



CITY OF FORT BRAGG

Incorporated August 5, 1889
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**RECIRCULATED
INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION**

PROJECT TITLE: AutoZone

APPLICATION NO.: Coastal Development Permit 9-18 (CDP 9-18)
Design Review 3-18 (DR 3-18)
Minor Sub-Division 1-18 (DIV 1-18)

LEAD AGENCY: City of Fort Bragg
416 N Franklin Street
Fort Bragg, CA 95437

CONTACT: Sarah McCormick, Assistant Planner
Community Development Department
(707) 961-2827 x113

PROJECT LOCATION: 1151 S Main Street

PROJECT APN: APN 018-440-58 (2.5 acres)

PROPERTY OWNER: Wayne Mayhew

PROJECT APPLICANT: AutoZone Parts, Inc. – Mitch Bramlitt

PROJECT AGENT: LACO Associates

COASTAL LAND USE AND DEVELOPMENT CODE DESIGNATION: Highway Visitor Commercial (CH)

COASTAL GENERAL PLAN DESIGNATION: Highway Visitor Commercial (CH)

OBJECTIVE

The objective of this Initial Study and Mitigated Negative Declaration (MND) is to determine if there are significant adverse environmental impacts associated with the planning and construction of a 7,500 SF AutoZone retail store with a 26-space parking lot and associated improvements and infrastructure. The proposed project includes a minor subdivision of an existing 2.5-acre parcel to create two individual lots. Lot 1 on the northern portion of the site is the location of the proposed retail store. The southernmost parcel would remain undeveloped as part of this project, however future commercial development is anticipated. The report also recommends appropriate mitigation measures, as necessary, to reduce environmental impacts to less than significant levels.

The Initial Study and MND have been prepared in compliance with California Environmental Quality Act (CEQA). The City of Fort Bragg is the Lead Agency for the project and consulted with trustee and responsible agencies in preparation of this environmental document. A CEQA Initial Study checklist was prepared and concluded that, with implementation of mitigation measures, the project would not have significant effect on the environment.

Environmental issues as identified by the Initial Study are analyzed in this MND. This MND concludes that this project, as proposed and mitigated, will not have long term significant adverse effects on the environment.

PUBLIC AGENCIES CONSULTED

- California Department of Fish and Wildlife
- California Coastal Commission
- Sherwood Valley Band of Pomo
- Caltrans
- Fort Bragg Fire Department
- Mendocino County Planning and Building
- Fort Bragg Public Works Department

PROJECT LOCATION & SURROUNDING LAND USES

The subject parcel is located in the Coastal Zone within the City of Fort Bragg in the Highway Visitor Commercial (CH) zoning district. The site is located adjacent to S Main Street (CA Hwy 1) on the unnamed frontage road that runs between Ocean View Drive and the Noyo River Bridge. The 2.5-acre parcel is currently undeveloped and the surrounding land uses are:

SOUTH: Lodging: Motel
EAST: CA Hwy 1 / Vacant Lot / Drive-thru Restaurant
NORTH: General Retail / Auto Repair Service
WEST: Vacant Lot / Single Family Residential Dwelling



Map 1: Project Location

PROJECT SETTING

The project site is primarily vegetated with non-native grasses and contains coastal scrub and several species of conifer. There are established commercial developments to the north and south, single family residences to the west, and an unnamed frontage road immediately east that runs parallel to S Main Street / CA Hwy 1. The images below illustrate: 1) existing site looking west from S Main Street / CA Hwy 1; 2) proposed southern and eastern elevations and parking lot looking west from S Main Street / CA Hwy1; and 3) color renderings of the current elevations. At the request of City staff, the applicant revised the building design (original design submission shown in Image 2) to bring the design more into compliance with the Citywide Design Guidelines.



Image 1: Proposed AutoZone Retail Store from CA Hwy 1, looking west

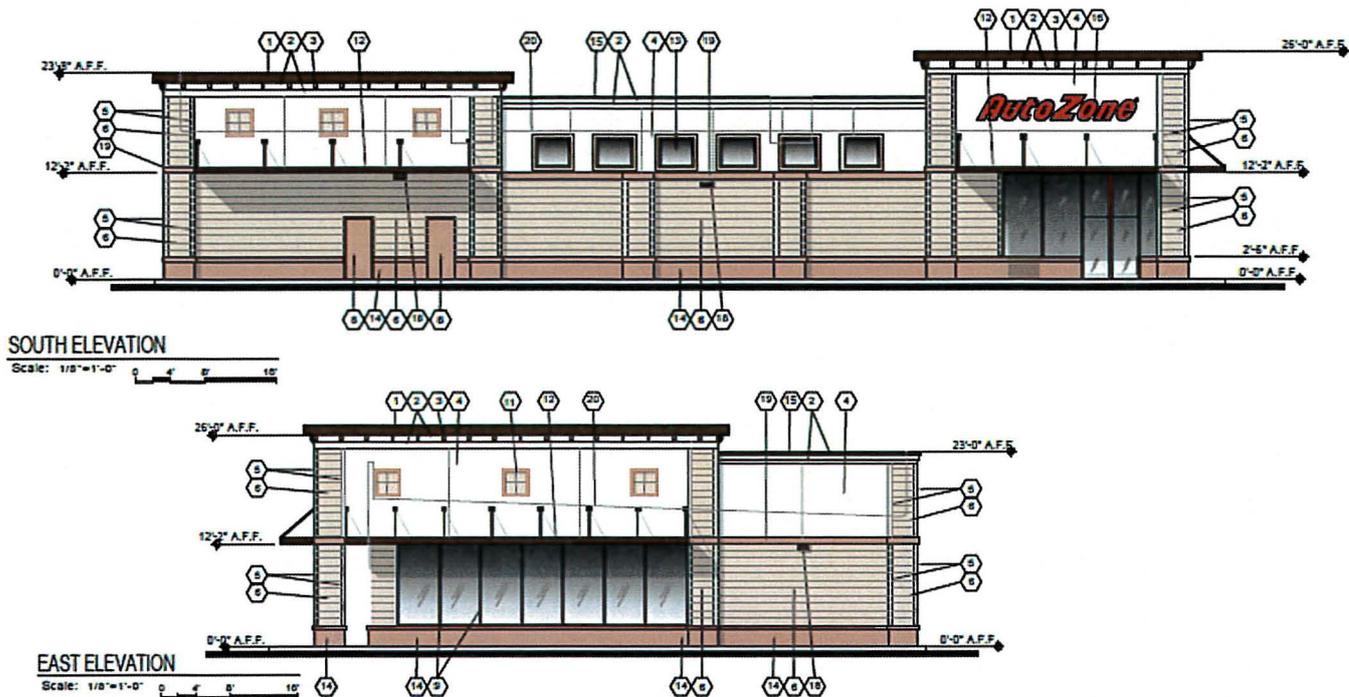


Image 2: Proposed Design for Planning Commission Consideration

DESCRIPTION OF PROJECT

The proposed project involves a Coastal Development Permit, Design Review and Minor-Subdivision to create two individual parcels from an undeveloped 2.5-acre parcel in Highway Visitor Commercial Zoning District in the Coastal Zone. The newly created parcel to the north would be 1.1-acres in size and is the proposed site for the construction of a 7,500 SF AutoZone retail store. The store would be served by two driveways off the unnamed frontage road and includes sidewalk, curb and gutter frontage improvements. No development is proposed at this time on the southern parcel.

PROJECT CHARACTERISTICS

Design

This project is subject to both a Visual Analysis (Coastal General Plan Policy CD-1.3) and Design Review (Coastal General Plan Policy CD-2.1) to ensure visual compatibility. Special attention will be given LCP policies regarding protecting coastal resources and Policy LU-4.1 regarding Formulas Business:

Policy LU-4.1 Formula Businesses and Big Box Retail: Regulate the establishment of formula businesses and big box retail to ensure that their location, scale, and appearance do not detract from the economic vitality of established commercial businesses and are consistent with the small town, rural character of Fort Bragg.

Grading

The project grading plan includes both cuts and fills to develop a level pad for the proposed retail store. Site prep would also include removal of six mature trees.¹ A 13,773 SF self-retaining drainage management area would be installed along the north west portion of the property, which would allow storm water runoff to follow the natural grade, flowing west to this infiltration area on the site.

Pedestrian & Auto Access

The proposed retail store would be accessed by two ingress/egress points from the unnamed frontage road that allow vehicular circulation around the rear of structure. The proposed parking lot would include 26 spaces containing two ADA accessible spaces and a bicycle rack. The project also includes a parking area for delivery trucks. Sidewalks, curb and gutter would be installed on the entire eastern portion of the site, along the unnamed road frontage and some asphalt work to widen a portion of the road would be necessary. Utilities / Service Systems and Land Use / Planning will be discussed and mitigated as part of this MND.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

X	Aesthetics		Agriculture and Forestry Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology/Soils	X	Greenhouse Gas Emissions	X	Hazards & Hazardous Materials
X	Hydrology/Water Quality	X	Land Use/Planning		Mineral Resources
X	Noise		Population/Housing		Public Services
	Recreation	X	Transportation	X	Tribal Cultural Resources
X	Utilities/Service Systems		Wildfire		Mandatory Findings of Significance

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a **"Potentially Significant Impact"** or **"Potentially Significant Unless Mitigation Incorporated"** as indicated by the checklists on the following pages.

An explanation for all checklist responses is included, and all answers take into account the whole action involved and the following types of impacts: off-site and on-site; cumulative and project-level; indirect and direct; and construction and operational. The explanation of each issue identifies the mitigation measure identified, if any, to reduce the impact to less than significance. All mitigation measures are provided in the Mitigation Monitoring and Reporting Program (MMRP) (**Appendix A - MMRP**).

In the checklist the following definitions are used:

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant.

"Potentially Significant Unless Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

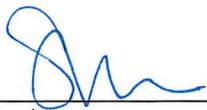
¹ The existing site is primarily vegetated with non-native grasses and contains coastal scrub and several species of conifer: Monterey pine, Bishop pine and Douglas fir trees.

“No Impact” means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the proposed project.

DETERMINATION

On the basis of this evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



 Signature

9/3/2019

 Date

Sarah Million McCormick, Assistant Planner

 Printed Name

City of Fort Bragg

 Agency

ENVIRONMENTAL ISSUES

I. AESTHETICS.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF AESTHETICS

The project site is currently undeveloped with non-native grasses, coastal scrub vegetation and several species of coniferous trees. The site has an open space character and there are partial blue water views of the Pacific Ocean from the unnamed frontage road, Ocean View Drive and S Main Street / CA Hwy 1.

There are several policies in the City's Coastal General Plan to ensure development is sited and designed so that the project does not have negative impacts on aesthetics and visual resources, including:

Policy CD-1.1: Visual Resources: Permitted development shall be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance scenic views in visually degraded areas.

Policy CD-1.4: New development shall be sited and designed to minimize adverse impacts on scenic areas visible from scenic roads or public viewing areas to the maximum feasible extent.

Policy CD-2.5 Scenic Views and Resource Areas: Ensure that development does not adversely impact scenic views and resources as seen from a road and other public rights-of-way.

In addition, the City's Coastal Land Use and Development Code (CLUDC) Section 15.50.070 requires commercial development west of CA Hwy 1 to be "designed and constructed in a manner that maintains scenic views of the coast by providing sufficient separation between buildings" in order to prevent a continuous façade of buildings that would block scenic views of the coastline.

Furthermore, all commercial development is subject to Design Review in order to ensure that a project is compatible with the community character of Fort Bragg, as defined in the Citywide Design Guidelines.

