provide an acceptable level of communication, the applicant shall deliver a "*Project Communication Plan*" for the City's approval, a minimum of one (1) month in advance of construction activities.
 - b. Applicant shall provide a minimum of one (1) week notice to all impacted businesses and residents, and impacted service providers to include the following agencies:

City of Fort Bragg, Public Works Department, City of Fort Bragg Police Department, Fort Bragg Fire Department, Mendocino Coast Ambulance Service, Waste Management (Garbage/Recycling Pickup and Container Delivery);

- 3. To provide an acceptable level of landscape management, the applicant shall deliver for the City's approval a "Landscape Management Plan" for the landscaping on the slopes above the proposed retaining wall extending north from the intersection of SR 1 and SR 20 for a distance of 741 linear-feet. The Plan shall be provided a minimum of one (1) month in advance of construction activities;
- 4. The retaining walls to be constructed as part of the project and shown in the project plans, received December 23, 2020, shall be the same type and include the same aesthetic treatment as the existing retaining wall extending west from the intersection of SR 20 and Boatyard Drive to the curb ramp at the intersection of SR 20 and SR 1:
- 5. BMP controls including installation of appropriate stormwater protection measures shall occur prior to any construction or ground disturbance including protection for all potentially impacted stormwater inlets and outfalls. No construction debris and soil may be placed in the City right-of-way without prior approval and encroachment permit. All construction debris/soil shall be properly disposed;
- Final recommendations for drainage determined during final project design that ensure stormwater management in compliance with City and State standards shall be implemented during construction of the improvements incorporated in the project;

7. All city-owned utility relocations shall be reviewed and approved by the Public Works Director prior to issuance of a construction contract.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its passage and adoption.

The above and foregoing Resolution was introduced by Planning Commissioner XXX, seconded by Planning Commissioner XXX, and passed and adopted at a regular meeting of the Planning Commission of the City of Fort Bragg held on the 24th day of March, 2021, by the following vote:

| NOES: ABSENT: | |
|------------------|---------------------|
| ABSTAIN: | |
| ABSTAIN. | |
| | |
| ATTECT | Jeremy Logan, CHAIR |
| ATTEST: | |

Assistant Director, Engineering Division

PUBLIC COMMENTS RE: LCP CONSISTENCY OF CDP 3-20

March 24, 2021

Introduction:

The following policies from the Coastal General Plan (CGP), which is one half of the City of Fort Bragg's Certified Local Coastal Program (LCP) along with the Coastal Land Use and Development Code (CLUDC), are relevant to this project and apply to Coastal Development Permit (CDP) 3-20. (There may be other applicable CGP policies, including those discussed in the staff report but not discussed here.) The City's LCP mandates that all projects proposed within the Coastal Zone, including those requiring a CDP, are consistent with all applicable CGP policies. This is different than normal general plan consistency analysis, which only requires a proposed project be consistent with the applicable general plan overall rather than requiring consistency with all applicable policies. The staff report omits numerous applicable CGP policies (see below) and the project is not consistent with many of the applicable policies that have been omitted from the analysis.

Because the project is not consistent with applicable CGP policies, the City must add additional special conditions to CDP 3-20 before potentially approving it, in order to make the project consistent with all applicable provisions of the CGP and CLUDC and to make the required findings. Luckily, that should be possible with only a few additional special conditions. (Specific recommendations for additional special conditions relating to particular CGP policies are discussed below.) It is also appropriate that Caltrans fund these additional improvements as part of the scope of this project rather than leaving them to future development along SR1 because of their mandate to provide adequate infrastructure that complies with the ADA as part of their 2010 legal settlement.

Consistency & Conformity Analysis:

3. PUBLIC FACILITIES ELEMENT

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.

¹ See, e.g., General Finding No. 1, "The proposed project is consistent with ... all other provisions of the Coastal General Plan, [and] Coastal Land Use and Development Code (CLUDC)"

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.

Consistency: This project involves new development, as defined in the Coastal Act and the City's LCP, in the form of new sidewalk segments and associated retaining walls and drainage infrastructure as well as repair and replacement of existing pedestrian infrastructure. However, this new development is disconnected from missing or deficient sections of similar infrastructure within the project area, including missing sidewalk segments and substandard conditions for some existing sidewalk sections along the west side of SR1. In order for the project to become consistent with Policy PF-1.1, it must be conditioned to ensure that additional connecting sidewalk infrastructure is added to the remaining segments of the right-of-way that do not contain a complete sidewalk system or which contain existing sidewalks with substandard conditions.

4. CONSERVATION, OPEN SPACE, ENERGY, AND PARKS ELEMENT

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

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.

Consistency: This project appears to be consistent with Policy OS-1.7 for many of the reasons discussed in the staff report concerning other CGP policies (see, e.g., Staff report pp. 6-9 discussing Policies C-2.12, OS-5.1, OS-9.1, and OS-9.2).

Policy OS-1.12: <u>Drainage and Erosion Control Plan.</u> 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.

Consistency: This project appears consistent with Policy OS-1.12 as described in the staff report.

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.

Consistency: This project appears consistent with Policy OS-1.16 because a biological report meeting these content requirements was prepared and included in the application materials.

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.

Consistency: This project appears to be consistent with Policy OS-2.1 for many of the reasons discussed in the staff report concerning Policy C-2.12. However, the project likely needs to be conditioned to require additional sidewalk or other pedestrian improvements adjacent to the riparian habitat ESHA that was identified in the Environmentally Sensitive Habitat Area Assessment for the Fort Bragg Americans with Disabilities Act Improvement project, dated October 2020 and prepared by Caltrans so the project's consistency with Policy C-2.12 may need to be reevaluated concerning any additional project components that may impact the riparian habitat. However, such impacts are unlikely because all additional work and improvements would occur within the SR1 right-of-way and outside the fenced area that provides an ESHA buffer area protecting the riparian habitat.

Goal OS-9 Improve water quality.

Policy OS-9.1²: 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.

Consistency: This project appears consistent with Policy OS-9.1 as described in the staff report.

Policy OS-9.2³: <u>Minimize Increases in Stormwater Runoff</u>. 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.

Consistency: This project appears consistent with Policy OS-9.2 as described in the staff report.

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 [sic] are incorporated herein as policies of the Land Use Plan.

Consistency: This project appears to be consistent with Policy OS-9.3 for many of the reasons discussed in the staff report concerning other Policies OS-9.1 and OS-9.2.

² The staff report identified this policy as applicable to the project and recommended that the Planning Commission find that the project is consistent in part by requiring Special Condition 5. (See Staff report pp. 8-9.)

³ The staff report identified this policy as applicable to the project and recommended that the Planning Commission find that the project is consistent in part by requiring Special Condition 5. (See Staff report p. 9.)

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.

Consistency: This project appears to be consistent with Policy OS-10.1 because the application materials include the necessary stormwater plans and BMPs.

Policy OS-10.2: <u>Post-Construction Stormwater Runoff Plan</u>. 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.

Consistency: This project appears to be consistent with Policy OS-10.2 because the application materials include the necessary stormwater plans and BMPs.

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: <u>Use Integrated Management Practices in Site Design</u>. 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).

Consistency: This project does not appear to be consistent with Policy OS-11.1 because the project does not include low-impact development techniques that would be appropriate and feasible in some areas. For example, the project does not minimize impervious surfaces for new or replacement sidewalk segments by incorporating permeable paving materials or vegetated swales for stormwater drainage. Instead, the project appears to propose impermeable sidewalk materials will direct runoff into the City's storm drain system that drains into Coastal Waters rather than being infiltrated within or adjacent to the SR1 right-of-way. A special condition should be added to require permeable pavement materials for all new or reconstructed sidewalk segments as well as installation of bioretention swales in or adjacent to the SR1 right-of-way rather than new connections to the City's storm drain infrastructure.

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.

Consistency: This project does not appear to be consistent with Policy OS-11.2 for the same reasons it is not consistent with Policy OS-11.1 (above). A special condition should be added to require installation of bioretention swales in or adjacent to the SR1 right-of-way rather than new connections to the City's storm drain infrastructure.

Policy OS-11.5: <u>Divert Stormwater Runoff into Permeable Areas</u>. 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.

Consistency: This project does not appear to be consistent with Policy OS-11.5 for the same reasons it is not consistent with Policies OS-11.1 and OS-11.2 (above). A special condition should be added to require permeable pavement materials for all new or reconstructed sidewalk segments as well as installation of bioretention swales in or adjacent to the SR1 right-of-way rather than new connections to the City's storm drain infrastructure.

Policy OS-11.6: <u>Use Permeable Pavement Materials</u>. 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.

Consistency: This project does not appear to be consistent with Policy OS-11.6 for the same reasons it is not consistent with Policy OS-11.1 (above). A special condition should be added to require the use of permeable pavement materials for all new or reconstructed sidewalk segments.

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.

Consistency: This project does not appear to be consistent with Policy OS-11.9 unless it is conditioned to require storm drain inlet markers at all storm drains (unless this is incorporated into other requirements that are referenced). A special condition should be added to require storm drain inlet markers for all existing and new storm drains within the project area.

Goal OS-19 Provide a comprehensive trail system in Fort Bragg.

Policy OS-19.3: 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-19.3.1: 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-19.3.2: Support efforts to extend the existing trail from the end of Cypress Street east adjacent to the Georgia-Pacific haul road.

Consistency: This project does not appear to be consistent with Policy OS-19.3 because the project does not include direct pedestrian connections to the City's Coastal Trail and park in the form of ADA-compliant sidewalks in all locations along SR1 between Noyo Point Road and Elm Street. The City has access points to the Coastal Trail at Noyo Point Road, W. Cypress Street, W. Alder Street, and W. Elm Street. There are direct pedestrian connections in some but not all of these access points. In particular, there are no direct pedestrian connections, let alone ADA-compliant pedestrian connections to Noyo Point Road and W. Cypress Street connections because there are no existing or proposed sidewalks along the west side of the SR1 right-of-way between Noyo Point Road and Maple Street. (The existing sidewalk between Maple and Oak Streets is not proposed to be replaced even though it is not ADA-compliant.) A special condition should be added to require direct pedestrian connections from SR1 to the City's Coastal Trail access points at Noyo Point Road and W. Cypress Street in the form of additional sidewalk segments and replacement of the substandard sidewalk section between Maple and Oak Streets.

5. CIRCULATION ELEMENT

Goal C-2 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-2.2⁴: 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.

Consistency: This project appears consistent with Policy C-2.2 as described in the staff report.

⁴ The staff report identified this policy as applicable to the project and recommended that the Planning Commission find that the project is consistent. (See Staff report p. 5.)

Policy C-2.8: Continuation of Streets: Require the continuation of streets and bicycle and pedestrian paths through new developments wherever possible.

Consistency: This project does not appear to be consistent with Policy C-2.8 for similar reasons it is not consistent with Policy OS-19.3 (above), including lacking continuous ADA-compliant sidewalks along the entire west side of the SR1 right-of-way between Noyo Point Road and Oak Street. A special condition should be added to require continuous pedestrian paths in the form of additional sidewalk segments on the west side of SR1 between Noyo Point Road and Maple Street, and replacement of the substandard sidewalk section between Maple and Oak Streets (or installation of crosswalks and a traffic-control signal at the intersection of SR1 and Maple Street).

