

## **CALIFORNIA COASTAL COMMISSION**

NORTH COAST DISTRICT OFFICE  
1385 8<sup>th</sup> STREET, SUITE 130  
ARCATA, CA 95521  
VOICE (707) 826-8950  
FAX (707) 826-8960



# Th11a

A-1-FTB-23-0002 (CALTRANS DISTRICT 1 – FORT BRAGG)  
APRIL 13, 2023

## EXHIBITS

### **Table of Contents**

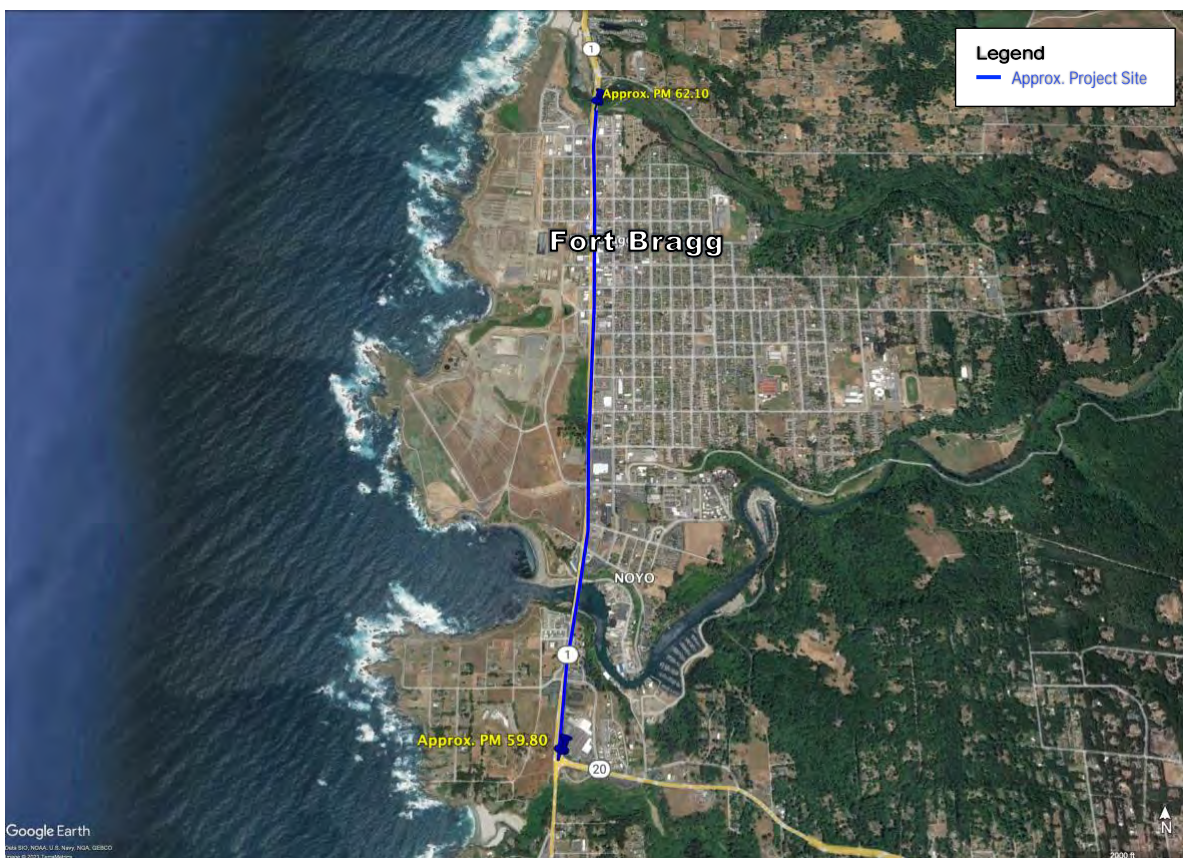