Finally, the project requires a Visual Analysis as part of the Coastal Development Permit, in order to protect the scenic and visual qualities of coastal areas and ensure development is consistent with the character of its surroundings. To ensure findings for approval are made and necessary permits are obtained, the following mitigation measure has been drafted:

AESTH-1: Prior to issuance of Building Permit, a Coastal Development Permit, including Visual Analysis, and Design Review Permit must be approved by the Planning Commission.

a & c) A scenic vista can be defined as a viewpoint that is visually or aesthetically pleasing, which often provides expansive views of a highly valued landscape for the benefit of the general public. A development can negatively impact visual resources by blocking or diminishing the scenic quality. For this reason, a Visual Analysis is required when considering a Coastal Development Permit for a project west of CA Hwy 1, or within the area identified as potentially scenic by the Local Coastal Program (LCP). The proposed project site is not designated by the LCP as a "potentially scenic area", however, it is located on the west side of CA Hwy 1 and therefore, the project requires a Visual Analysis. The applicant has submitted the following images to inform the visual analysis for the CDP:

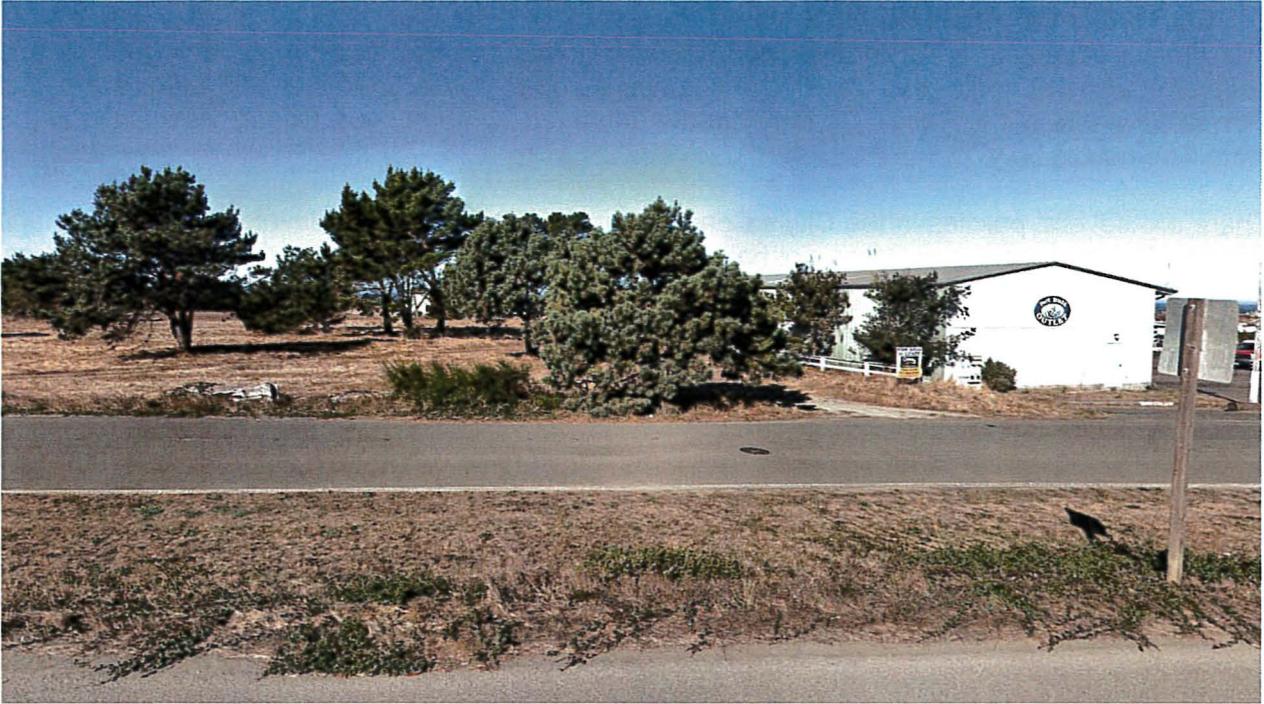


Image 3a: Existing view of proposed site from CA Hwy 1, looking west.



Image 3b: Proposed AutoZone retail store from CA Hwy 1, looking west



Image 4a: Existing view of proposed site from CA Hwy 1, looking southwest

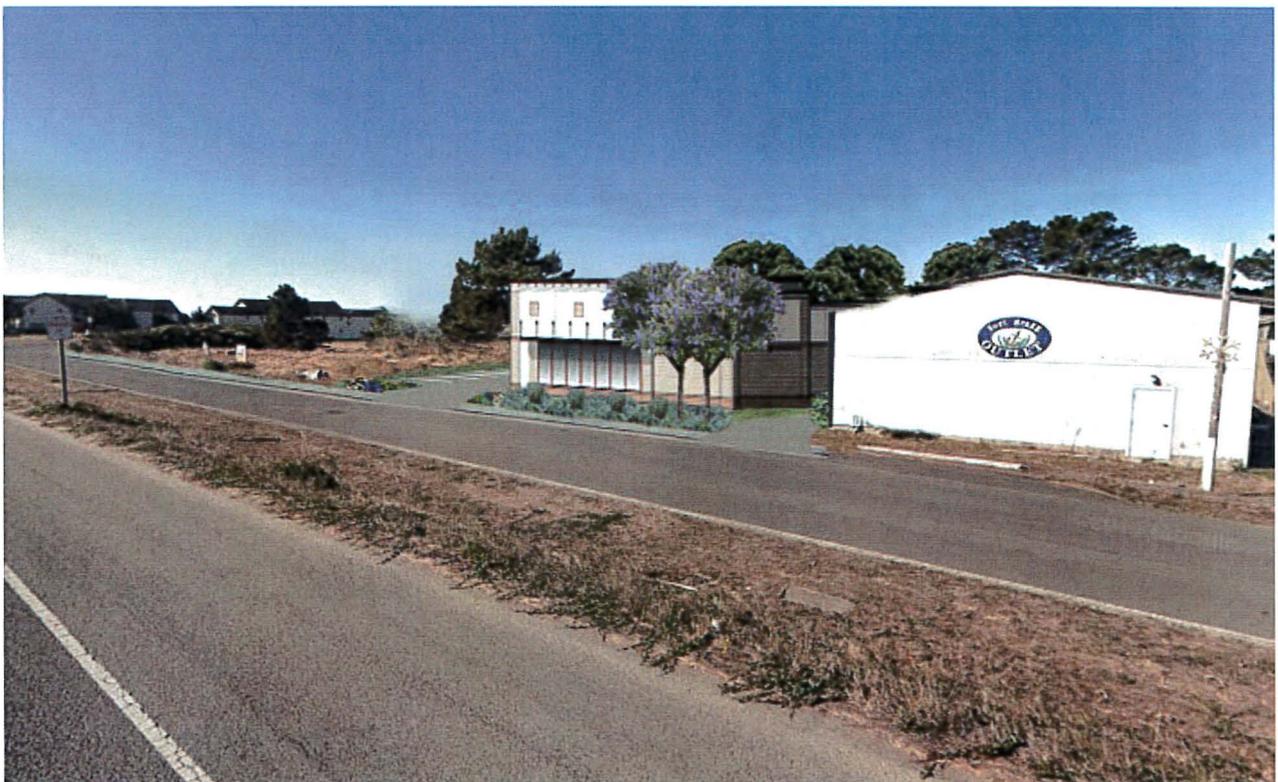


Image 4b: Proposed AutoZone retail store site from CA Hwy 1, looking southwest



Image 5a: Existing view of proposed site from CA Hwy 1, looking northwest



Image 5b: Proposed AutoZone retail store site from CA Hwy 1, looking northwest

In order to approve the subject Coastal Development Permit, the Planning Commission must first find that the proposed project:

1. Minimize the alterations of natural landforms;
2. Is visually compatible with the character of the surrounding area;
3. Is sited and designed to protect views to an along the ocean and scenic coastal areas; and
4. Restores and enhances visual quality in visually degraded areas, where feasible.

Each of these is analyzed in turn below:

1. In order to minimize the alterations of natural landforms, the driveway sited in the middle of the site should be designed such that potential future development on the newly created parcel to the south can utilize the same approach. The existing parcel is relatively flat and sits at grade or lower than the unnamed frontage road, except along the southeast edge where an earthen berm, or step, is elevated to grade of the unnamed frontage road. A shared driveway would limit alterations to landforms by protecting the earthen berm/step on the south end of parcel. The shared drive would also help preserve views to the ocean. Mitigation measure AETH-2 is included to this effect:

AETH-2: A shared driveway shall be utilized to access Lot 2 through Lot 1 of the proposed minor subdivision. Lot 1 shall provide an access agreement for the benefit of Lot 2, which shall be created on the Parcel Map. Furthermore, abutters rights of access along the public street frontage on Lot 2 shall be dedicated to the City of Fort Bragg. Shared maintenance agreements over the mutual driveway shall be recorded prior to issuance of a building permit. This shared access requirement will be included as a special condition of the Coastal Development Permit.

2. When considering if the project is visually compatible with the character of the surrounding area, the adjacent land uses include lodging, restaurants and retail outlets. The proposed project and adjacent businesses are all permitted land uses and appropriate for CH zoning. The proposed project design is similar to the design of the adjacent buildings and appears to be compatible with these buildings.

The Design Review process will allow the Planning Commission to determine if the proposed design preserves and enhances the aesthetic character of its setting in a manner consistent with the Citywide Design Guidelines. City staff worked with the applicant to modify and revise the initial project design to better comply the Citywide Design Guidelines and to improve compliance with Policy LU-4.1.

Policy LU-4.1 Formula Businesses and Big Box Retail: Regulate the establishment of formula businesses and big box retail to ensure that their location, scale, and appearance do not detract from the economic vitality of established commercial businesses and are consistent with the small town, rural character of Fort Bragg.

Transom windows were added to the southern façade, a corner gable architectural element was removed, and the color palette changed from dark greys to earth-toned browns. A Public Hearing will be held to allow the community and Planning Commission to further evaluate the proposed design and, if desired, to further modify the design to improve compatibility with the character of Fort Bragg.

3. In terms of whether the proposed project is sited and designed to protect views to and along the ocean and scenic coastal areas, there is a trade-off between preserving blue water views and preserving the native trees and vegetation. Photo Sets A, B and C depict the existing site looking west, from the southern portion of site (Photo Set A), center of site (Photo Set B) and northern portion of site (Photo Set C) along the unnamed frontage road and CA Hwy 1. Additional views from the intersection of CA Hwy 1 / Ocean View Drive are included in Photo Set D.

Photo Set A: Views from southern portion of site:



Photo Set B: Views for middle section of site, looking west:

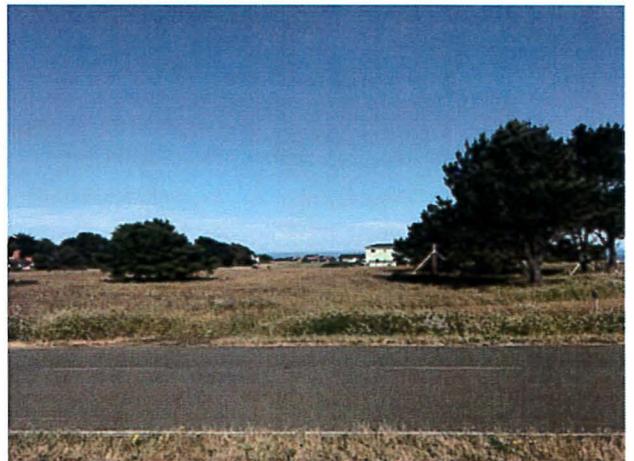
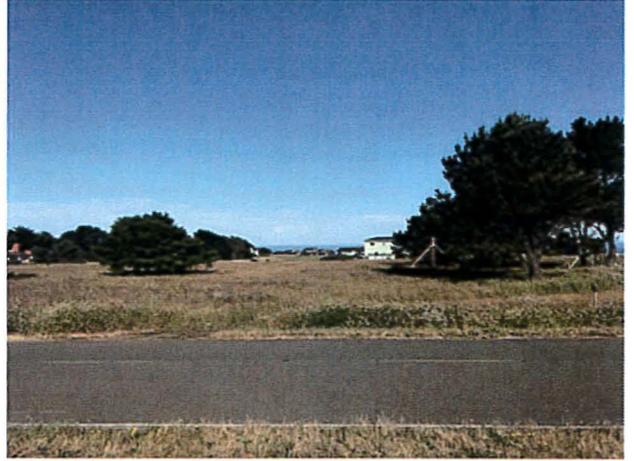


Photo Set C: Views of northern portion of site, looking west:



Photo Set D: Views from intersection CA Hwy 1 / Ocean View Drive



Views on the south end of the site are partially obstructed by tall vegetation and there is a step in grade, where the southern portion of the site sits lower than the unnamed frontage road. Views on the north end of the site are also partially obstructed, with several coniferous trees. The majority of open space and blue water views are situated in the center portion of the site, however, site lines cross vacant residential parcels on Todd Point, which are likely to be developed. Siting the proposed development to the north (Photo Set C), adjacent to the Fort Bragg Outlet retail business and locating the parking in the middle of the site (Photo Set B) would have the least environmental impact on visual resources.