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-9 Make it easier and safer for people to walk in Fort Bragg.

Policy C-9.1⁵: Provide Continuous Sidewalks: Provide a continuous system of sidewalks throughout the City.

Consistency: This project does not appear to be consistent with Policy C-9.1 for the same reasons it is not consistent with Policy C-2.8 (above). A special condition should be added to require continuous system of sidewalks along SR1 in the form of additional sidewalk segments on the west side of SR1 between Noyo Point Road and Maple Street, and replacement of the substandard sidewalk section between Maple and Oak Streets.

Policy C-9.2: Require Sidewalks. Require a sidewalk on both sides of all collector and arterial streets and on at least one side of local streets as a condition of approval for new development.

Program C-9.2.1: 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

⁵ The staff report identified this policy as applicable to the project and recommended that the Planning Commission find that the project is consistent because the project "would contribute toward building a continuous system of sidewalks throughout the City." (See Staff report p. 7.) However, Policy C-9.1 does not require projects to merely contribute to a continuous system of sidewalks, it requires the City and relevant projects to "provide a continuous system of sidewalks throughout the City."

b) a low-interest revolving loan fund.

Consistency: This project does not appear to be consistent with Policy C-9.2 for the same reasons it is not consistent with Policies C-2.8 and C-9.1 (above). A special condition should be added to require continuous system of sidewalks along both sides of SR1, which is the City's major arterial street, in the form of additional sidewalk segments on the west side of SR1 between Noyo Point Road and Maple Street.

Policy C-9.3: Where feasible, incorporate pedestrian facilities into the design and construction of all road improvements.

Consistency: This project appears consistent with Policy C-9.3 as described in the staff report for other CGP policies and because it almost entirely consists of constructing pedestrian facilities.

Policy C-9.5: <u>Pedestrian Paths</u>: Develop a series of continuous pedestrian walkways throughout the commercial districts and residential neighborhoods.

Consistency: This project does not appear to be consistent with Policy C-9.5 for similar reasons it is not consistent with Policies OS-19.3 and C-9.1 (above), including lacking continuous ADA-compliant sidewalks along the entire west side of the SR1 right-of-way between Noyo Point Road and Oak Street. A special condition should be added to require continuous pedestrian paths in the form of additional sidewalk segments on the west side of SR1 between Noyo Point Road and Maple Street, and replacement of the substandard sidewalk section between Maple and Oak Streets (or installation of crosswalks and a traffic-control signal at the intersection of SR1 and Maple Street).

Policy C-9.6⁶: Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.

Consistency: (See consistency analysis for Policy OS-2.1, above.)

11. 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 of 1990 contains many requirements regarding removal of barriers for persons with disabilities.

⁶ The staff report identified this policy as applicable to the project and recommended that the Planning Commission find that the project is consistent. (See Staff report p. 7.) However, other CGP policies (e.g., Policy C-9.2, which is omitted form the analysis in the staff report and draft resolution) require this project to provide sidewalks along both sides of SR1 because it is an arterial street per the City's Circulation Element and the Coastal Act and LCP's definition of "development" is broad enough to include the other project activities. Adding sidewalks along the west side of SR1 adjacent to the identified ESHA to comply with the requirements of Policy C-9.2 may require further analysis concerning the consistency of those additional activities with Policy C-9.6.

Goal C-11 Provide mobility-impaired persons with access to transportation.

Policy C-11.2⁷: <u>Handicapped Access</u>. In conformance with State and Federal regulations, continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access.

Consistency: Although the purpose of this project is to improve pedestrian facilities along SR1 to bring it up to current applicable accessibility regulations, this project does not appear to be fully consistent with Policy C-11.2 for similar reasons it is not consistent with Policy OS-19.3 (above), including lacking continuous ADA-compliant sidewalks along the entire west side of the SR1 right-of-way between Noyo Point Road and Oak Street. A special condition should be added to require continuous pedestrian paths in the form of additional sidewalk segments on the west side of SR1 between Noyo Point Road and Maple Street, and replacement of the substandard sidewalk section between Maple and Oak Streets (or installation of crosswalks and a traffic-control signal at the intersection of SR1 and Maple Street).

⁷ The staff report identified this policy as applicable to the project and recommended that the Planning Commission find that the project is consistent because "The project proposes improvements to upgrade the subject location of SR 1 to current American with Disabilities Act (ADA) standards." (See Staff report p. 7.) However, this project omits numerous improvements along the west side of SR1 that are necessary to fully comply with the requirements of the ADA as well as corollary California regulations, including sidewalk improvements along the west side of SR1 between Noyo Point Road and Oak Street.

ACCESS FORT BRAGG

MAR 2 4 2021

Memo

To: Fort Bragg Planning Commission

From: Access Fort Bragg

Date: March 24, 2021

Re: CDP 3-20, Caltrans ADA Improvement Project

Access Fort Bragg was formed to promote full and equal access to all programs, facilities, and services for all residents and visitors in our town and the surrounding areas, including those with differing levels of mobility and abilities. Access Fort Bragg is excited that the Caltrans ADA improvement project for Main Street will enhance and replace our current infrastructure. The scope and purpose of the project is to improve accessibility to Main Street (aka State Route One or SR1) between Highway 20 and Elm Street. Access Fort Bragg is also excited by the pending Caltrans project north of Elm Street that will similarly improve the Pudding Creek Bridge and looks forward to equivalent improvements to the Hare Creek Bridge south of town.

Access Fort Bragg supports the project under review tonight but we believe that it falls short of the project objectives of bringing the Main Street corridor up to current ADA standards and is not fully consistent with Fort Bragg's Local Coastal Program (LCP). That being said, Access Fort Bragg does not believe the Planning Commission should deny CDP 3-20. Instead, we encourage you to approve CDP 3-20 with additional special conditions that will actually bring the full Main Street corridor up to current ADA standards and bring the project into compliance with our LCP, including the Coastal General Plan. Access Fort Bragg recommends the following special conditions and encourages the Planning Commission to work with staff and develop specific language for these additional special conditions.

1. Require Caltrans to remove all existing impediments to a fully accessible and ADA compliant pedestrian path within the full length of the right-of-way between Highway 20 and Elm Street. This includes not just replacing existing non-compliant curb cuts with new curb cuts but also removing or relocating all obstructions within the right-of-way like signs and utility poles, which currently prevent pedestrians using wheelchairs or scooters from travelling along all of the sidewalk segments along Main Street.

- 2. Require Caltrans to add sidewalks to all portions of Main Street that do not currently have sidewalks on both sides of the street, which Fort Bragg classifies as an arterial street.
- 3. If it is not feasible to add sidewalks on both sides of Main Street for the entire length between Highway 20 and Elm Street (e.g., the west side between the Noyo Bridge and Maple Street), then require Caltrans to add crosswalks and signalized intersections to facilitate safe pedestrian crossings of Main Street so all pedestrians can access the existing and improved sidewalks that will exist on the east side of Main Street. This would include:
 - a. Adding a crosswalk across Main Street and signalized intersection at Maple Street with a connection to the existing or replaced sidewalk that runs along a portion of the right-of-way between Maple Street and Oak Street on the west side of Main Street.
 - b. The existing signalized intersection at Cypress Street needs, at a minimum, a connection to the sidewalk in front of the North Cliff Motel by constructing a new sidewalk segment along the west side of Main Street between the Noyo Bridge and the Cypress Street intersection.
 - c. Improving all existing curb cuts and driveways along the west side of Main Street between the Noyo Bridge and Oak Street.

Thank you for your consideration of this important project that will improve accessibility and allow safe pedestrian access for all people no matter their means of travel.

PUBLIC COMMENT RE CDP 3-20

March 24, 2021

The 24 enclosed photos taken this morning show the current conditions of the Caltrans right-of-way along the west side of Highway One starting at Oak Street and heading south towards Maple Street.

These conditions do not meet current ADA standards due to curb cuts and driveway mouths lacking aprons providing flat routes of travel around the sloped curb cuts and driveways as well as numerous obstructions in the sidewalks (e.g., poles for signs) that prevent an uninterrupted adequate width of travel along the existing sidewalks due to their narrow width compared to the sidewalks along the east side of Highway One.

In addition, the sidewalks along the west side of Highway One only extend as far south as the Maple Street intersection, with no sidewalks along the west side of Highway One south of Maple Street or North of Noyo Point Road.

There are no crosswalks across Highway One at its intersection with Maple Street (as there are at its intersection with Cypress Street), inhibiting safe pedestrian crossings of Main Street to access the sidewalks along the east side of Highway One south of Oak Street and north of Cypress Street.

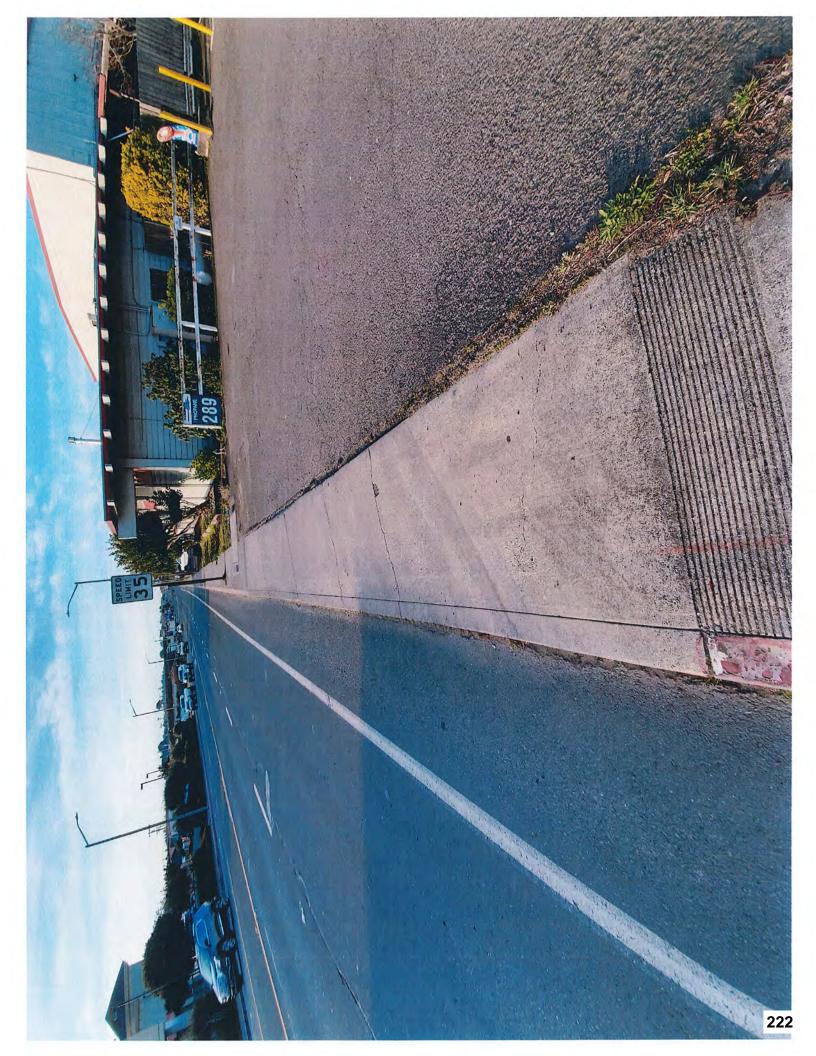
There are also no traffic-control signals at the intersection of Highway One and Maple Street to stop traffic on Highway One and allow for pedestrians to safely cross from the western sidewalk segment that dead-ends at the Maple Street intersection.