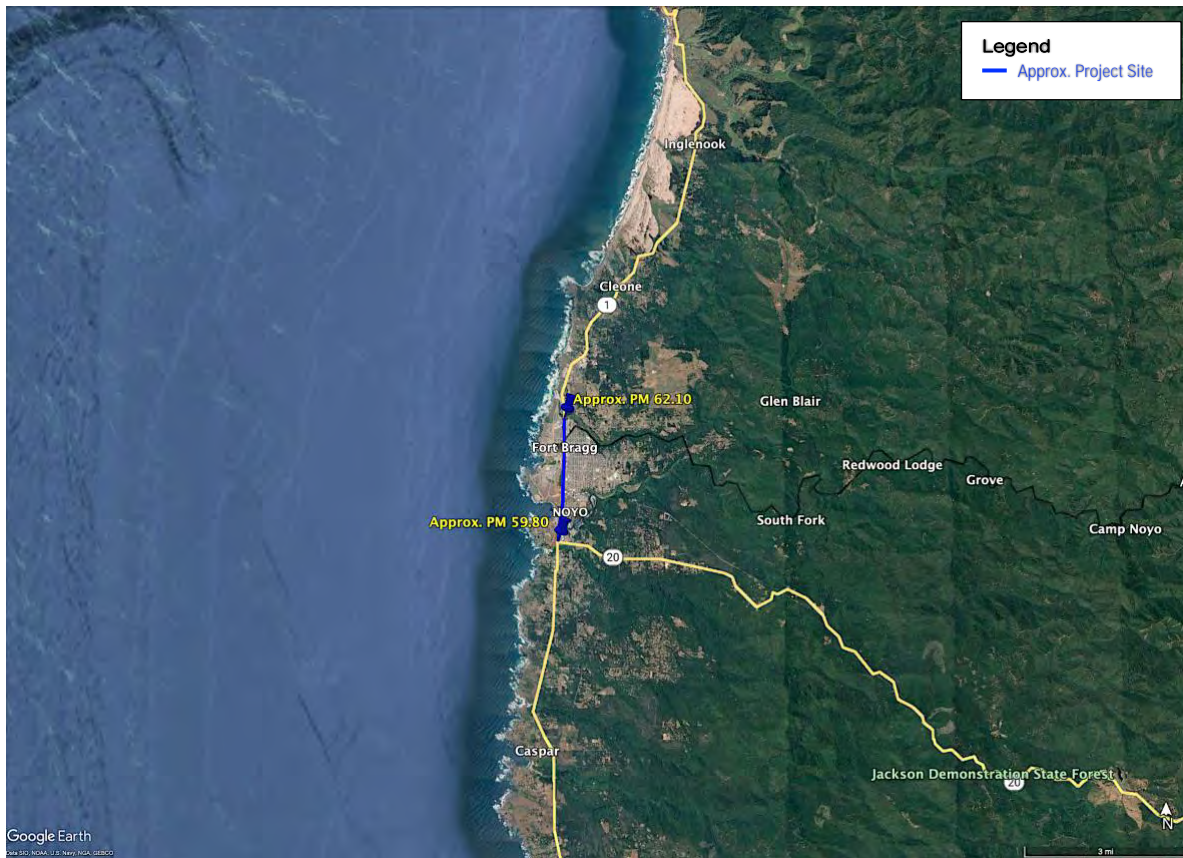
- Exhibit 1 – Project Vicinity and Location Maps
- Exhibit 2 – Excerpts of Project Plans
- Exhibit 3 – Appeal
- Exhibit 4 – City of Fort Bragg Final Action Notice
- Exhibit 5 – City of Fort Bragg Staff Report
- Exhibit 6 – Caltrans' Visual Impact Assessments