However, siting the structure to the north would also include the removal of six mature coniferous trees: four Monterey pine and two Bishop pine. California Department of Fish and Wildlife (CDFW) were consulted about the removal of these six identified trees and CDFW determined the subject trees did not warrant protection as a biological resource. However, several policies within the Coastal General Plan, specifically, Policy CD-1.11, OS-5.1 and OS-5.2 require that existing native trees and vegetation should be preserved and protected, as feasible. In order for the project to remove trees and have a less than significant impact on the visual character of the area, mitigation measures AESTH-3 and AESTH-4 are included:

ASETH-3: Prior to issuance of Building Permit, a detailed Landscaping Plan shall be submitted, in accordance with CLUDC Chapter 17.34. The plan shall utilize attractive native and drought tolerant plants and shall depict the location of six native trees to be planted to replace the six conifers removed as part of the project. Tree placement should take scenic areas into consideration and should not block views.

ASETH-4: A Tree Mitigation Monitoring Plan shall be submitted along with the Final Landscaping Plan demonstrating a 10-year plan to: 1) prevent net loss of canopy; 2) maintain aesthetics associated with existing trees; 3) maintain habitat value. If tree(s) perish during this monitoring period, new tree(s) will be planted as replacement and with a new 10-year monitoring plan timeline.

4. The fourth finding for the Visual Analysis is that the project restores and enhances visual quality in visually degraded areas, where feasible. This site is not visually degraded. However visual quality of the project site post development would be improved somewhat through mitigation measures AESTH-3 and AESTH-4, which require removed trees to be replaced and monitored to ensure successful establishment. In addition, mitigation measure BIO-3 requires the removal of invasive plants on site, namely the existing pampas grass scotch broom to be removed, which will further enhance the visual quality of the site.

Refer to mitigation measure: BIO-3, under Section IV. Biological Resources, below.

- b) According to the California Scenic Highway Mapping System, the proposed project is not located within a state scenic highway. Therefore, the project will have no impact on a scenic highway.
- d) The outdoor lighting for the proposed project includes two 25-foot double light poles and six building mounted lights. All proposed outdoor lighting would be downward facing, recessed, energy efficient LED lighting. The proposed signage is internally illuminated in accordance with City sign regulations and does not include a white background, blinking or reflective materials, thereby creating a less than significant impact on nighttime views in the area.

FINDINGS

The proposed project would have a Less Than Significant Impact with Mitigation Incorporated on Aesthetics.

II. AGRICULTURE AND FORESTRY RESOURCES.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF AGRICULTURE AND FORESTRY RESOURCES

The proposed project area is commercial in nature and does not currently contain agricultural or forestry uses. The land use designation under both the City of Fort Bragg Coastal Land Use and Development Code and Coastal General Plan is Highway Visitor Commercial (CH). No agricultural uses exist or are planned for the site, however, all zoning in the City of Fort Bragg, with the exception of the Harbor District, allows crop production.

- a) The subject parcel is considered "Urban and Built-up Land" according to the California Department of Conservation Farmland Mapping and Monitoring Program. No Prime Farmland, Farmland of Statewide Importance, or Unique Farmland will be impacted.
- b) The site is not under a Williamson Act contract. "Crop production, horticulture, orchard, vineyard" is an allowable land use in all zoning in the City of Fort Bragg, with the exception of the Harbor District.
- c) The proposed site is not forest land and therefore will not be converted to non-forest use.
- d) Although the project will not result on the conversion of farmland or forestland, the proposed project would require the removal of six mature trees. Mitigation Measure AESTH-1 ensures new native trees are planted at a ratio of 1:1 to replace the trees removed.

FINDINGS

The proposed project would have **No Impact** on Agricultural and Forestry Resources

III. AIR QUALITY.

Would the project	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF AIR QUALITY

The City of Fort Bragg is located in the North Coast Air Basin (NCAB) and is within the jurisdiction of the Mendocino Air Quality Management Basin (MCAQMD). The MCAQMD is responsible for monitoring and enforcing local, state, and federal air quality standards in the County of Mendocino and is one of 35 local Air Districts in California. Air Districts in California must develop regulations based on the measures identified in the Clean Air Act and its Clean Air Plan, as well as state regulations to ensure reduced emissions in compliance with these federal and state regulations. The table below displays MCAQMD adopted air quality CEQA thresholds of significance:

Criteria Pollutant and Precursors	Construction Related		Operational Related	
	Average Daily Emissions (lb/day)	Maximum Annual Emissions (tons/year) ¹	Indirect Source Average Daily Emissions (lb/day)	Project/Stationary Source Maximum Annual Emissions (tons/year)
ROG	54	10	180	40
NOx	54	10	42	40
PM ₁₀	82	15	82	15
PM _{2.5}	54	10	54	10
Fugitive Dust (PM ₁₀ /PM _{2.5})	Best Management Practices	--	same as above	
Local CO	--	--	125 tons/year	
SO ₂ *	--	--	80	40

Notes:
¹ = Specific maximum allowable annual emissions related to construction was not provided by MCAQMD and was calculated based on the maximum average daily emissions thresholds.
* = Since MCAQMD does not specify thresholds for SO₂, the threshold for SO₂ utilized by NCUAQMD is used for this analysis.

Source: MCAQMD, 2010, and North Coast Unified Air Quality Management District (NCUAQMD) Rules and Regulations. Regulation 1, Rule 110. Best Available Control Technology (BACT). July 9, 2015. Available at: <http://www.ncuaqmd.org/files/rules/req%201/Rule%20110.pdf>.

Table 1: Adopted Air Quality CEQA Thresholds of Significance

Air quality impacts anticipated under the proposed development of the site were modeled using the California Emissions Estimator Model (CalEEMod) to quantify potential criteria pollution and greenhouse gas (GHG) emissions associated with both construction and operation of the proposed project. The model quantifies direct emissions from construction and operational activities, as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal. Further, the model identifies mitigation measures to reduce criteria pollutants and GHG emissions along with calculating the benefits achieved from measures chosen by the user (CalEEMod).

The CalEEMod model assumes default assumptions for retail construction (particularly, for an automobile care center, although repair or servicing would not occur), including a parking lot. No demolition would be required for the proposed development at the site, since the site is currently undeveloped and vacant. The analysis assumes construction over an approximately 5-month period (assuming 5 work days per week). Additionally, the CalEEMod analysis includes basic construction and operation-level mitigation measures, including watering exposed areas and

reducing vehicle speeds on unpaved roads. The results of the CalEEMod analysis are shown in **Error! Reference source not found.**3 below, which represents the total amount of emissions anticipated over the 5-month site preparation and grading period and under operation of the project. The CalEEMod results in their entirety are included in **Appendix B – CalEEMod**.

Pollutant	Construction Emissions (tons/year)			Operational Emissions (tons/year)		
	Modeled Unmitigated Construction Emissions	Modeled Mitigated Construction Emissions (including % reduction)	Annual Thresholds	Modeled Unmitigated Operational Emissions	Modeled Mitigated Operational Emissions (including % reduction)	Annual Thresholds
Carbon monoxide (CO)	0.4445	0.4445 (no change)	--	0.6211	0.6211 (no change)	125
Nitrogen oxides (NOx)	0.5530	0.5530 (no change)	10	0.3762	0.3762 (no change)	40
Particulate matter (PM ₁₀) (fugitive)	1.8954	1.8954 (no change)	--	18.1249	18.1249 (no change)	15
Particulate matter (PM ₁₀) (exhaust)	0.0327	0.0327 (no change)	15	0.0018	0.0018 (no change)	15
Particulate matter (PM _{2.5}) (fugitive)	0.1901	0.1901 (no change)	--	1.8128	1.8128 (no change)	10
Particulate matter (PM _{2.5}) (exhaust)	0.0301	0.0301 (no change)	10	0.0017	0.0017 (no change)	10
Reactive organic gases (ROG)	0.1461	0.1461 (no change)	10	0.1133	0.1111 (-1.91%)	40
Sulfur dioxide (SO ₂)	0.0007	0.0007 (no change)	--	0.0011	0.0011 (no change)	40

Source: CalEEMod Model Results, July 16, 2018, Appendix B.

Table 2: CalEEMod Results for Construction and Operation for Proposed AutoZone

As shown in the table above, the anticipated emissions associated with construction of the proposed retail development would be below MCAQMD’s annual thresholds of significance for the six listed criteria pollutants, including carbon monoxide (CO), nitrogen oxides (NO_x), particulate matter (PM₁₀ and PM_{2.5}), reactive organic gases (ROG) and sulfur oxides (SO₂), without any mitigation. Regarding operational emissions associated with the proposed project, all operational emissions, except for PM₁₀ (fugitive) would also be below MCAQMD’s annual thresholds of significance. Operational PM₁₀ (fugitive) emissions are anticipated to exceed MCAQMD’s annual thresholds of significance. However, the CalEEMod analysis classifies the potential retail development as a “Automobile Care Center”, which allows for repair and servicing of automobiles (the closest, most suitable classification). No repair or servicing of automobiles would occur at the site under the project, so it is likely the CalEEMod analysis may overestimate the anticipated emissions associated with the project.

a)/b) The MCAQMD adopted a PM₁₀ Attainment Plan (the Plan) in 2005, which identified cost effective control measures that can be implemented to reduce ambient PM₁₀ levels to within California standards. As such, any use or activity that generates unnecessary airborne particulate matter may be of concern to MCAQMD and has the potential to create significant project-specific and cumulative effects to air quality. The proposed project would be required to include air quality protective measures and comply with MCAQMD “non-attainment” for PM₁₀ and 24-hour PM₁₀ standard regulations. Air Quality Management District Regulation 1 Rule 430 requires dust control during construction activities, as well as municipal standards outlined in CLUDC Section 17.30.080.D. To ensure the project does not conflict or obstruct implementation of applicable air quality plans the following mitigation measure has been drafted:

AIR-1: In order to minimize dust, Dust Prevention and Control Plan measures shall be incorporated into Final Storm Water Pollution Prevention Plan (SWPPP) and submitted with final grading plan for approval of the Public Works Director per CLUDC 17.62.020. This plan shall include information and provisions:

- The plan shall address site conditions during construction operations, after normal working hours, and during various phases of construction.
- The plan shall include the name and 24-hour contact of responsible person in case of an emergency.
- Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of dust-generating activity will occur in shortest feasible timeframe.
- Sediment shall be prevented from flowing into waterways on site.
- All visibly dry disturbed areas shall be controlled by watering, covering, and/or other dust preventive measures.
- The plan shall include the procedures necessary to keep the adjacent public streets and private properties free of dirt, dust and other debris when importing or exporting of material as demonstrated by cut and fill quantities on the grading plan.
- Graded areas shall be revegetated as soon as possible, but within no longer than 30-days. Disturbed areas that are to remain inactive longer than 30-days shall be seeded (with combination of terminal barley and native seed) and watered until vegetative cover is established.
- All earthmoving activities shall cease when sustained winds exceed over 15 miles per hour. Wind speed shall be measured on-site by project manager with a handheld anemometer.

AIR-2: At all times, construction vehicle and equipment utilized on-site shall be maintained in good condition to minimize excessive exhaust emissions.

- c) According to the United States Environmental Protection Agency, sensitive receptors are children, elderly, asthmatics and others who are at a heightened risk of negative health outcomes due to exposure to air pollution, and located in the vicinity of hospitals, schools, daycare facilities and convalescent facilities. A motel is directly to the south, Harbor Mobile Home Park is the second parcel to the north, and there are several nearby residences. Temporary emissions expected from construction equipment and grading at the site would occur for only a short period of time and may slightly impact potential sensitive receptors in the vicinity of the site. With the implementation of Mitigation Measures AIR-1 and AIR-2, a less than significant impact would occur.
- d) Temporary odors and dust, typical of a construction site and equipment use are expected during the construction phase of development. Anticipated operational emissions would be comprised of direct and indirect emissions, including exhaust associated with passenger and delivery vehicles. With the implementation of Mitigation Measures AIR-1 and AIR 2.