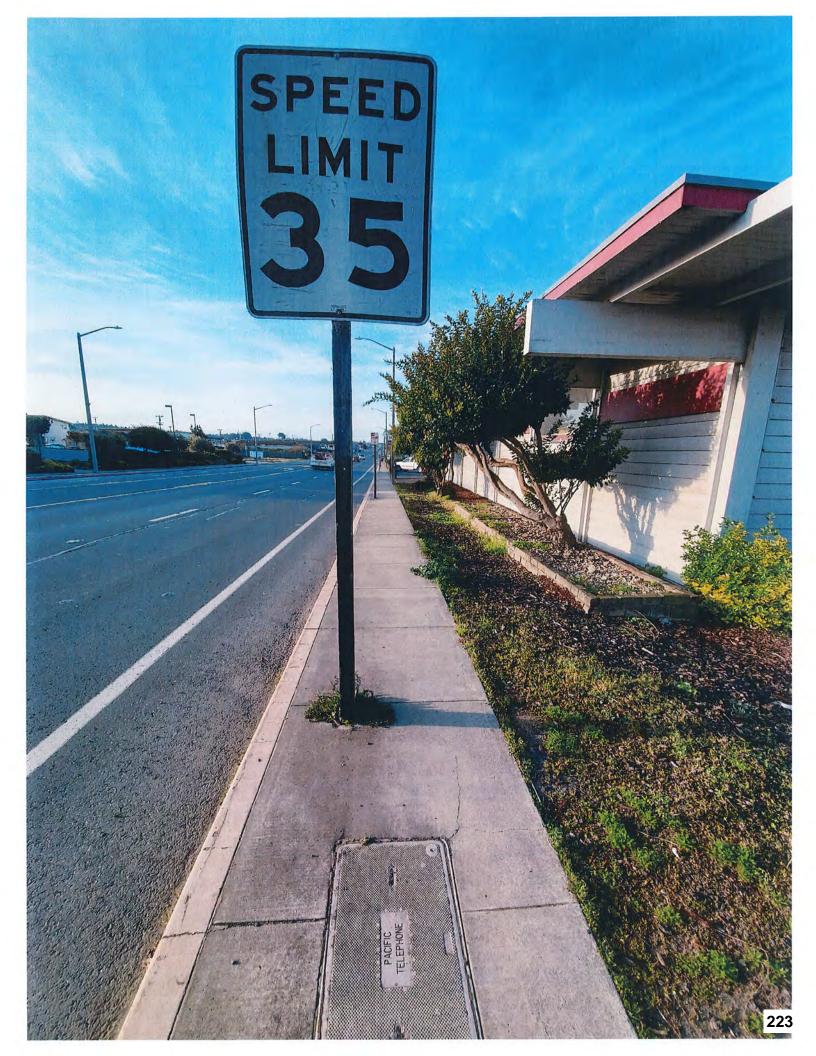
The intersection of Highway One and Oak Street is signalized and has crosswalks across Highway One but it is quite far from the Maple Street intersection where the western sidewalk segment ends.

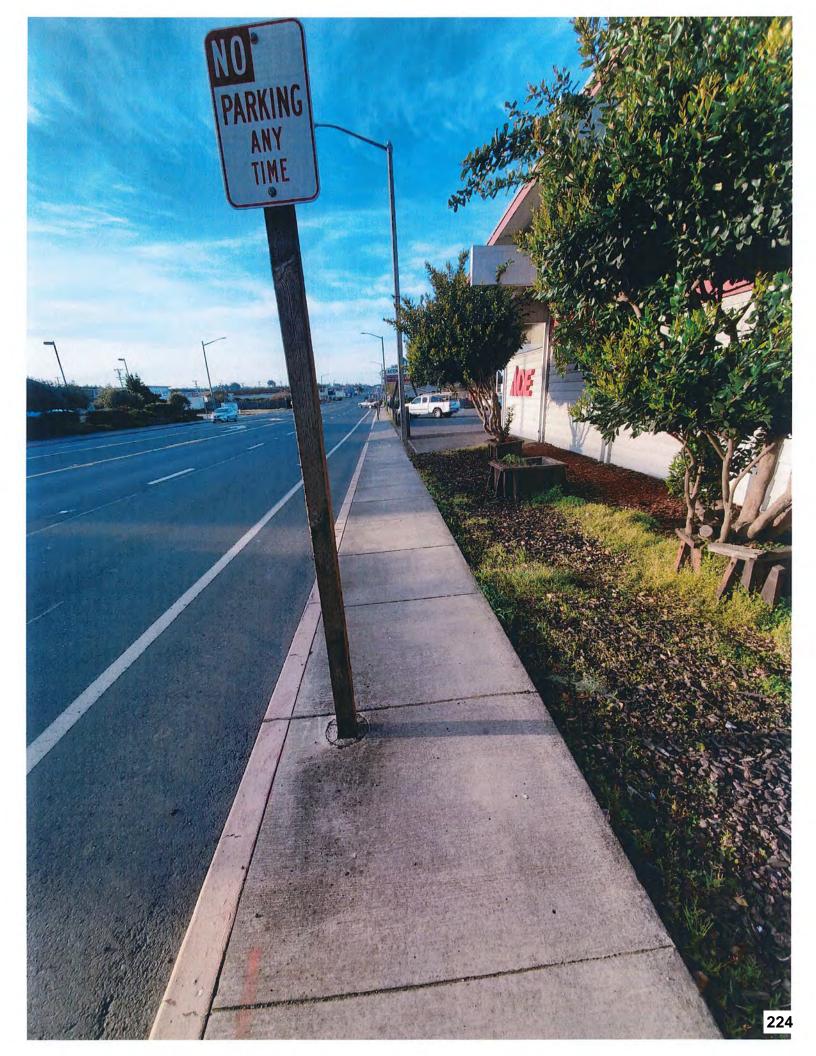
There is no signage on the west side of Highway One at its intersection with Oak Street indicating that the western sidewalks end at Maple Street and that pedestrians should consider crossing to the east side of Highway One to access sidewalks that continue south to other protected crossing opportunities at the intersection of Highway One and Cypress Street.

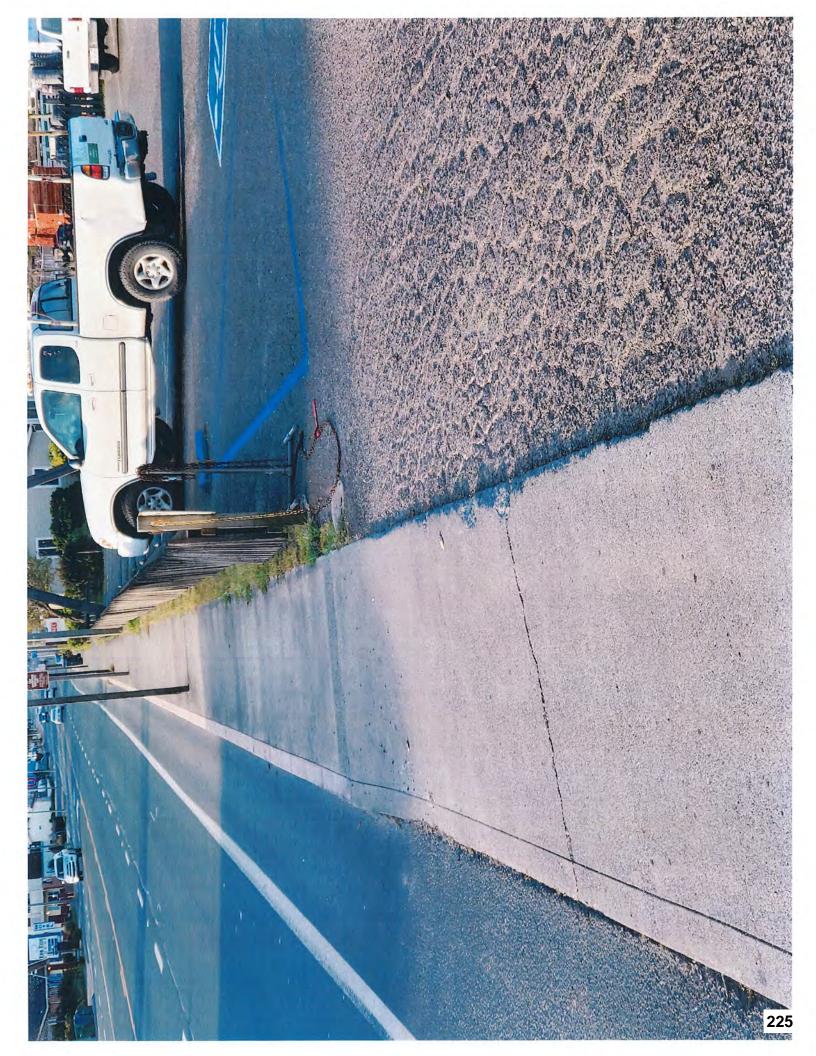
The City of Fort Bragg's Coastal Trail and park provide direct coastal access to the west of Highway One can be accessed via entrances at Noyo Point Road, Cypress Street, Alder Street, and Elm Street. There are no sidewalks along W. Cypress Street providing a safe pedestrian access point to the Coastal Trail and park (part of the City's trail system). Sidewalks should be added along at least one side of W. Cypress Street to provide a fully accessible and ADA-compliant pedestrian connection from Highway One to the Coastal Trail and park for all users.