FINDINGS

The proposed project would have a Less Than Significant Impact with Mitigation Incorporated on Air Quality.

IV. BIOLOGICAL RESOURCES.

Would the project	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF BIOLOGICAL RESOURCES

A biological survey was conducted by a Senior Environmental Scientist at LACO Associates and a technical memorandum prepared for the proposed site (**Appendix E - Biological Survey**). The grassland habitat is dominated by non-native grasses with widely scattered non-native and native perennials. Tree species include Bishop pine, Monterey pine and Douglas fir. These conifers are scattered individuals and are not considered a forest community or special habitat, per California Fish and Wildlife staff. A constructed earthen berm with several native species of coastal scrub vegetation is located in the southwest corner, however these are not special status species

- a) The biological survey detected no special status plant species and no special status animal species at the site. The mature brush and trees provide nesting habitat for a variety of common bird species and there is a potential for special status birds to be present. Mitigation Measure BIO-1 has been drafted to avoid the breeding season and AESTH-1 ensures the six trees to be removed would be replanted with native trees 1:1.

BIO-1: Minimize Potential Disturbance of Breeding Birds through the following techniques:

- Work Windows. Conduct ground disturbance and vegetation (tree and shrub) removal before or after the assumed bird breeding season (March 1 – September 1).
- Preconstruction Surveys. If ground disturbance or removal of vegetation occurs between January 16 and August 31, preconstruction surveys will be performed prior to such disturbance to determine the presence and location of nesting bird species.

- Buffers. If nests are present, establishment of temporary protective breeding season buffers will avoid direct mortality of these birds. The appropriate buffer distance is species specific and will be determined by a qualified biologist as appropriate to prevent nest abandonment and direct mortality during construction.

In addition, refer to mitigation measures: AESTH-2 and AESTH-3, under Section I. Aesthetics, above.

- b) No special habitats are present on site, including riparian habitat.
- c) No special habitats are present on site, including wetlands.
- d) Wildlife corridors are used by species to migrate, breed and feed. The proposed project will not interfere substantially with wildlife corridors. The area is bounded to the North and West by the Pacific Ocean and on the east by CA Hwy 1. The Todd's Point area is developed with a variety of single family residential and commercial development. Birds, small ground mammals, reptiles and insects will not be entirely displaced, as landscaping will be installed, all trees that might be removed will be replaced, and the rear of property will maintain a large bio retention area to treat storm water. There are no fish nor fish habitat on site.
- e) The site is not habitat to any botanical or animal resources protected by the Coastal Act. However, as discussed in Section I. Aesthetics, subsection a) the Coastal General Plan Policy contains several policies to protect and preserve existing native vegetation and trees. The proposed development would involve the removal of six mature conifers. Mitigation Measure AESTH-1 ensures the six trees would be replaced on site with native trees to reduce the environmental impact to less than significant. Additionally, a mitigation measure requiring a grading permit implementing Best Management Practices (BMPs) and requiring the removal of invasive species to protect existing and future impacts to biological resources on site are included below:

BIO-2: A grading permit, including Best Management Practices (BMPs) to be implemented, shall be submitted and approved by the Public Works Director, prior to building permit issuance and ground breaking activities. BMPs shall include, but not be limited to: 1) utilization of straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion and to avoid storm water runoff; 2) shall limit ground disturbance to the minimum necessary; and 3) shall stabilize disturbed soil areas as soon as feasible after construction is completed.

BIO-3: Plant species listed as invasive (High, Moderate, or Limited) on the California Invasive Plant Inventory (Cal-IPC Inventory) shall not be installed anywhere in the project area as they would pose a risk to the surrounding plant communities. Existing invasive scotch broom and pampas grass shall be removed from the site, and the site shall be kept free of these invasive plants into the future

- f) There is no habitat conservation plan associated with this site and/or the habitat of the site, so there is no conflict between the proposed project and any conservation plans.

FINDINGS

The proposed project would have a Less Than Significant Impact with Mitigation Incorporated on Biological Resources.

V. CULTURAL RESOURCES

Would the project	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF CULTURAL RESOURCES

The project site is not listed in, or determined to be eligible by the State Historical Resources Commission, for the listing in the California Register of Historical Resources, nor listed in a local register or survey as historically significant. The City has not determined this area to be historically significant, and therefore, it is highly unlikely archeological resources will be encountered during development. Tribal cultural resources will be discussed separately under Section XVIII.

- a) The site is undeveloped, and there are no known historical resources on the site.
- b) The site is undeveloped, and there are no known historical resources on the site.
- c) There are no known human remains on this site, however excavation activities can uncover human remains. If such a discovery is made Mitigation Measure CULT-1 ensures a less than significant impact.

CULT-1: If human remains are identified during project construction, the applicant shall follow the following procedures: 1) The Director, the County Coroner, and the Mendocino County Archaeological Commission shall be notified immediately; 2) All development shall cease immediately and shall not commence until so directed by the Community Development Director 3) An applicant seeking to recommence construction following a discovery shall submit a supplemental archaeological plan for review and approval of the permit review authority.

FINDINGS

The proposed project would have a Less Than Significant Impact with Mitigation Incorporated on Cultural Resources.

VI. ENERGY

Would the project	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF ENERGY

The proposed development at the site would be subject to Part 5 (California Energy Code) of Title 24 of the California Code of Regulations (CCR), which contains performance and prescriptive compliance approaches for achieving energy efficiency for residential and non-residential buildings throughout California. A less than significant impact would occur.

FINDINGS

The proposed project would have a Less Than Significant Impact on Energy.

VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF GEOLOGY AND SOILS

A Geotechnical Engineering Investigation was prepared by Salem Engineering Group, Inc., on March 6, 2018 (**Appendix F – Geotechnical Report**). The Geotechnical Report describes the site conditions, geologic and seismic setting of the site vicinity and subsurface soil and groundwater conditions encountered at the exploration locations. Additionally, the Geotechnical Report evaluates potential engineering geologic- and geotechnical-related hazards for the site, including faulting and seismicity, surface fault rupture, ground shaking, liquefaction, lateral spreading, and landslides.

- a) The City of Fort Bragg is located in an area that is known for seismic activity, however, the site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture

hazards. Map SF-1 of the Coastal General Plan illustrates an inactive fault, however there are no known active fault traces in the immediate project vicinity. Potentially active faults in the vicinity include: 1) the North San Andreas Fault system located approximately 6 miles west of the site, which is the most likely source of earth shaking; 2) the Maacama Fault zone located approximately 21 miles to the east of the City; 3) the Mendocino Fault zone located approximately 60 miles to the northwest; and 4) the Pacific Star Fault located between the towns of Fort Bragg and Westport, all of which could potentially cause earth shaking activity. Mitigation Measure GEO-1 would ensure a less than significant impact by seismic activity. There are no landslides on site, nor is the site in the path of a potential landslide.

GEO-1: Development of the proposed project at the site shall comply with the design standards included in the latest version of the California Building Code (CBC), as well as the recommendations and expertise provided in the report, Geotechnical Engineering Investigation by Salem Engineering Group, Inc. (March 6, 2018).

- b) The proposed development would require grading for the foundation of a 7,500 SF structure, parking lot, driveway, sidewalk/curb and gutter and related infrastructure. Mitigation Measure BIO-2 and HYDRO-1 ensures an approved grading plan with BMPs in place, prior to building permit approval.

Refer to mitigation measure: BIO-1, under Section IV. Biological Resources, above; and HYDRO-1, under Hydrology and Water Quality, below.

- c) According to the Geotechnical Report, the subsurface conditions encountered appear typical of those found in the geologic region of the site and the near surface soils were identified to have slight collapse potential, moderate compressibility characteristics, and very low expansion potential. The proposed project would be regulated by the California Building Code, as well as expertise of licensed engineer, as stated in Mitigation Measure GEO-1. With mitigation incorporated, a less than significant impact would occur.
- d) According to the Geotechnical Report, the soil underlying the site is classified as Site Class D and generally consists of silty and clay-like sand with gravel underlain by interbedded layers of sandy silty clay, sand with silt, silty sands and sandy silts to the maximum depth explored of 20.5 feet below ground surface. As required by Mitigation Measure GEO-1 engineered fill will be utilized.
- e) The project site will be served by City water and sewer. No septic system is included.
- f) The site is currently undeveloped and it is possible a unique paleontological resource or site could be discovered during grading. In this instance, mitigation measure GEO-2 would ensure a less than significant impact would occur:

GEO-2: In the event that fossils or fossil-bearing deposits are discovered during project construction, the contractor shall notify the Community Development Director and a qualified paleontologist to examine the discovery and excavations within 50 feet of the find shall be temporarily halted. The area of discovery shall be protected to ensure that fossil are not removed, handled, altered, or damaged until the site is properly evaluated and further action is determined. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the finding under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that

would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project based on the qualities that make the resource important. The plan shall be submitted to the City of Fort Bragg for review and approval prior to implementation.

VIII. GREENHOUSE GAS EMISSIONS.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No impact
a) Generate greenhouse gas emissions (GHG), either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF GREENHOUSE GAS EMISSIONS

The project site is located within the North Coast Air Basin (NCAB) and is subject to the Mendocino County Air Quality Management District (MCAQMD) requirements. The MCAQMD is responsible for monitoring and enforcing federal, State, and local air quality standards in the County of Mendocino. In accordance with Assembly Bill 32, also known as The Global Warming Solutions Act of 2006, California is taking action to reduce greenhouse gas emissions (GHG).

Common GHG include Carbon dioxide, Methane, Nitrous oxide and Fluorinated gases. According to the EPA, human activities are responsible for almost all of the increase in GHG in the atmosphere over the last 150 years; the largest source of greenhouse gas emissions in the United States is from burning fossil fuels for electricity, heat and transportation.

- a) The site is currently undeveloped and emissions at and in the vicinity of the project would increase. The California Emissions Estimator Model (CalEEMod) was utilized to quantify potential criteria pollution and GHG emissions associated with site preparation, grading, and construction of the proposed 7,380 square foot AutoZone retail store (**Appendix E – CalEEMod**). The model quantifies direct emissions from construction and operational activities, as well as direct emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water.

The approximate quantity of annual GHG emissions generated by the project is shown below in Table 1.

Emissions Source	CO ₂ e
Construction (amortized over 30 years)	8.9
Area Source (landscaping, hearth)	0
Energy	131.9
Mobile	510.1
Waste	15.6
Water	11.7

Total	678.2
MCAQMD Screening Threshold	1,100
Exceed MCAQMD Screening Threshold?	No
Source: CalEEMod version 2016.3.2 See Appendix B for emission model outputs. Note: Emissions projections account for VMT analysis (above) and trip distribution from the traffic impact analysis (Appendix).	

Potential GHG emissions associated with construction activities is primarily due to transportation of construction materials and the use of heavy equipment during construction. This is mitigated by measures AIR and AIR , which ensure construction equipment and machinery are properly maintained in good working condition and that an emergency spill response plan is in place should it be needed.

Potential GHG emissions associated with operation of the proposed retail business involve vehicular emissions associated with customer visits. In accordance with Table 1 VMT analysis and guidance from the OPR, the trip distances in CalEEMod associated with retail customers arriving at the site from the north and south were identified as a no net change over trips to existing large format retailers and thus were set to 0. The number of trips and the distances associated with project employees and vendors were adjusted to match the VMT analysis above. The total estimated construction GHG emissions are amortized over 30 years and included in the project emissions.

There would also be project related GHG emissions from indirect sources, such as electricity consumption, water demand and solid waste generation.

Refer to mitigation measure: AIR-2, under Section III. Air Quality, above.

- b) The City of Fort Bragg adopted a Climate Action Plan (CAP) in 2012. The plan sets greenhouse gas reduction goals including a 30% reduction in greenhouse gasses for the municipality by 2020, and a 7% reduction goal for the community by 2020. According to the CAP, nearly 70% of the City's GHG emissions were produced by vehicles, primarily automobiles. Transportation emissions are high because we are a rural and because the majority of visitors travel to Fort Bragg in personal vehicles. In order to reduce GHG emissions improvements to the public transportation system would be required, as well as improved walking and bicycle facilities. The proposed project does not conflict with these efforts and the frontage improvements would support them. There is also the possibility that the proposed auto parts retail store could help maintain vehicles in good working condition.

Additionally, the installation of sidewalks will improve pedestrian access to the Noyo Bridge and Coastal Trail, which is supported by Policy LU-10.3:

Policy LU-10.3: The location and amount of new development shall maintain and enhance public access to the coast by: (2) providing non-automobile circulation within the development that includes circulation connections outside of the development linearly.

FINDINGS

The proposed project would have a Less Than Significant Impact with Mitigation Incorporated on Greenhouse Gas Emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF HAZARDS AND HAZARDOUS MATERIALS

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or has characteristics defined as hazardous by a federal, State, or local agency. Chemical and physical properties such as toxicity, ignitability, corrosiveness, and reactivity cause a substance to be considered hazardous. These properties are defined in the California Code of Regulations (CCR), Title 22, §66261.20-66261.24. A "hazardous waste" includes any hazardous material that is discarded, abandoned, or will be recycled. Therefore, the criteria that render a material hazardous also cause a waste to be classified as hazardous (California Health and Safety Code, §25117).

- a) The proposed AutoZone retail store would require the routine transport, use and disposal of hazardous materials both during construction activities and during operations. Construction processes involve heavy machinery utilizing gasoline, diesel fuel, hydraulic fluids, oils, and lubricants. The potential hazard is not significant if these materials are properly stored on site and disposed at an approved collection facility. Daily operations of the proposed auto parts retail store include the sales and storage of hazardous materials, such as batteries, motor oil, lubricants and cleaning supplies. Retail of this sort are subject to the California Environmental Reporting System.
- b) The proposed project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In the case of accidental contamination of soils from fuels, oils or lubricants from heavy equipment operation during construction, a notification and remediation of pollutant spills is a required component of the Stormwater Pollution Prevention Plan as outlined in mitigation measure HYDRO-2. Additionally, mitigation measure AIR-2 requires that equipment shall be maintained in good working order.

Refer to mitigation measures: AIR-2 in Section III. Air Quality, above; and HYDRO-1 in Section X. Hydrology and Water Quality, below.

- c) Sprouts Montessori Children Preschool is located within one-quarter mile of the project site, approximately 270 feet (0.05 miles) west of the southwestern corner of the site and approximately 395 feet (0.07 miles) from the southwestern corner of Lot 1, the location of the proposed AutoZone retail store. Aside from construction activities which is discussed and mitigated in the above paragraph, all hazardous materials transported, stored and sold on site would be in accordance with federal and State regulations.
- d) The project site is currently undeveloped and does not include any known hazardous waste sites, as mapped by the State Water Resources Quality Control Board (SWRQCB) GeoTracker database.
- e) The project is not located within an airport land use plan or within two miles of a public airport or public use airport.
- f) The project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Fort Bragg Fire Marshal and Mendocino County Building Inspectors will ensure installation of fire sprinklers, emergency vehicle access and ADA compliance during building permit application review and inspections, prior to final.
- g) The proposed development is not located in an area at significant risk of wildfire and is not meet the State standards for defensible space. Potential fires on site are likely to begin on site or spread from adjacent property.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Hazards or Hazardous Materials.

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Flo
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

i)	Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv)	Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF HYDROLOGY AND WATER QUALITY

Topics addressed in this section include water quality, groundwater, stormwater and drainage, and flooding and inundation. All construction and grading will be completed in accordance with an approved Storm Water Pollution Prevention Plan (SWPPP) and registered with the State Water Resources Control Board (SWRCB). Protection and prevention measures incorporated into the SWPPP include Best Management Practices (BMP's) for the protection of biota, air quality, and water quality during construction.

- a) The proposed project would be served by municipal water and sewer services and the City is required to operate in compliance with all water quality standards and waste discharge requirements. However, the potential for the project to degrade surface or groundwater quality could occur from runoff during construction or during operations. A Storm Water Pollution Prevention Plan (SWPPP) is required for projects with over 1-acre of disturbance. A SWPPP requires a number of standard practices (BMPs) to prevent stormwater contamination, control sedimentation and erosion on site, and comply with requirements of the Clean Water Act.

HYDRO-1: Prior to issuance of building permit, a Storm Water Pollution Prevention Plan (SWPPP) shall be submitted with the building permit application, and shall be approved by City engineer prior to issuance of a building permit. The SWPPP shall require BMPs to be implemented in order to minimize construction impacts, including erosion and sedimentation.

In addition to addressing potential effects of construction activities regarding stormwater addressed in HYDRO-1, the proposed development requires capture of the 85th percentile storm, post development. A Preliminary Drainage Report and Stormwater Control Plan was prepared by LACO Associates and submitted with planning application (**Appendix G – Stormwater**). This report includes preliminary storm water calculations, which will be refined with grading, drainage and erosion control design plans, and final stormwater and drainage calculations. Mitigation measure HYDRO-2 ensures the project would capture the 85th percentile storm on-site by requiring a Final Drainage Report and Stormwater Control Plan to be submitted and approved by City engineer.

HYDRO-2: Prior to issuance of building permit, the submitted SWPPP shall contain a Final Drainage and Stormwater Control Plan, in compliance with CLUDC Chapter 17.64, shall be submitted and approved by City engineer to ensure that increases in stormwater runoff volume and peak runoff rate remain unchanged.

- b) The proposed development is required to provide water infiltration on-site such that pre and post construction stormwater runoff from the site is unchanged. With the implementation of mitigation measures HYDRO-1 and HYDRO-2, the project will have no net effect on groundwater recharge rates nor impede sustainable groundwater management.
- c) The existing drainage pattern on-site flows in a westerly direction following the grade of the site. Storm water runoff from the site, including runoff from the building, driveway and parking lot would continue to flow primarily to the west into drainage infiltration basins. A Preliminary Storm Water Control Plan prepared by LACO Associates was submitted with the application and a SWPPP will be submitted and approved by City Engineer prior to issuance of building permit. Please see discussion above and refer to mitigation measures HYDRO-1.
- d) The project site is located on an undeveloped site in the Coastal Zone about 107 feet above mean sea level, with the Noyo River approximately 530 feet to the east, and 730 feet to the northwest of the site. According to the FEMA Flood Map 0604C1016G, the site is located in Zone X, an area of minimal flood hazard. Considering the project site elevation (≈/- 107 MSL), seismic sea waves, or tsunamis are not considered a significant hazard at the site (Tsunami Assessment Memo, PWA 2010).
- e) Proper storm water management is essential to minimize pollutant loading and erosive runoff flows, which are intended to protect and enhance the quality of watercourses, water bodies and the ocean in compliance with the Federal Clean Water Act, as well as groundwater management. The project design and implementation in compliance with an approved SWPPP, will ensure compliance with the City's Phase II Municipal Separate Storm Sewer System Permit (MS4). In an effort to limit the impact development could have on surface and underground water quality to less than significant, the city requires a SWPPP, which is discussed and mitigated above through the implementation of Mitigation Measures: HYDRO-1, HYDRO-2, AIR-1 and BIO-2.

Refer to mitigation measures: AIR-1, under Section III. Air Quality; BIO-2 under Section IV. Biological Resources; HYDRO-1, above.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Hydrology and Water Quality.

XI. LAND USE AND PLANNING.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF LAND USE AND PLANNING

The project site is currently undeveloped. The land use designation is Highway Visitor Commercial (CH) under the City of Fort Bragg's Coastal General Plan and Coastal Land Use and Development Code (CLUDC). As such, commercial development is anticipated for this parcel and no changes

to the site's current land use or zoning designations are proposed under the project. Development would occur in accordance to City policies, regulations, and development standards.

The proposed project involves a minor subdivision to divide a 2.5-acre site into two individual lots (**Appendix I – Tentative Map**). Lot 1, where the proposed AutoZone retail development is proposed would be 1.1-acres in size and would comprise the northern portion of the property. Lot 2 would be 1.4-acres in size and comprise the southern portion of the site. Both proposed parcels would meet the City's minimum parcel dimensions and comply with provisions of the California Map Act per the Public Works Director.

- a) Established commercial developments are adjacent to the subject parcel on both the north and south. The project is situated along Main Street / CA Hwy 1 in a vehicle oriented commercial zoning district. A number of single family homes, located in Mendocino County, are situated to the west, however, the project will not divide this established community as its located on the edge. Additionally, a vegetated screen and split rail fence is proposed along the western border to screen the retail store from the residential neighborhood.
- b) The proposed project includes a minor subdivision to accommodate an auto parts retail store on Lot 1 and a future unknown commercial development on Lot 2 in Highway Visitor Commercial (CH) zoning district in the Coastal Zone. Highway Visitor Commercial is applied to sites along CA Hwy 1 and are generally vehicle oriented. General retail is consistent with the purposes of CH zoning, and the City prioritizes visitor serving amenities in this district as stated in the following policy:

Policy LU-5.2: Ensure that there are adequate sites for visitor-serving land uses by: a) Maintaining existing areas designated for Highway-Visitor Commercial uses; b) Maintaining the Highway Visitor Commercial land use designation as one allowing primarily recreational and visitor-serving uses; and c) Reserving adequate infrastructure capacity to accommodate existing, authorized, and probable visitor serving uses.

Visitor serving retail typically include those businesses selling goods and merchandise to tourists and visitors, such as art, handcrafted items, jewelry, sporting goods, toys, specialty foods and the like. As most visitors to Fort Bragg arrive by motor vehicle, a retail store providing items to maintain vehicles could be considered both visitor serving and retail for local residents. Land uses in the immediate vicinity of the project site include lodging, restaurant, café, which are all visitor serving.

The project as proposed complies with site development standards for the zoning district, however, may conflict with several policies in the Coastal General Plan unless mitigated. The following policies are provided to this effect:

Policy LU-4.1 Formula Businesses and Big Box Retail: Regulate the establishment of formula businesses and big box retail to ensure that their location, scale, and appearance do not detract from the economic vitality of established commercial businesses and are consistent with the small town, rural character of Fort Bragg.

Policy LU-10.3: The location and amount of new development shall maintain and enhance public access to the coast by: (2) providing non-automobile circulation within the development that includes circulation connections outside of the development

Policy CD-1.1: Visual Resources: Permitted development shall be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to

be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance scenic views in visually degraded areas.

Policy CD-1.4: New development shall be sited and designed to minimize adverse impacts on scenic areas visible from scenic roads or public viewing areas to the maximum feasible extent.

Policy CD-1.6: Fences, walls, and landscaping shall minimize blockage of scenic areas from roads, parks, beaches, and other public viewing areas.

Policy CD-2.1 Design Review: All development that has the potential to affect visual resources shall be subject to Design Review, unless otherwise exempt from Design Review pursuant to Coastal Land Use & Development Code Section 18.71.050. Design Review approval requirements shall not replace, supersede or otherwise modify the independent requirement for a coastal development permit approved pursuant to the applicable policies and standards of the certified LCP. Ensure that development is constructed in a manner consistent with the Citywide Design Guidelines.

Policy CD-2.5 Scenic Views and Resource Areas: Ensure that development does not adversely impact scenic views and resources as seen from a road and other public rights-of-way.

Policy CD-2.7 Landscaping: Encourage attractive native and drought-tolerant landscaping in residential and commercial developments.

Policy CD-2.8 Strip Development: Discourage further strip development along Main Street. Strip development is typically characterized by street frontage parking lots serving individual or strips of stores or restaurants, with no provisions for pedestrian access between individual uses and buildings arranged linearly.

Many of the policies listed (Policy: CD-1.1, CD-1.3, CD-1.4, CD-2.1, CD-2.5, CD-2.7), have been analyzed and mitigated in Section I. Aesthetics to ensure the project has a less than significant impact. Policy 1-2 was also discussed in Section I. and is relevant again with regard to the City's regulations about fencing, walls and screening. Policy 1-2 states:

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

For example, CLUDC Section 17.30.050 establishes standards to separate adjoining residential and nonresidential land uses. These regulations require screening – specifically, a decorative, solid wall of masonry – between different land uses. However, a six-foot tall solid masonry wall would impede on the open space character of the site and blue water views. In consideration that land use and development decisions in the Coastal Zone must be consistent with the Local Coastal Program, a split rail fence with vegetation is proposed. This screen shall be installed along the entire western length of the existing parcel (both Lot A and Lot B). Landscaping shall be comprised of native and drought tolerant plants as stated in mitigation measure AESTH-3, BIO-3 and expressed again in LAND-2:

LAND-1: Wooden fencing, such as split rail fencing, with a maximum height of 48 inches and native and drought tolerant landscaping shall be installed along the entire western length of the property. The fencing and landscaping shall be included as part of the final Landscaping Plan to be approved by the Community Development Department, prior to issuance of building permit.