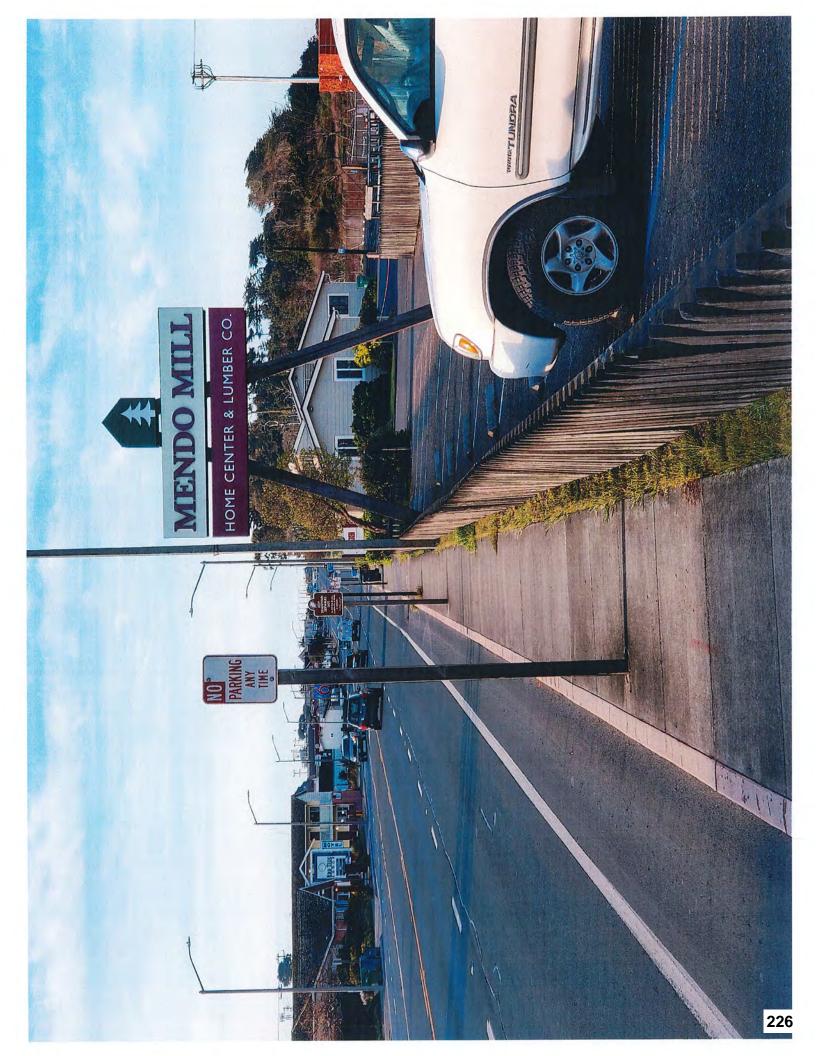


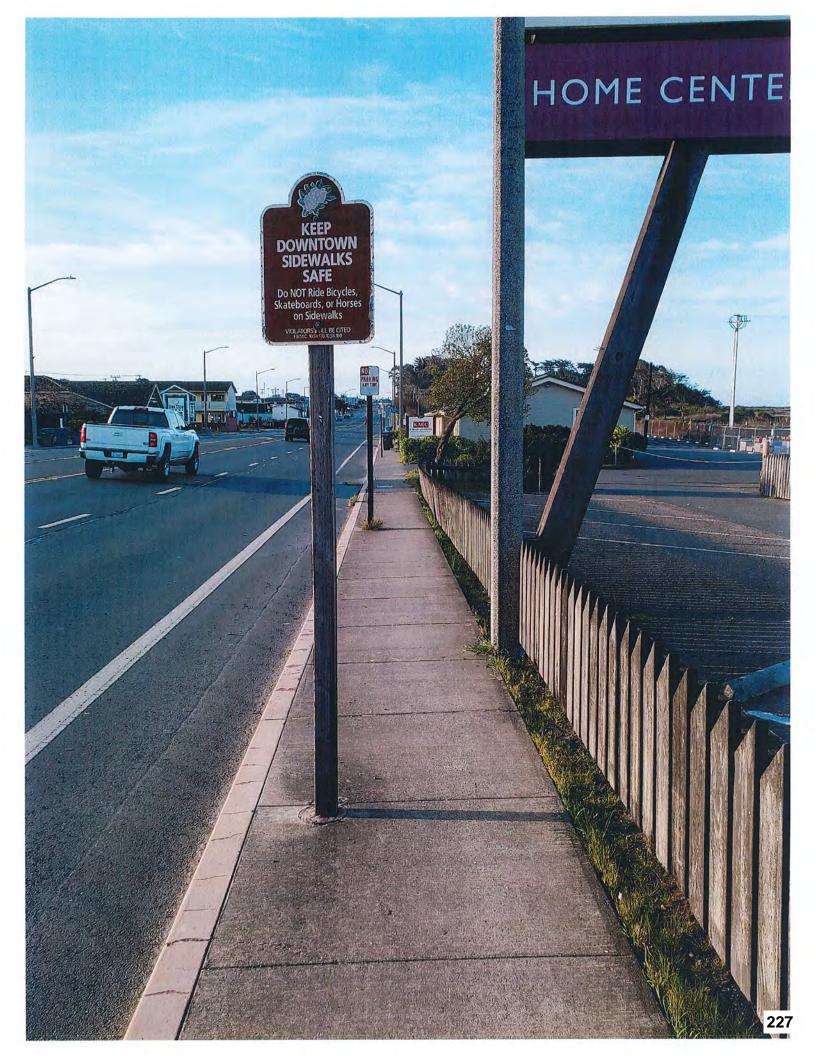










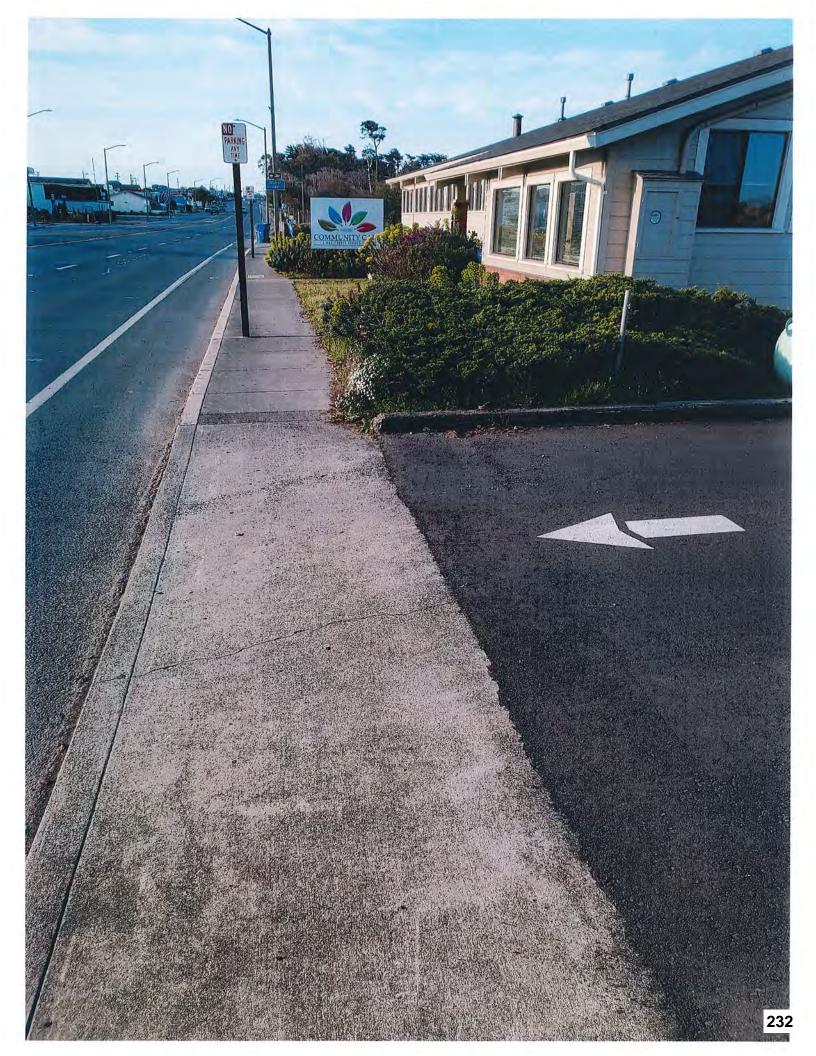










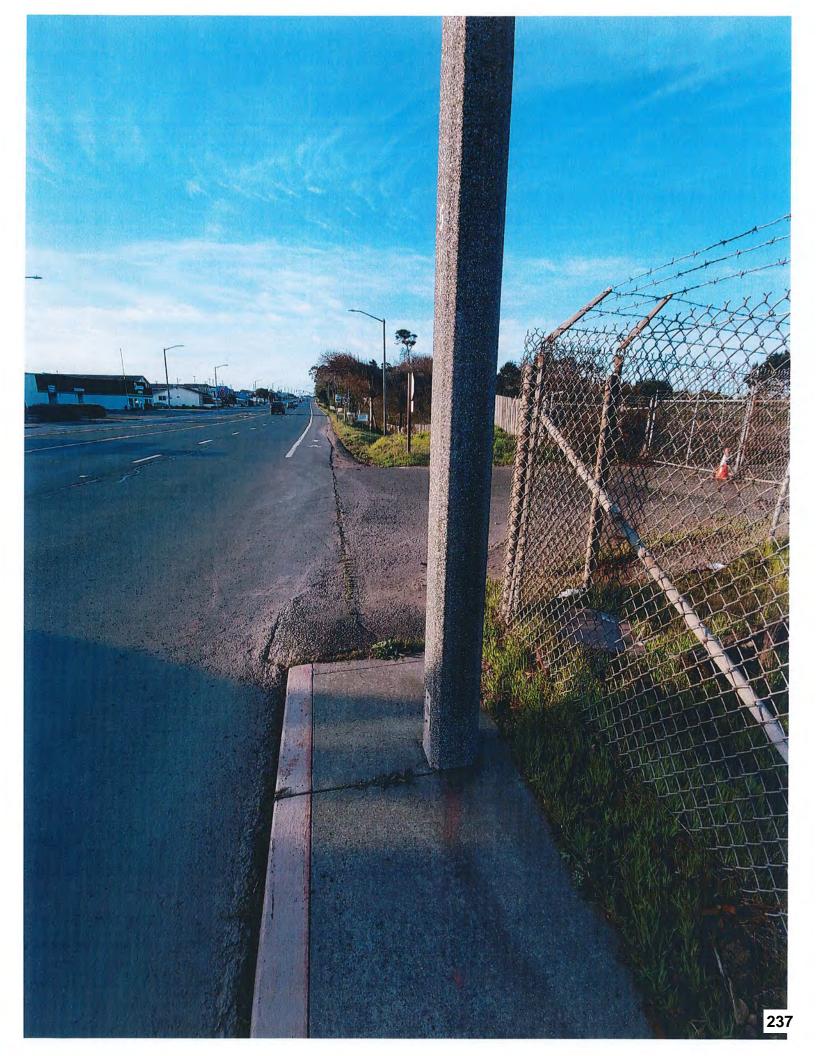


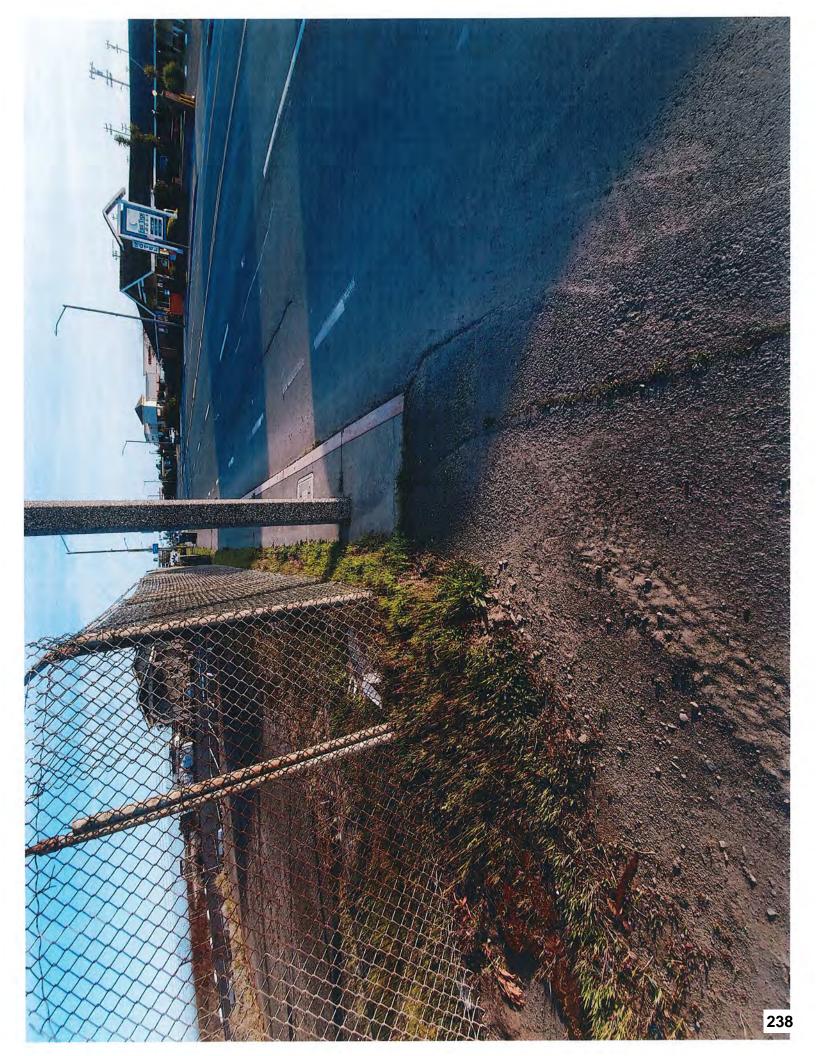


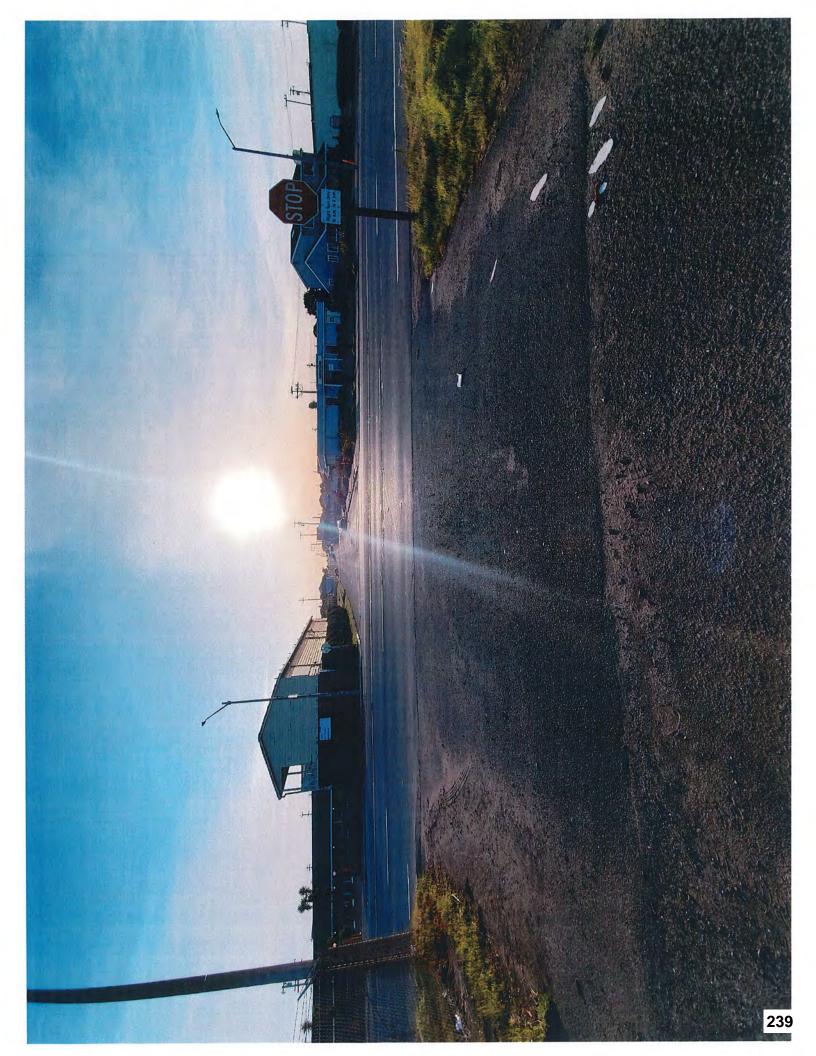


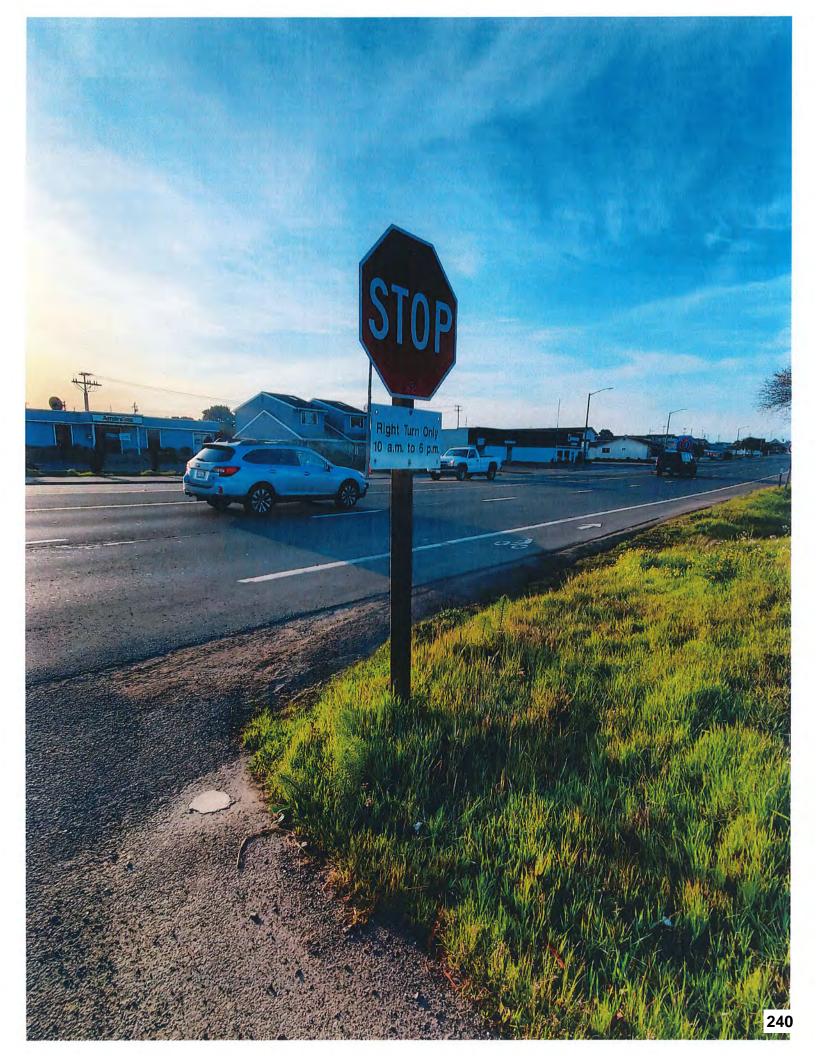


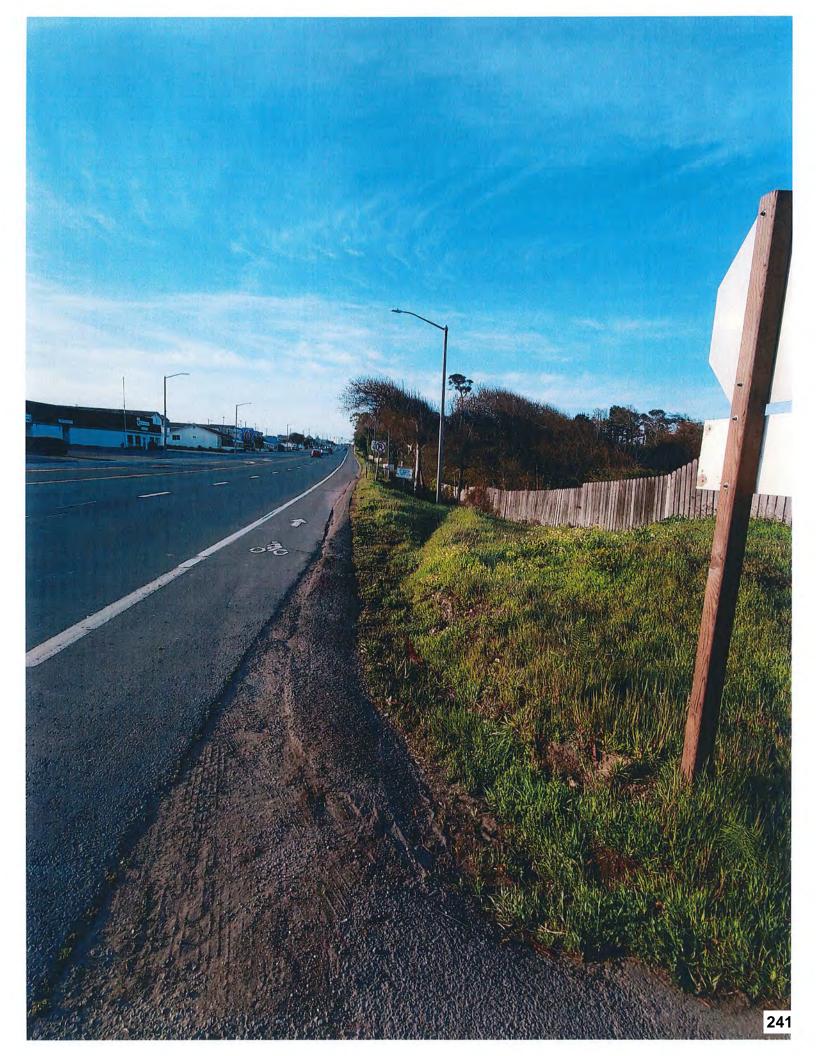


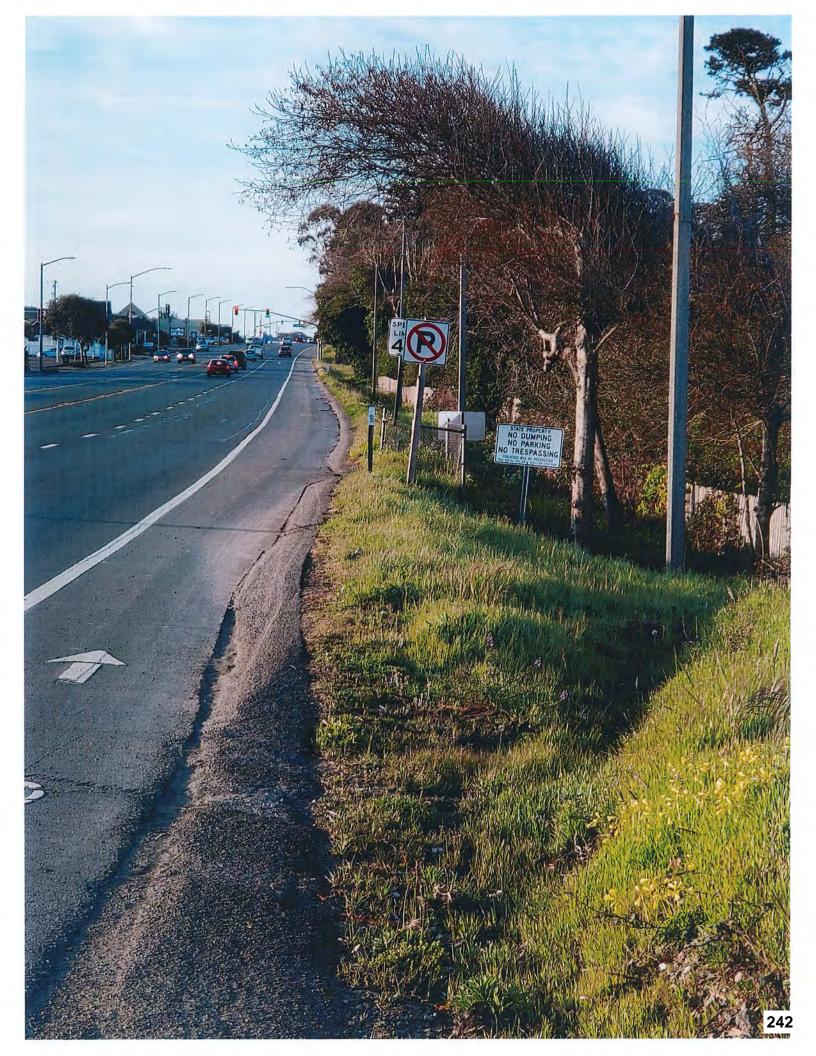


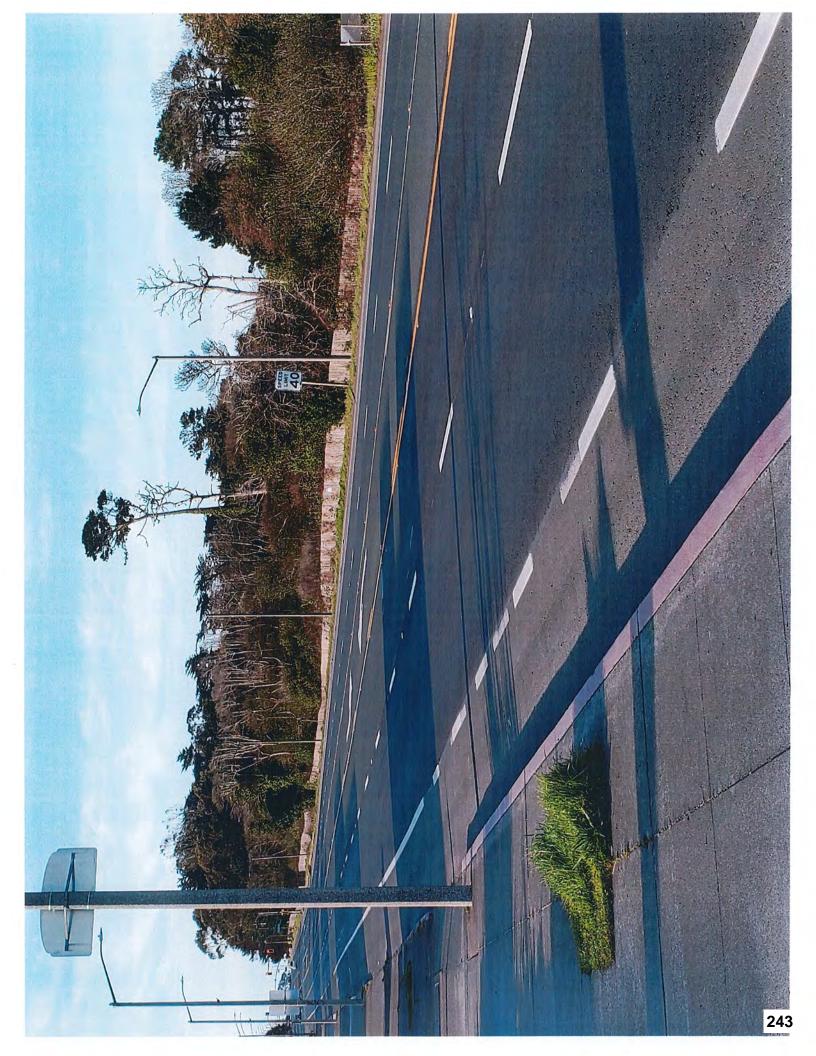


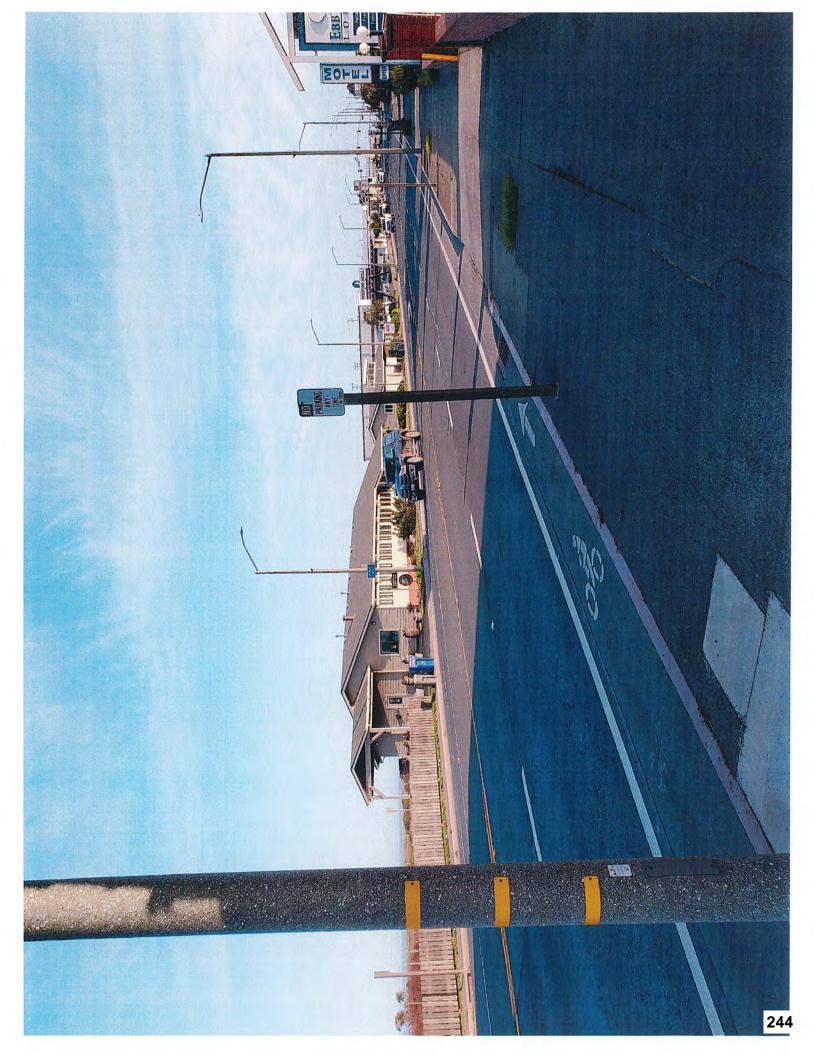












Re: Caltrans ADA project (CDP 3-20) comment



Jacob Patterson < jacob.patterson.esq@gmail.com >

Reply all | >

Wed 3/17/2021 10:36 AM

To: CDD User

Cc: O'Neal, Chantell; Miller, Tabatha ♠

Inbox

Pages from Chapter 5 Ci... 214 KB

★ Show all 1 attachments (214 KB) Download

I am also forwarding an excerpt of the Circulation Element of the Coastal General Plan that includes the policies I mentioned. As discussed in my prior comment, the Caltrans project does not go far enough in addressing existing deficiencies in order to be consistent with the attached CGP policies because it fails to (a) add complete sidewalks to both sides of Highway One despite including the entire segment of Highway One (minus Noyo Bridge, which is already improved) with the project scope; and (b) remove existing obstacles that obstruct a clear path of travel in all segments of existing sidewalk along both sides of the Highway One right-of-way.

On Wed, Mar 17, 2021 at 10:23 AM Jacob Patterson <jacob.patterson.esq@gmail.com> wrote:

Community Development Department,

some preliminary comments.

First, this information should have been posted the City's website so the public can review it easily. It had been posted on the City's Active Permits subpage but that page was removed by staff for whatever reason--perhaps limiting public oversight and reducing transparency--and I had to request access to be able to review the materials. That should be corrected because other people will not be able to review these materials without making a special request for access. Taking the action of limiting public access to project information is contrary to applicable Coastal General Plan policies.