Additionally, when considering the implications of the proposed minor subdivision, analysis is required for the potential future development of the newly created parcel. Policy CD-1.10 states:

Policy CD-1.10: All proposed divisions of land and boundary line adjustments shall be analyzed for consistency of potential future development with the visual resource protection policies of the LCP, and no division of land or boundary line adjustment shall be approved if development of resulting parcel(s) would be inconsistent with these policies.

The proposed subdivision would divide a single Highway Visitor zoning district parcel into two lots approximately 1.1–acres in size (**Appendix I – Tentative Map**). The site of the proposed AutoZone (Lot 1) is the subject of this document, thus far. With regard to how potential future development on Lot 2 could impact visual resources, the following analysis is provided:

Impact of Potential Future Development of Lot 2 on Visual Resources

Policy CD-1.1 Visual Resources: Permitted development shall be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance scenic views in visually degraded areas.

Policy CD-1.4 New development shall be sited and designed to minimize adverse impacts on scenic areas visible from scenic roads or public viewing areas to the maximum feasible extent.

Policy CD-1.5: All new development shall be sited and designed to minimize alteration of natural landforms by: 1) Conforming to the natural topography; 2) Preventing substantial grading or configuration of the project site; 3) Minimizing flat building pads on slopes. Building pads on sloping sites shall utilize split level or stepped-pad designs; 4) Requiring that man-made contours mimic the natural contours; 5) Ensuring that graded slopes blend with the existing terrain of the site and surrounding area; 6) Minimizing grading permitted outside of the building footprint; 7) Clustering structures to minimize site disturbance and to minimize development area; 8) Minimizing height and length of cut and fill slopes; 9) Minimizing the height and length of retaining walls; and 10) Cut and fill operations may be balanced on-site, where the grading does not substantially alter the existing topography and blends with the surrounding area. Export of cut material may be required to preserve the natural topography.

Policy CD-2.5 Scenic Views and Resource Areas: Ensure that development does not adversely impact scenic views and resources as seen from a road and other public rights-of-way.

Photo Sets A, B, C and D in Section I. Aesthetics illustrate views of the site, looking west from a variety of vantage points. The analysis concludes that siting the proposed retail store on the north end, adjacent to the existing retail store, Fort Bragg Outlet, to be preferred in order to protect coastal blue water visual resources. The center of the parcel, has an open space character with blue water views. When considering where potential future commercial development would best be sited, the south end, situated behind the tall vegetation, where the site steps down in grade would have the less significant impact on visual resources.

In order to preserve blue water views through the site, a “view easement” would be recorded as part of the subdivision process. In selecting the most protected view easement, the adjacent parcels were considered because many existing views cross through vacant lots. The aerial image below depicts several view points from the unnamed frontage road. The red lines offer expansive blue water views today, however cross through vacant parcels that are zoned for residential units

and will likely be developed. The white corridor crosses through the center of site and stretches toward Noyo Harbor. Although there could be additional development on these lots, they are more protected than views through vacant lots.

LAND-2: Demarcation of a visual easement, clearly illustrated on plat(s) for proposed subdivision shall be recoded as a deed restriction and as a permanent exhibit to the deeds for the new parcels. The view easement shall be 50 feet wide at widest measurement on the northwest corner of Lot 1 and 24 feet wide at the narrowest point on the southeast corner of Lot 2, as illustrated in Image 6 and Image 7. View blocking development is not permitted within the visual easement, excluding split rail fencing along western property line, driveways and low-lying landscape vegetation (<4 ft.); no trees shall be planted within the view easement.

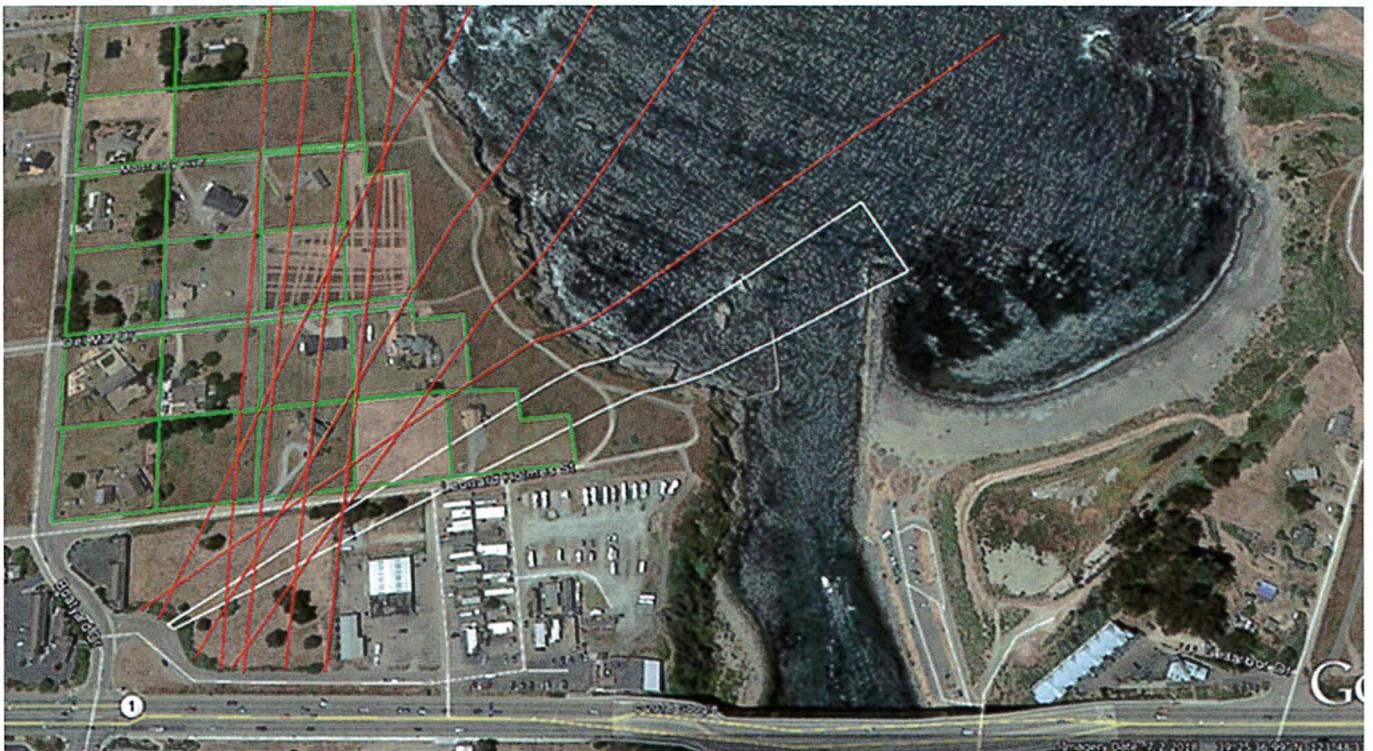


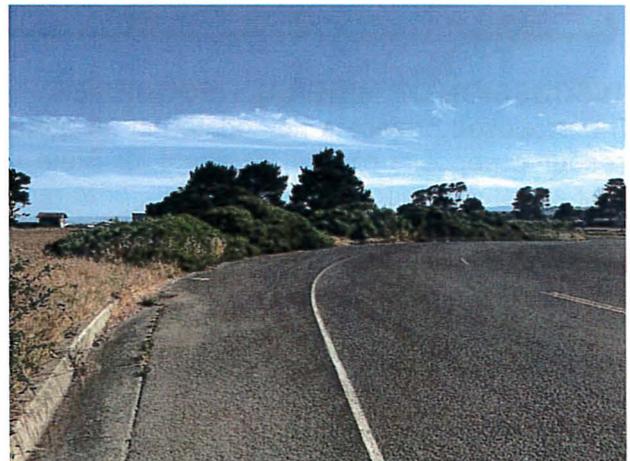
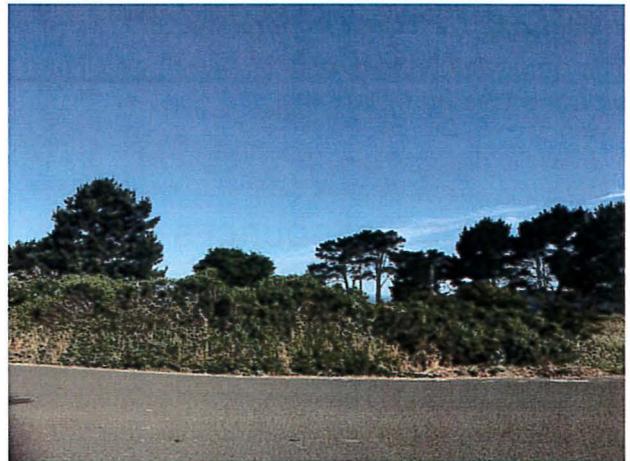
Image 6: Aerial of View Corridor (white)



Image 7: Aerial of View Corridor with Proposed AutoZone (purple)

The City has determined the site could accommodate the increased intensity of development of a potential future commercial development and has determined there is a sufficient developable envelope to construct a structure and retain blue water views from the site. This potential future development, would utilize a shared driveway access point, as discussed in Section I. Aesthetics and mitigated by AESTH-2. In addition, any future development would require a Visual Analysis and Design Review to analyze a specific project.

Photo Set A: Views on southern portion of site, looking west:



The project, as mitigated complies with CLUDC, Citywide Design Guidelines and Coastal General Plan Policies: CD-1.1, CD-1.4, CD-2.5, LU-4.1, OS-5.1, OS-5.2, OS-5.4, OS-11.8, see Section I. Aesthetics for analysis.

The project, as mitigated complies with CLUDC and Coastal General Plan Policies: OS-5.1, OS-5.2, OS-5.4, OS-10.3, see Section IV. Biological Resources for analysis.

The project, as mitigated complies with CLUDC and Coastal General Plan Policy OS-4.3, see Section V. Cultural Resources for analysis.

The project, as mitigated complies with CLUDC and Coastal General Plan Policies: SF-2.1, SF-2.2, VII. Geology and Soils for discussion.

The project, as mitigated complies with CLUDC and Coastal General Plan Policies: OS-3.1, OS-9.1, OS-9.2, OS-9.5, OS-10.1, OS-10.2, OS-10.3, OS-10.5, OS-10.6, OS-11.1, OS-11.2, OS-11.4, OS-11.5, OS-11.10, OS-14.1, OS-14.3, OS-14.4, OS-14.5, see Section X. Hydrology and Water Quality and Section VII. Geology and Soils for discussion.

The project, as mitigated complies with CLUDC and Coastal General Plan Policies: OS-4.1, OS-4.2, OS-4.3, OS-4.4, OS-4.5, see Section XVIII. Tribal Cultural Resources for analysis.

FINDINGS

The proposed project would have a Less Than Significant Impact with Mitigation Incorporated on Land Use and Planning.

XII. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF MINERAL RESOURCES

a)b) The proposed project is not located in an area of known rock, aggregate, sand, or other mineral resource deposits of local, regional, or State residents, and does not contain mineral resources that are of value locally, to the region, or to residents. The project area is not identified as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Furthermore, the parcel is not utilized for Surface Mining and Reclamation Act (SMARA) activities. Therefore, the proposed project would not interfere with materials extraction or otherwise cause a short-term or long-term decrease in the availability of mineral resources. No impact would occur.

FINDINGS

The proposed project would have No Impact on Mineral Resources.

XIII. NOISE.

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standard established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF NOISE

Noise is defined as unwanted sound. The objective of the Noise Element in the City’s Coastal General Plan is “to protect the health and welfare of the community by promoting development which is compatible with established noise standards”. Main Street / CA Hwy 1 is identified as a principle area affected by excessive noise, especially the segment between Cypress Street and Ocean View Drive. What is considered ‘normally acceptable’ exterior noise levels for commercial is 70 to 80 dB and the proposed project is anticipated to be located within an area of generally acceptable exterior noise levels.

- a) With the exception of short-term construction related noise, the proposed retail development is not anticipated to create significant noise. The primary source of operational noise associated with the proposed project will be vehicles traveling to and from the store. Within the City, noise restrictions are set between 11:00 p.m. and 7:00 a.m., per Section 9.44.020 of the Municipal Code, where it is unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to create, cause to be created or maintain sources of noise which cause annoyance or discomfort to a reasonable person of normal sensitivities in the neighborhood. The City’s Noise Ordinance will ensure a less than significant impact would occur.
- b) Construction of the proposed project requires the use of heavy equipment, which would cause temporary ground borne vibration and ground borne noise exceeding normally allowable limits. However, these impacts would be temporary in nature. Construction associated with the proposed project will generally occur between the hours of 8:00am to 5:00pm Monday through Friday and adhere to the City’s Noise Ordinance discussed in the previous paragraph.

However, two sensitive receptors are located in close proximity to the site, including the Harbor RV Park (located 213 feet to the north) and Mendocino College (located approximately 1.4 miles to the southwest). In order to mitigate the effect of noise on these sensitive receptors, the following measure is drafted:

NOISE-1: Mendocino College and the Noyo Harbor RV park shall be provided with a copy of the anticipated construction schedule prior to commencement of construction activities.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Noise.

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and/or businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF POPULATION AND HOUSING

The primary limitation on population growth in the area is the lack of affordable housing and limited job opportunities and this project is not a significant growth inducement for the community on either account.

- a) The proposed project would result in one additional commercial retail business and a vacant commercial lot for potential future development. The AutoZone retail store is anticipated to create about twelve (12) jobs, as the standard ratio of jobs per square foot of retail space is one job per 500 to 700 square feet. This is not a significant growth in jobs and it is anticipated employees will reside locally.
- b) The site is currently undeveloped and would not involve the displacement of existing people or housing.

FINDINGS

The proposed project would have a **Less Than Significant** on Population and Housing.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF PUBLIC SERVICES

- a) The City is served by the Fort Bragg Fire Protection Authority (FBFPA), referred to as, Fort Bragg Fire Department. It is a volunteer fire department with approximately 36 firefighters and four auxiliary members who actively dedicate themselves to protect life and property. The fire

department operates out of three facilities: Main Street Fire Station (141 N. Main Street), Highway 20 Substation (32270 Highway 20), and Little Valley Fire Company (33680 Little Valley Road). Annually, the fire department responds to 500 to 600 calls, which vary from structure fires to public assists. Although the project would result in the addition of a commercial building, the structure would be equipped with automatic fire sprinkler systems and can be adequately served with proper fire flows.

- b) Police protection services within the City of Fort Bragg are provided by the City of Fort Bragg Police Department (FBPD), located at 250 Cypress Street. The proposed development could result in more calls for service, however it would not result in any increased need for additional staff or stations.
- c) The proposed project is not anticipated to result in significant job or population growth and will not have a significant impact on schools.
- d) The proposed project is not anticipated to result in significant job or population growth and will not have a significant impact on parks.
- e) There are no elements of the proposed project that would significantly impact other public facilities, such as waste water, water supply, regional hospitals or libraries, since significant population growth is not anticipated as a result of the proposed project.

FINDINGS

The proposed project would have **Less Than Significant Impact** on Public Services.

XVI. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF RECREATION

The proposed development is in the vicinity of the City’s coastal trail, which borders the coastline from Pomo Bluffs on Todd Point, along the Noyo Headlands to Pudding Creek Trestle, where it continues along California State Park land to MacKerricher Park. This coastal park and trail is a popular recreation area for both locals and visitors and can be accessed at the terminus of the unnamed frontage road on which the proposed development would be located.

- a) The project includes a 26-space parking lot to serve the proposed business, which is intended for customers and employees of the proposed AutoZone, not public parking for the trail access. The project does however include the installation of sidewalk, curb and gutter along the unnamed frontage road, which will improve safe pedestrian access to the trail. The coastal trail is intended for passive public use and the project will not negatively impact its capacity to provide recreational opportunities.

- b) The project does not include recreational facilities nor would it require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

FINDINGS

The proposed project would have a Less Than Significant Impact on Recreation.

XVII. TRANSPORTATION.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF TRANSPORTATION

A *Traffic Impact Analysis* was prepared by LACO on October 8, 2018 in order to evaluate the potential traffic and circulation impacts anticipated under the proposed project (**Appendix G – Traffic Analysis**). Caltrans was consulted prior to the traffic study and provided recommendations of study area. The study areas were evaluated for four scenarios: 1) existing conditions; 2) existing conditions with project; 3) future conditions; and 4) future conditions with project (this analysis also includes the cumulative potential future traffic generation from the proposed Hare Creek Center). Five intersections were identified as the locations most likely to experience impacts due to the project-generated trips and analyzed:

1. S Main Street / CA Hwy 1 at access drive to unnamed frontage road near bridge;
2. S Main Street / CA Hwy 1 at Ocean View Drive
3. S Main Street / CA Hwy 1 at Hwy 20
4. Hwy 20 at Boatyard Drive
5. Ocean View Drive at unnamed frontage road

Most of the selected intersections are under the jurisdiction of Caltrans, with the exception of the intersection of Ocean View Drive and the unnamed frontage road. Caltrans reviewed the proposed project on three occasions: 1) pre-development review; 2) initial draft site plan review; 3) proposed site plan review. Applicant revised site plan and conducted traffic analysis for intersections outlined in comment letters. The use of a shared driveway access as discussed above in Section I. Aesthetics and mitigated with AESTH-2, above is supported by Caltrans. Any potential future development of Lot 2 would require additional traffic impact analysis, as part of a Coastal Development Permit.

The traffic analysis concluded that the proposed project would not be expected to contribute significantly to the potential deterioration of traffic operations in the study area for the conditions analyzed based on Length of Stay (LOS). In terms of vehicle miles traveled (VMT) the study concludes VMT will remain the same or decrease. Recommendations are provided to address potential impacts with regard to queuing and are included as mitigation measures TRANS-1 and TRANS-2, below.

- a) Site planning and project design standards of the proposed development would comply with Article 2 of the City's Coastal General Plan Policy C-1-1 which sets a lowest performance standard of Level of Service D for the Ocean View Drive Intersection with Highway 1. The *Traffic Impact Analysis* found the proposed development would not be expected to contribute significantly to the potential deterioration of traffic operations in the study area for conditions based on Level of Service (LOS). It also stated that Vehicle Miles Traveled (VMT) would remain the same or decrease with construction of the project, since the distance a customer would need to travel to reach an auto parts retail store could decrease for travelers. With respect to queuing, there is the potential to significantly impact the intersection of Ocean View Drive at S Main Street / CA Hwy 1, and Ocean View Drive at the unnamed frontage road; therefore, Mitigation Measure TRANS-1 and TRANS-2 are provided:

TRANS-1: CA Hwy 1 / Ocean View Drive (Intersection 2) and Ocean View Drive / unnamed frontage road (Intersection 5) - The project must include installation of appropriate Keep Clear signage and street markings at the intersection of Ocean View Drive and the unnamed frontage road. This will allow southbound traffic on the frontage road to merge with eastbound traffic on Ocean View Drive, without impacting the operations of the traffic signal at Highway 1 and Ocean View Drive. There is sufficient additional stacking room between the Ocean View/Frontage Road intersection and the Ocean View/Harbor Avenue intersection to the west to accommodate the anticipated additional queue length for eastbound left and eastbound through traffic.

TRANS-2: CA Hwy 1 / CA Hwy 20 (Intersection 3) - As conditions warrant and concurrent with regular maintenance, the westbound north lane striping could be extended by approximately 100 feet to provide an earlier separation between left turning and right turning traffic.

In addition, the *Traffic Impact Analysis* recommends that as conditions warrant and concurrent with regular maintenance, the westbound north lane striping could be extended by approximately 100 feet to provide an earlier separation between left turning and right turning traffic. It is noted that no mitigation is necessary for northbound through-traffic, as there is ample queuing length south of the northbound split into two lanes.

- b) CEQA Guidelines Section 15064.3(b)(1) states that "generally projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact". Mendocino Transit Authority's major bus stop in Fort Bragg is located about 950 feet from the project site at the Mendocino College Campus, which is less than one half mile. This transit stop serves all three active bus routes in Fort Bragg: Route 5, Route 60 and Route 65. Therefore, per Section 15064.3b1 a less than significant impact would occur.
- c) The proposed development is not a transportation project and therefore, CEQA Guidelines 15064.3(b)(2) does not apply.

- d) The existing roadway of the unnamed road is under-designed as it is narrow and includes no pedestrian facilities. The proposed project would increase both pedestrian and vehicular traffic on this road. In order to facilitate proper circulation and frontage improvements, the proposed project would widen the unnamed frontage road to full width and add sidewalk, curb and gutter along the eastern portion of the project site, which is illustrated in site plan. These roadway and frontage improvements would increase safe traveling of both pedestrians and vehicles and result in a less than significant impact on hazards associated with geometrical design of a roadway.
- e) The project was routed to the Fort Bragg Fire Department and the Mendocino County Department of Planning & Building to review for emergency accessibility. The Fire Marshall is satisfied with the emergency access of the development and the project results in no impact on emergency access.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Transportation.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF TRIBAL CULTURAL RESOURCES

A confidential archaeological study was performed for the project by Alta Archaeological Consulting. In accordance with Assembly Bill 52, the City of Fort Bragg initiated tribal consultation to request input regarding any specific areas within the Area of Potential Effect (APE) which may be likely to harbor culturally valuable resources and may therefore merit additional protection or require a cultural monitor to be on-site during future development. Sherwood Valley Band of Pomo requested an additional study to be performed, which has been conducted and tribal monitoring during development.

- a) Tribal cultural resources were not discovered by archaeologists; however, development could uncover resources during grading activities. As such, Sherwood Valley Band of Pomo request Tribal Monitoring during ground disturbing activities and in response, the following mitigation measures have been drafted:

TRIBAL-1: Tribal Monitoring is required during ground disturbing activities. Please contact Sherwood Valley Band of Pomo Tribal Historic Preservation Office representative, Tina Sutherland at (707) 459-9690 or tsutherland@sherwoodband.com at least ten days prior to construction for scheduling.

TRIBAL-2: If archaeological resources are encountered during construction, work on-site shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist and tribal monitor has evaluated the situation and provided appropriate recommendations. Project personnel shall not collect cultural resources.

TRIBAL-3: If human remains are discovered during project construction, work within 20 meters (66 feet) of the discovery location, and within any nearby area reasonably suspected to overlie human remains, will cease (Public Resources Code, Section 7050.5). The Mendocino County Coroner will be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of the California Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). In this case, the coroner will contact NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or person responsible for excavation work with direction regarding appropriate means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

- a-i) Public Resources Code 5020.1(k) defines a *local register of historical resource* as “a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution”. The City does not consider the site as historically significant and consulted Sherwood Valley Band of Pomo regarding the proposed AutoZone retail development. Tribal Monitoring during all ground disturbing activities has been requested by the Tribe and is included in mitigation measure TRIBAL-1, above.
- a-ii) Public Resources Code 5024.1(c) states that “a resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria: 1) is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; 2) is associated with the lives of persons important in our past; 3) embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or 4) has yielded, or may be likely to yield, information important in prehistory or history”. The City does not consider the project location to be a historical resource. The archaeology report did not identify the site as a historical resource; application materials and this MND have been referred to Sherwood Valley Band of Pomo and the tribe requested Tribal Monitoring during all ground disturbing activities, as stated in mitigation measure TRIBAL-1, above.

FINDINGS

The proposed project would have **Less than Significant Impact with Mitigation Incorporated** on Tribal Cultural Resources.

XVIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF UTILITIES AND SERVICE SYSTEMS

The City of Fort Bragg Public Works Department Water Enterprise Division is responsible for raw water collection, treatment, and distribution of treated water to customers within and outside of the city limits. Additionally, the City owns and operates a water treatment plant (WTP), located at 31301 Cedar Street in Fort Bragg.

- a) The project site is currently undeveloped and does not receive water, wastewater, or solid waste services. An existing water main is located along N Harbor Avenue and is maintained by the City of Fort Bragg. The project proposes extending the water service from the main in N Harbor Avenue to the project site, via a proposed 10-foot private utility easement across proposed Lot 2 to benefit Lot 1. The sewer line is accessed off Unnamed frontage road, the proposed development will require a standard sewer connection to this Main. Poles would be installed to carry electric power and telecommunication.