Second, the project documents are somewhat unclear as to the scope of what is being proposed but it appears that a good portion of the Highway One right-of-way is going to be left as is. The purpose of this project is to improve ADA access conditions and this project does not appear to go far enough to accomplish that objective. For example, the project does not propose adding new sidewalks or altering the existing sidewalks along the west side of Highway One south of Redwood Street and north of Cypress Street. That portion of the Highway One right-of-way includes a large section without existing sidewalks. Our Coastal General Plan indicates that we should work diligently to add in sidewalks where they do not currently exist and yet this project fails to do that for a large portion of the right-of-way that currently does not have sidewalks and is covered by the project.

Moreover, a significant portion of the right-of-way that does include sidewalks does not meet current ADA standards because of numerous sign poles within the sidewalk that block the sidewalk in such a way that there is not adequate clearance for wheelchairs or other mobility aids. These sections of the sidewalk should be replaced with 246



obstructions.



Junk | ❤

is the sidewalk along the western side of Highway One south of Oak Street and north of Maple streets where numerous signs are in the middle of the sidewalk and far less than 48" inches of clearance is available. In the least, the signs in the sidewalk should be relocated to the curb itself and holes for the relocated poles should be patched so the sidewalks provide the required width of travel free from

The existing conditions are quite dangerous and require numerous crossings of Highway One in order for people with mobility impairments to be able to use the travel paths without having to operate wheelchairs or scooters in the parking lanes of the street. The conditions after the project are improved in many places but the lack of relocation of the existing signs blocking fully accessible widths of sidewalk segments does not correct the existing deficiencies even after the proposed project will be implemented. The existing intersections allowing safer access to the sidewalks on the eastern side of the Highway One right-of-way are too far from some of these sidewalk segments and there is no signage at those intersections offering crossing opportunities to alert mobility-impaired people they should cross now rather than continuing on their existing travel path, which will be obstructed by the sign poles and deficient driveway aprons and curb cuts. In order to meet ADA requirements and to be consistent with applicable general plan policies, the project should be expanded to include removing or relocating all existing obstructions that prevent a full 48" of accessible travel paths along both sides of the Highway One right-of-way.

Regards,

MTA has a fixed-route weekday bus service (the "5 BraggAbout") in Fort Bragg with seven 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 dialaride 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-8 Provide better public transportation.

Policy C-8.1: Encourage Transit Use.

Program C-8.1.1: Continue to support the expansion of transit services provided by MTA and other public transit providers.

Policy C-8.2: <u>Bus Shelters</u>: Encourage attractive, well-lighted, and comfortable bus shelters placed in convenient locations.

Program C-8.2.1: 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-8.3: <u>Transit Facilities in New Development</u>. 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.

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-9 Make it easier and safer for people to walk in Fort Bragg.

Policy C-9.1: <u>Provide Continuous Sidewalks</u>: Provide a continuous system of sidewalks throughout the City.