During project construction, including connection to utilities and service systems, the project contractor, would be required to implement standard Best Management Practices (BMPs) during build-out of the site to assure the minimization of erosion resulting from construction, to limit ground disturbance to the minimum necessary, and stabilize disturbed soil areas as soon as feasible after construction is completed. With mitigation incorporated, connections to utilities and service systems would not result in significant environmental effects.

UTIL-1: Prior to issuance of Building Permit, the applicant shall pay all water and sewer capacity and connection fees.

UTIL-2: As part of the Minor Subdivision, a 15' private utility easement shall be recorded across Lot 2 benefitting Lot 1. The utility easement shall remain free of all above ground development.

Refer to mitigation measures: AIR-1 and AIR-2, under Section III. Air Quality; BIO-2, under Section IV. Biological Resources; HYDRO-1 under Section X. Hydrology and Water Quality; and TRIBAL-1, under Section XVIII. Tribal Cultural Resources, above.

- b) The City completed a water analysis in 2010 and is in the process of updating this analysis to assess future development potential. All known future planned and proposed developments (Hare Creek Center, Danco Affordable Housing project and the Avalon Hotel) were considered by the Public Works Department when it determined that the City also has sufficient water supply available to serve the proposed project and these other approved and proposed projects during normal, dry, and drought years.
- c) The Public Works Department has determined that the City's Waste Water Treatment Plant (WWTP) has sufficient capacity available to serve the proposed project and reasonably foreseeable future development of Lot 1. It is also noted that the WWTF is currently undergoing a major upgrade, which will create further capacity and efficiency of the system.
- d) Solid waste services would be contracted with Waste Management, which provides weekly garbage, recycling and green-waste collection within the City of Fort Bragg. The proposed retail store is not anticipated to generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, nor interfere with reduction of solid waste attainment goals.
- e)f)Fort Bragg Municipal Code Title 15, Section 15.35 includes a Construction and Demolition Recycling ordinance that states fifty percent (50%) of waste tonnage resulting from construction shall be diverted from going to the landfill by using recycling, reuse and diversion programs. Prior to issuance of a building permit, the proposed project will be required to complete a Construction & Demolition Recycling worksheet in order to determine types of materials and amount to be recycled.

FINDINGS

The proposed project would have a **Less Than Significant Impact with Mitigation Incorporated** on Utilities and Service Systems.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage challenges?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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DISCUSSION OF WILDFIRE

According to Cal Fire’s Mendocino County Fire Hazard Severity Zone Map, the site is located in Local Responsibility Area and categorize the site as moderate. Fire protection services within the City of Fort Bragg is provided by the Fort Bragg Fire Protection Authority (FBFPA) as discussed under Section XV. Public Services, above. The project includes automatic fire sprinklers. No mitigation is required.

FINDINGS

The proposed project would have **No Impact** on Wildfire.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF MANDATORY FINDINGS OF SIGNIFICANCE

With the incorporation of the following mitigation measures, all potential impacts would be reduced to a level of less than significant:

AESTH-1: Prior to issuance of Building Permit, a Coastal Development Permit, including Visual Analysis, and Design Review Permit must be approved by the Planning Commission.

AESTH-2: A shared driveway shall be utilized to access Lot 2 through Lot 1 of the proposed minor subdivision. Lot 1 shall provide an access agreement for the benefit of Lot 2, which shall be created on the Parcel Map. Furthermore, abutters rights of access along the public street frontage on Lot 2 shall be dedicated to the City of Fort Bragg. Shared maintenance agreements over the mutual driveway shall be recorded prior to issuance of a building permit. This shared access requirement will be included as a special condition of the Coastal Development Permit.

ASETH-3: Prior to issuance of Building Permit, a detailed Landscaping Plan shall be submitted, in accordance with CLUDC Chapter 17.34. The plan shall utilize attractive native and drought tolerant plants and shall depict the location of six native trees to be planted to replace the six conifers removed as part of the project. Tree placement should take scenic areas into consideration and should not block views.

ASETH-4: A Tree Mitigation Monitoring Plan shall be submitted along with the Final Landscaping Plan demonstrating a 10-year plan to: 1) prevent net loss of canopy; 2) maintain aesthetics associated with existing trees; 3) maintain habitat value. If tree(s) perish during this monitoring period, new tree(s) will be planted as replacement and with a new 10-year monitoring plan timeline.

AIR-1: In order to minimize dust, Dust Prevention and Control Plan measures shall be incorporated into Final Storm Water Pollution Prevention Plan (SWPPP) and submitted with final grading plan for approval of the Public Works Director per CLUDC 17.62.020. This plan shall include information and provisions:

- The plan shall address site conditions during construction operations, after normal working hours, and during various phases of construction.
- The plan shall include the name and 24-hour contact of responsible person in case of an emergency.
- Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of dust-generating activity will occur in shortest feasible timeframe.
- Sediment shall be prevented from flowing into waterways on site.
- All visibly dry disturbed areas shall be controlled by watering, covering, and/or other dust preventive measures.
- The plan shall include the procedures necessary to keep the adjacent public streets and private properties free of dirt, dust and other debris when importing or exporting of material as demonstrated by cut and fill quantities on the grading plan.
- Graded areas shall be revegetated as soon as possible, but within no longer than 30-days. Disturbed areas that are to remain inactive longer than 30-days shall be seeded (with combination of terminal barley and native seed) and watered until vegetative cover is established.
- All earthmoving activities shall cease when sustained winds exceed over 15 miles per hour. Wind speed shall be measured on-site by project manager with a handheld anemometer.

AIR-2: At all times, construction vehicle and equipment utilized on-site shall be maintained in good condition to minimize excessive exhaust emissions.

BIO-1: Minimize Potential Disturbance of Breeding Birds through the following techniques:

- Work Windows. Conduct ground disturbance and vegetation (tree and shrub) removal before or after the assumed bird breeding season (March 1 – September 1).

- Preconstruction Surveys. If ground disturbance or removal of vegetation occurs between January 16 and August 31, preconstruction surveys will be performed prior to such disturbance to determine the presence and location of nesting bird species.
- Buffers. If nests are present, establishment of temporary protective breeding season buffers will avoid direct mortality of these birds. The appropriate buffer distance is species specific and will be determined by a qualified biologist as appropriate to prevent nest abandonment and direct mortality during construction.

BIO-2: A grading permit, including Best Management Practices (BMPs) to be implemented, shall be submitted and approved by the Public Works Director, prior to building permit issuance and ground breaking activities. BMPs shall include, but not be limited to: 1) utilization of straw bales, fiber rolls, and/or silt fencing structures to assure the minimization of erosion and to avoid storm water runoff; 2) shall limit ground disturbance to the minimum necessary; and 3) shall stabilize disturbed soil areas as soon as feasible after construction is completed.

BIO-3: Plant species listed as invasive (High, Moderate, or Limited) on the California Invasive Plant Inventory (Cal-IPC Inventory) shall not be installed anywhere in the project area as they would pose a risk to the surrounding plant communities. Existing invasive scotch broom and pampas grass shall be removed from the site, and the site shall be kept free of these invasive plants into the future.

CULT-1: If human remains are identified during project construction, the applicant shall follow the following procedures: 1) The Director, the County Coroner, and the Mendocino County Archaeological Commission shall be notified immediately; 2) All development shall cease immediately and shall not commence until so directed by the Community Development Director 3) An applicant seeking to recommence construction following a discovery shall submit a supplemental archaeological plan for review and approval of the permit review authority.

GEO-1: Development of the proposed project at the site shall comply with the design standards included in the latest version of the California Building Code (CBC), as well as the recommendations and expertise provided in the report, Geotechnical Engineering Investigation by Salem Engineering Group, Inc. (March 6, 2018).

GEO-2: In the event that fossils or fossil-bearing deposits are discovered during project construction, the contractor shall notify the Community Development Director and a qualified paleontologist to examine the discovery and excavations within 50 feet of the find shall be temporarily halted. The area of discovery shall be protected to ensure that fossil are not removed, handled, altered, or damaged until the site is properly evaluated and further action is determined. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the finding under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project based on the qualities that make the resource important. The plan shall be submitted to the City of Fort Bragg for review and approval prior to implementation.

HYDRO-1: Prior to issuance of building permit, a Storm Water Pollution Prevention Plan (SWPPP) shall be submitted with the building permit application, and shall be approved by City engineer prior to issuance of a building permit. The SWPPP shall require BMPs to be implemented in order to minimize construction impacts, including erosion and sedimentation.

HYDRO-2: Prior to issuance of building permit, the submitted SWPPP shall contain a Final Drainage and Stormwater Control Plan, in compliance with CLUDC Chapter 17.64, shall be submitted and approved by City engineer to ensure that increases in stormwater runoff volume and peak runoff rate remain unchanged.

LAND-1: Wooden fencing, such as split rail fencing, with a maximum height of 48 inches and native and drought tolerant landscaping shall be installed along the entire western length of the property. The fencing and landscaping shall be included as part of the final Landscaping Plan to be approved by the Community Development Department, prior to issuance of building permit.

LAND-2: Demarcation of a visual easement, clearly illustrated on plat(s) for proposed subdivision shall be recoded as a deed restriction and as a permanent exhibit to the deeds for the new parcels. The view easement shall be 50 feet wide at widest measurement on the northwest corner of Lot 1 and 24 feet wide at the narrowest point on the southeast corner of Lot 2, as illustrated in Image 6 and Image 7. View blocking development is not permitted within the visual easement, excluding split rail fencing along western property line, driveways and low-lying landscape vegetation (<4 ft.); no trees shall be planted within the view easement.

NOISE-1: Mendocino College and the Noyo Harbor RV park shall be provided with a copy of the anticipated construction schedule prior to commencement of construction activities.

TRANS-1: CA Hwy 1 / Ocean View Drive (Intersection 2) and Ocean View Drive / unnamed frontage road (Intersection 5) - The project must include installation of appropriate Keep Clear signage and street markings at the intersection of Ocean View Drive and the unnamed frontage road. This will allow southbound traffic on the frontage road to merge with eastbound traffic on Ocean View Drive, without impacting the operations of the traffic signal at Highway 1 and Ocean View Drive. There is sufficient additional stacking room between the Ocean View/Frontage Road intersection and the Ocean View/Harbor Avenue intersection to the west to accommodate the anticipated additional queue length for eastbound left and eastbound through traffic.

TRANS-2: CA Hwy 1 / CA Hwy 20 (Intersection 3) - As conditions warrant and concurrent with regular maintenance, the westbound north lane striping could be extended by approximately 100 feet to provide an earlier separation between left turning and right turning traffic.

TRIBAL-1: Tribal Monitoring is required during ground disturbing activities. Please contact Sherwood Valley Band of Pomo Tribal Historic Preservation Office representative, Tina Sutherland at (707) 459-9690 or tsutherland@sherwoodband.com at least ten days prior to construction for scheduling.

TRIBAL-2: If archaeological resources are encountered during construction, work on-site shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist and tribal monitor has evaluated the situation and provided appropriate recommendations. Project personnel shall not collect cultural resources.

TRIBAL-3: If human remains are discovered during project construction, work within 20 meters (66 feet) of the discovery location, and within any nearby area reasonably suspected to overlie human remains, will cease (Public Resources Code, Section 7050.5). The Mendocino County Coroner will be contacted to determine if the cause of death must be investigated. If the coroner determines that the remains are of Native American origin, it is necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of the California Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). In this case, the coroner will contact NAHC. The descendants or most likely descendants of the deceased will be contacted, and work will not resume until they have made a recommendation to the landowner or person responsible for excavation work with direction regarding appropriate means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98.

UTIL-1: Prior to issuance of Building Permit, the applicant shall pay all water and sewer capacity and connection fees.

UTIL-2: As part of the Minor Subdivision, a 15' private utility easement shall be recorded across Lot 2 benefitting Lot 1. The utility easement shall remain free of all above ground development.

APPENDICES:

- A. MMRP – Mitigation Monitoring and Reporting Program
- B. Elevations
- C. Preliminary Landscape Plan
- D. CalEEMod
- E. Biological Survey
- F. Geotechnical Report
- G. Traffic Analysis
- H. Stormwater
- I. Tentative Map