Policy C-9.2: <u>Require Sidewalks</u>. Require a sidewalk on both sides of all collector and arterial streets and on at least one side of local streets as a condition of approval for new development.

5 - 15

Program C-9.2.1: 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-9.2.2: 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-9.3: Where feasible, incorporate pedestrian facilities into the design and construction of all road improvements.

Program C-9.3.1: Incorporate additional sidewalks from the Noyo Bridge to Ocean View Drive in the Capital Improvement Program.

Policy C-9.4: Sidewalk Maintenance: Ensure that property owners maintain sidewalks in a safe manner.

Program C-9.4.1: 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-9.4.2: <u>Financial Concerns</u>: Consider the financial ability of property owners when establishing proposed sidewalk assessment districts.

Program C-9.4.3: Seek available funding from grants and other funding sources for the construction of sidewalks in existing developed areas.

Program C-9.4.4: Consider deferring payment for sidewalk installations for property owners with low incomes and/or on fixed incomes.

Policy C-9.5 <u>Pedestrian Paths</u>: Develop a series of continuous pedestrian walkways throughout the commercial districts and residential neighborhoods.

Program C-9.5.1: Allow asphalt or other approved surface pedestrian paths in very low density single-family residential areas where sidewalks are not required.

Program C-9.5.2: Revise the Subdivision and Coastal Program to allow approved surface pedestrian paths within developments to create pedestrian connections to nearby streets, community facilities, and adjacent developments as a part of on- and off-site improvements.

Policy C-9.6: Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.



Program C-9.7.1: Continue to provide traffic controls and well-lit intersections in areas with a high volume of pedestrian movement.

Program C-9.7.2: Consider expanded use of illuminated crosswalks.

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.

<u>Class 1 Bikeway - Bike Path or Bike Trail</u>: 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.

<u>Class 2 Bikeway - Bike Lane</u>: 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.

<u>Class 3 Bikeway - Bike Route</u>: 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 following local bikeway projects are identified as high priority by Mendocino County's 2000 Regional Bikeway Plan. A full description of recommended improvements is included in that Plan.

- The Pudding Creek Trestle to Otis Johnson Park Bikeway would provide a link between a park in northeast Fort Bragg and the beach at the mouth of Pudding Creek. It would also connect with the Old Haul Road, which travels north through MacKerricher State Park. As indicated on Map C-2, this path would serve Fort Bragg Middle School and neighborhoods in the northwest area of the City through a combination of Class 2 and 3 Bikeways. New Class 3 segments would be required from the Pudding Creek Trestle to Elm Street. Class 3 improvements would be constructed on Elm Street, Franklin Street, and Laurel Street.
- The Otis Johnson Park/Dana Street Bikeway would provide a north-south link within central Fort Bragg. This bicycle route would connect Fort Bragg Middle School and Fort Bragg High School. The proposed bike route would use existing bikeways and a section of the proposed bikeway improvement listed above for Laurel Street. It would consist of Class 3 Bikeway improvements on Oak Street and Class 1 Bikeway improvements on Dana Street.
- The Dana Gray School to Maple Street Bikeway would provide east-west access between Dana Gray School and an existing bikeway on Maple Street. Class 3 Bikeways would be constructed on S. Sanderson Way, Willow Street, and Lincoln Street.

Goal C-10 Make it easier and safer for people to travel by bicycle.

Policy C-10.1 <u>Comprehensive Bikeway System</u>: Establish a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.

Program C-10.1.1: Complete the bikeway system as indicated in Map C-2: Bicycle Paths. Make the completion of the Pudding Creek Trestle/Glass Beach to Otis Johnson Park a high priority.

Program C-10.1.2: Incorporate bicycle and pedestrian facilities into the design and construction of all road improvements as feasible.

Program C-10.1.3: Continue to participate in MCOG's *Regional Bikeway Plan* to qualify for State Bicycle Lane Account funds.

Program C-10.1.4: Utilize parking-in-lieu funds, dedications, grant funding, traffic impact fees, and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bikeway system as indicated in Map C-2.

Program C-10.1.5: Maintain bikeways to ensure that they are free of debris and other obstacles. Consider increasing the number of trash receptacles, solar-powered emergency telephones, and increased lighting along bicycle trails.

Policy C-10.2: <u>Require Bikeways</u>. Require new development to provide on-site connections to existing and proposed bikeways, as appropriate.

Policy C-10.3: Require that streets linking residential areas with school facilities be designed to include bikeways.

Policy C-10.4: <u>Consider bicycle operating characteristics</u> in the design of intersections and traffic control systems.

Policy C-10.5 <u>Bicycle Parking</u>: Provide adequate and secure bicycle parking at public transit facilities, park and ride lots, schools, the library, parks, City offices, and commercial areas.

Program C-10.5.1: Revise the Coastal LUDC parking standards to require larger commercial and multi-family residential projects, public buildings, and transit facilities to provide secure bicycle parking.

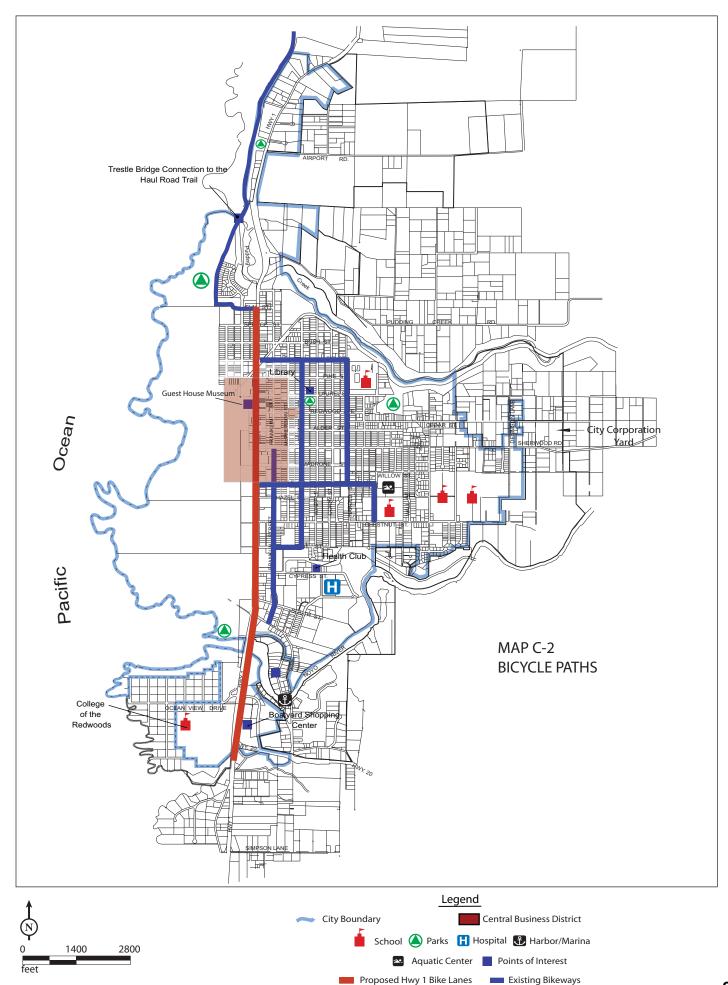
Program C-10.5.2: Continue the bicycle safety program conducted by the Police Department.

11. 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 of 1990 contains many requirements regarding removal of barriers for persons with disabilities.

Goal C-11 Provide mobility-impaired persons with access to transportation.

Policy C-11.1: Regulations for Disabled Persons: Enforce Federal and State regulations regarding access for persons with disabilities.



SOURCE: CITY OF FORT BRAGG, 2007

Policy C-11.2: <u>Handicapped Access</u>. In conformance with State and Federal regulations, continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access.

Program C-11.2.1: Assist organizations, such as the Senior Center, which provide transit service to the elderly and the mobility-impaired, in identifying and obtaining funding.

Policy C-11.3 <u>Support Improved Access</u>: Support improved access to public transportation and pedestrian facilities for people with disabilities.

Program C-11.3.1: Continue to apply for grants for ADA-related projects from MCOG and other sources.

Program C-11.3.2: Consider funding to implement the City's ADA Access and Transportation Plan through the City's Capital Improvement Plan (CIP), grants, and State and Federal transportation funds.

12. Train Service

The 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.

The 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.

Goal C-12 Increase use of the Skunk Line for transportation of people and freight.

Policy C-12.1 Skunk Train: Encourage increased use of the Skunk Train.

Program C-12.1.1: Continue to work with the Skunk Train Company to improve and expand facilities at the Skunk Depot.

Program C-12.1.2: 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.

13. 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. Main Street is Highway One which is 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.

Goal C-13 Coordinate regional traffic planning.

Policy C-13.1 <u>Regional Transportation Efforts</u>: Participate in regional transportation planning efforts.

Program C-13.1.1: Continue to provide City Council and staff representation on regional transportation planning agencies.

Program C-13.1.2: Work with the MCOG and Caltrans to coordinate transportation planning and to identify funding for necessary transportation improvements.

Program C-13.1.3: 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-14 Promote balanced funding for transportation.

Policy C-14.1 <u>Development to Pay Its Fair Share</u>: Require new development to pay its fair share of transportation improvements to maintain levels of service and traffic safety in the City.

Program C-14.1.1: Develop a City-wide Traffic Mitigation Fee Program.

Program C-14.1.2: 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.

Program C-14.1.3: 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-14.1.4: 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-14.1.5: 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-14.1.6: Carry out an ongoing inventory of transportation system needs to be included in the City's Capital Improvement Plan.

Gonzalez, Joanna

From: Jenny Shattuck <jenxvann@yahoo.com>
Sent: Wednesday, March 24, 2021 5:45 PM

To:Gonzalez, JoannaCc:Morsell-Haye, JessicaSubject:caltrans project 6A

Last year while driving on South Main st by the intersection of Main and Cypress there was an elderly man pushing his wife in a wheelchair west across the crosswalk towards the coastal trail access point at West Cypress st. After making it through the crosswalk, on to the curb, he then went straight into mud and she was stuck in her wheelchair. People assisted to get her chair freed from the mud. The sidewalk at this intersection on the west side of the hwy does not exist. Only a curb to dirt, mud and grass. For someone in a wheelchair to enter the coastal trail access they would have to go into oncoming traffic that is exiting the Mill site or South Trail access. The same goes for exiting this intersection. I contacted a council member within 5 min of this happening and was informed that this would be part of the upcoming Caltrans project. This was confirmed with city staff. However the only thing in this section being redone is on the east side of this intersection. This is clearly visible on their presentation page marked L8 I do hope that this highly used intersection is made safe for all. It was heartbreaking to see an elderly man trying to bring his wife out to see the sunset, to be in such a helpless situation. Thank goodness for the kindness of strangers, who stopped in traffic on Main st to assist. This is a highly traveled intersection for people of all ages and abilities.. Please make this a top priority before someone is hurt or killed trying to navigate this as a pedestrian. It is shocking that a Caltrans project that is supposed to be addressing ADA compliance issues is not proposed to fix anything on the west side of the intersection of West Cypress and Main where this unfortunate and dangerous situation occurred. Being

1

that this is the access point for pedestrians, and those living at the senior developments off of East Cypress and near the hospital this seems a priority. Please make sure this project remedies all of these issues.

Thank you, Jenny Shattuck Fort Bragg

Gonzalez, Joanna

From: Annemarie <aweibel@mcn.org>
Sent: Wednesday, March 24, 2021 5:00 PM
To: Gonzalez, Joanna; Miller, Tabatha

Subject: Public Comment reg. Public Hearing about Coastal Development Permit 3-20 (CDP

3-20) item 6a Planning Commission 3-24-2021

Public Comment reg. Public Hearing about Coastal Development Permit 3-20 (CDP 3-20) item 6a Planning Commission 3-24-2021

Dear Commissioners,

Glancing at the information in the agenda it looks like what is happening is basically a necessary job to accommodate the public due to ADA laws.

I am opposed to this project as it is proposed due to many reasons.

It is not that benign. While I am in favor of adding sidewalks where non exist, having curb ramps, and gutters I am opposed to this huge environmentally damaging project and do not agree with the environmental determination that as it stands should be exempt from CEQA Categorical Exemption, Class 1(c), Existing Facilities; NEPA Categorical Exclusion under 23 USC 327.

In addition, trying to hold this public hearing dealing with a project within the coastal zone just 2 months shy of inperson hearings is not what the PUBLIC RESOURCES CODE – DIVISION 20 of the CALIFORNIA COASTAL ACT was designed to protect. According to 30006 The Legislature further finds and declares that the public has a right to fully participate in decisions affecting coastal planning, conservation, and development; that achievement of sound coastal conservation and development is dependent upon public understanding and support; and that the continuing planning and implementation of programs for coastal conservation and development should include the widest opportunity for public participation.

In addition Section 65033 of the State Planning, Zoning, and Development Law (Government Code) reads: The Legislature recognizes the importance of public participation at every level of the planning process. It is therefore the policy of the state and the intent of the Legislature that each state, regional, and local agency concerned in the planning process involve the public through public hearings, informative meetings, publicity and other means available to them, and that at such hearings and other public forums, the public be afforded the opportunity to respond to clearly defined alternative objectives, policies, and actions.

In addition CEQA Guidelines, at Title 14, California Code of Regulations section 15201 reads:

15201. PUBLIC PARTICIPATION

Public participation is an essential part of the CEQA process. Each public agency should include provisions in its CEQA procedures for wide public involvement, formal and informal, consistent with its existing activities and procedures, in order to receive and evaluate public reactions to environmental issues related to the agency's activities.

Such procedures should include, whenever possible, making environmental information available in electronic format or

Such procedures should include, whenever possible, making environmental information available in electronic format on the Internet, on a web site maintained or utilized by the public agency.

Also CEQA (Public Resources Code section 21000 and after) contains many specific provisions about required notice of environmental documents, and opportunities for public comments on them.

In addition this web page

https://city.fortbragg.com/786/Active-Planning-Reports-and-Studies no longer has information about this Caltrans project. Only the initial study about the Grocery Outlet and the Avalon Hotel are available. Not even information about a possible future Dollar Store.

It seems hard for the public to deal with virtual meetings and not see for example these project plans (large size) as a power point presentation. It is not acceptable that plans that the public and the Planning Commission are shown "Preliminary for Design Study Only" plans, plans not drawn to scale, and plans that have icons that are not explained in the legend.

Why were the attachments not included? Yes, they might be visible for people who want to spend hours searching for them.

I am against the installation of two retaining walls at two separate locations. None of the information from Caltrans or the staff report indicate why this is proposed or how it ties in to fulfilling the ADA requirement. Also reading that these retaining walls have an approximate height makes me believe that this project is not ready to be evaluated. Even more so when in the Environmentally Sensitive Habitat Area (ESHA) Assessment

According to the staff report there would be retaining walls adjacent to the sidewalk between the intersection of SR 1 and SR 20 and the intersection of SR 1 and Boatyard Drive. The retaining wall would be located on the east side of the proposed sidewalk and extend north from the intersection of SR 1 and SR 20 for a distance of 741 linear-feet. This wall would vary in height measuring approximately six (6) feet tall at its highest point near SR 20 and would reduce in height moving north to approximately four (4) feet. Adjacent to the west of the proposed new sidewalk, between Spruce Street and Elm Street. This retaining wall would be 59 linear-feet long and measure approximately four (4) feet tall (from lower grade on the west side of the wall). It is mentioned in the ESHA Assessment that the proposed retaining wall would be approximately 10 feet tall at its highest point near SR 20 and would reduce in height moving north. We deserve to know exactly how tall these retaining walls would be for any given point. If these could be covered by bushes nad plants that would maybe be acceptable, but not only on top of it. As Main Street/Hwy1 is a scenic highway mentioned in the documents and is the first road parallel to the ocean it is not acceptable to create such an eyesoar. Our town survives from tourists and they do not come to stare at retaining walls, no matter how you want to dress them up with context-sensitive architectural designs. They do not want to be stuck in traffic and surrounded by noise. Also, the work can not happen during tourist season and bird nesting season or rainy season.

Where is a photo of how these walls would look like and these context-sensitive architectural designs?

Where is the Landscape plan?

The various project work locations would total approximately 2.3 miles of construction. How many months would it take? What would be the working schedule (hours per day, per week or at night with bright lights? How will the businesses suffer who already suffered so much with Covid? Do you have all the permits from the individual land owners? How many are missing?

I read that there is currently one alternative for the proposed project. This is not an alternative, this is the project.

Based on the current project description Caltrans has determined this action would not affect special-status taxa, sensitive natural communities, wetlands, jurisdictional waters, essential fish habitat or federally designated critical habitat (Appendix D). I disagree with this statement. Just because a survey was done and none of the animals and plants were fund in this general area does not mean that they are not there or at least not there some of the time. We are not told what day, month, year the survey/s was done/were done and what time of the day. How busy and noisy was it when it was done?

Did the survey for bats include a survey at dusk? For example there have been more Bald eagles seen in the area. Their territory covers easily north of Fort Bragg to Navarro River where they have been found lately. See

https://ebird.org/home and Audubon Survey Area 3 & 4 https://www.google.com/maps/d/viewer?msa=0&ie=UTF8&t=p&vpsrc=6&II=39.456872651798236%2C-123.77162886767579&spn=0.212238%2C0.274658&z=12&source=embed&mid=1klQG6bcyJ0aAfrV32n7w7-Dv-FA

and last survey from 2018:

https://www.mendocinocoastaudubon.org/downloads/118%20CAFB%20Tally.pdf

Missing is a noise study and a study dealing with how much grading will happen and where and how that affects the environment.

The documents point out the relocation of underground utilities and adjustment of utilities to grade. Will small cell wireless devices be installed or will it be prepared to do so? We deserve to know. Are these retaining walls installed to facilitate the places to allow Comcast, AT&T and PG&E to co-locate? What are joint poles.

The Visual Impact Assessment, dated January 17, 2020 does not evaluate the true impacts of the proposed project.

This project will require Temporary Construction Easements (TCEs) for 30 properties.

As of August 2020, Caltrans has obtained 15 TCEs and will be working toward obtaining the remaining 15 TCEs. How many do you have now?

The project is not acceptable.

Sincerely, Annemarie Weibel

3-24-2021

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This email has been checked for viruses by Avast antivirus software. https://www.avast.com/antivirus

From: <u>Jacob Patterson</u>

To: O"Neal, Chantell; Miller, Tabatha

Subject: Caltrans ADA project follow-up comment

Date: Friday, April 2, 2021 9:40:01 AM

Chantell,

First, this may be based on a false assumption about the identity of the author of the staff report so if it is, please disregard. I did not recognize the name on the March 24th staff report but it might be one of the City's planning consultants rather than a Caltrans planner.

I want to make a suggestion regarding the continued public hearing on April 14th for the Caltrans CDP. It appeared that the City permitted Caltrans to prepare their own staff report rather than independently reviewing the project with our own staff or consultants. Caltrans is not objective and is obviously self-interested in their recommendations and how they chose to interpret our local planning documents. I think that including a self-authored staff report is fine as a form of written public comment by the applicant but the City should probably have at least a brief objective report for this item. (If we attempted to do that through one of our planning consultants, then my suggestions do not apply, although I think the consultant needs to review our planning documents in more detail as well as the additional evidence and information contained in the public comments that were submitted for the March 24th public hearing.)

In particular, the City may wish to impose numerous additional special conditions to make sure that Caltrans has to fund and provide all improvements that are necessary to achieve the applicable goals in the Coastal General Plan. Why wouldn't we do that to the greatest extent permissible rather than deferring the additional improvements to other projects and possibly leaving the City itself responsible for correcting existing deficiencies within Caltrans r-o-w with our own limited funding? For example, the last major Caltrans project resulted in a brand new Noyo Bridge but also their purchase and creation of the Noyo Bluffs Park to mitigate for the view-blocking impacts on the bridge widening. Based on the original staff report, we aren't asking them to do anything beyond what their initial proposal involved, which doesn't even address many deficiencies and effectively ignores numerous applicable policies in the Coastal General Plan, at least in my opinion.

None of this email is intended as a criticism of City staff concerning this permit application; I am only trying to make sure the City doesn't miss an opportunity to provide much-needed infrastructure improvements without having to rely on our limited local financial resources to do so and by allocating those costs to the agency that is the most appropriate responsible party.

Best regards,

--Jacob



City of Fort Bragg

416 N Franklin Street Fort Bragg, CA 95437 Phone: (707) 961-2823 Fax: (707) 961-2802

Text File

File Number: 21-121

Agenda Date: 3/24/2021 Version: 1 Status: Business

In Control: Planning Commission File Type: Council Letter

Agenda Number: 7A.

Approve Planning Commission Letter in Support of City Council Economic Development Efforts

Dear Mayor Norvell, Vice-Mayor Morsell Haye, and Members of the Fort Bragg City Council,

We are writing this letter to commit the support of the Fort Bragg Planning Commission to the City of Fort Bragg's recent efforts to explore local economic development.

Fort Bragg's economy has endured the recession of 2008 and now, more recently the Covid-19 pandemic. In spite of these rocky times the citizens of Fort Bragg have shown great resilience and dedication to furthering the wellbeing of their community. As public officials it is our duty to harness that commitment and passion and do everything in our power to improve the lives of our fellow citizens. Through a shared vision, clear policies, and innovative programs Fort Bragg has a real chance to see its citizens flourish.

We are impressed that the Council and city staff have taken on the important work of exploring and encouraging the economic development of Fort Bragg. Many of the issues that come before the Planning Commission have a direct impact on the economic health of the community, therefore it is important that we have clear guidelines and policies to assist us in our decision making. Through development of those policies, signing of resolutions, and participation in ad hoc committees we hope to show our determination and commitment to furthering the economic goals of the City. Most recently the areas of housing and ADUs, formula vs. local businesses, the mill site redevelopment, and the city's water resources have been of particular interest to us. We urge you to keep these issues in mind as you continue to develop sound policies.

Thank you for your leadership on the economic development of Fort Bragg. We know with innovative approaches, clear forward-thinking vision, and confident decision making the City of Fort Bragg will rise to the challenges of the 21st century and see renewed vitality which will ripple through future generations.

| Sincerely, | | |
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| The Fort Bragg Planning Commission | | |
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| Jeremy Logan | | |
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| Stan Miklose | | |
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| Nancy Rogers | Michelle Roberts | |