Figure 1 Vicinity Map



**Project Site:** An approximately 2.3-mile-long segment of Highway 1 (Main Street), from the intersection of Highway 1 and Highway 20 to approximately Elm Street (approx. Post Miles 59.80 to 62.10) in the City of Fort Bragg, Mendocino County.



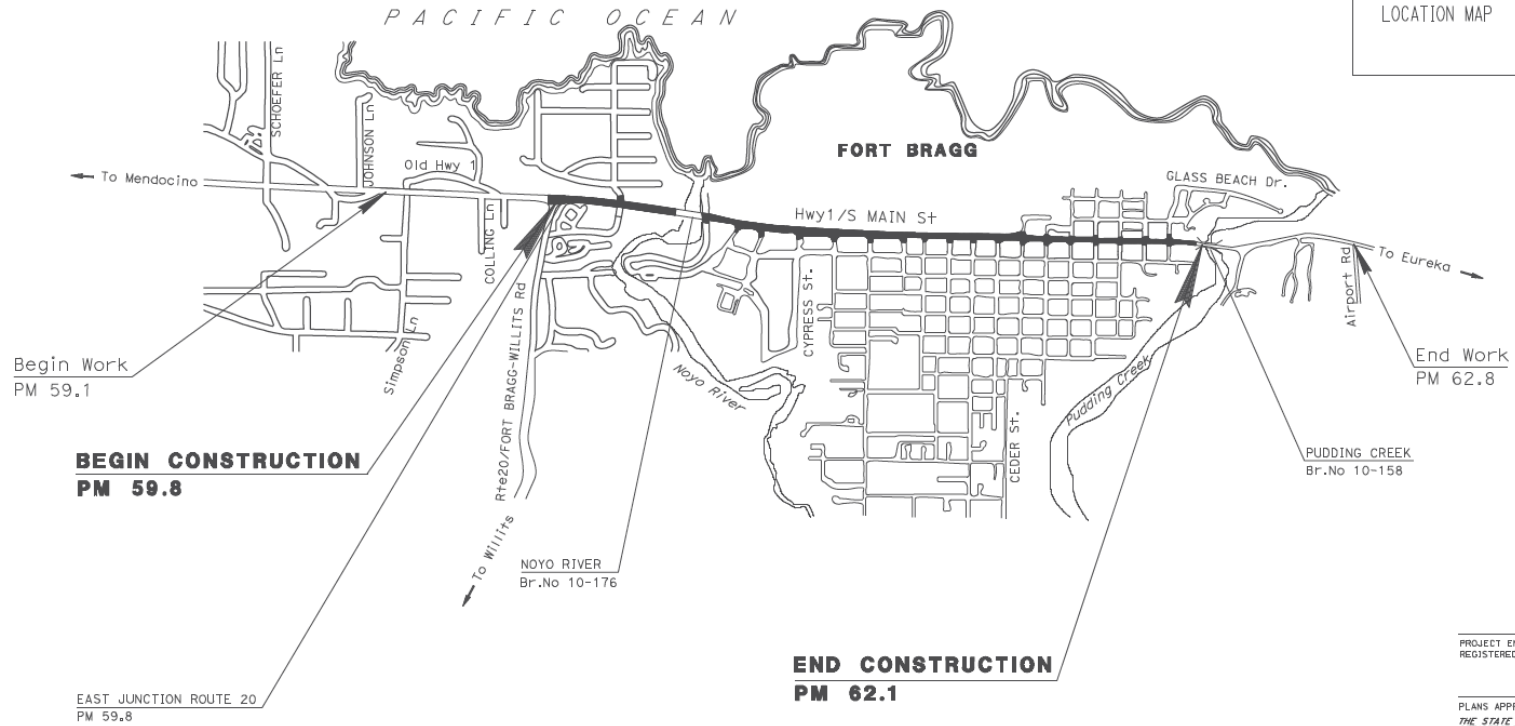
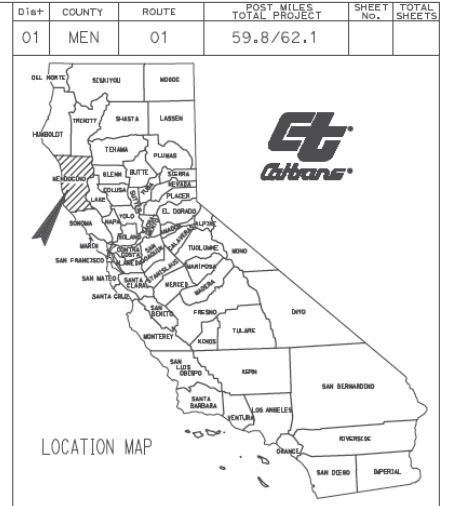


INDEX OF PLANS

**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
PROJECT PLANS FOR CONSTRUCTION ON  
STATE HIGHWAY**

**IN MENDOCINO COUNTY  
IN FORT BRAGG  
FROM 0.1 MILES NORTH OF EAST JUNCTION ROUTE 20  
TO PUDDING CREEK (BR#10-158)**

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018



PROJECT ENGINEER DATE  
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE  
THE STATE OF CALIFORNIA ON ITS  
OFFICERS OR AGENTS SHALL NOT BE  
RESPONSIBLE FOR THE ACCURACY OR  
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	<b>01-0B220</b>
PROJECT ID	<b>0112000110</b>

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES)  
OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT MANAGER  
CIRILO SALILICAN III

DESIGN MANAGER  
ELIAS KARIM





STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
ELIAS KARAM  
JONY TJI  
AVINASH RALLA  
REVISOR  
DATE  
DESIGNED BY  
CHECKED BY  
SUPERVISOR

NOTES:

1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
2. ALL CALLOUTS AND RADII AT CURB AND GUTTER REFER TO FLOW LINE.
3. SEE UTILITY PLAN FOR UTILITY WORK.
4. SEE CONSTRUCTION DETAILS FOR CURB RAMP AND DRIVEWAY GRADING.
5. SIDEWALK, DRIVEWAY AND CURB RAMP NUMBERS/ IDENTIFICATION IS SHOWN ON SHEET C-1

ABBREVIATIONS:

- CR - CURB RAMP  
CG - CURB AND GUTTER  
SW - SIDEWALK  
AP - ANGLE POINT

CONSTRUCTION NOTES:

- 1 RELOCATE
- 2 PROTECT IN PLACE
- 3 REMOVE
- 4 ADJUST TO GRADE
- 5 RESET

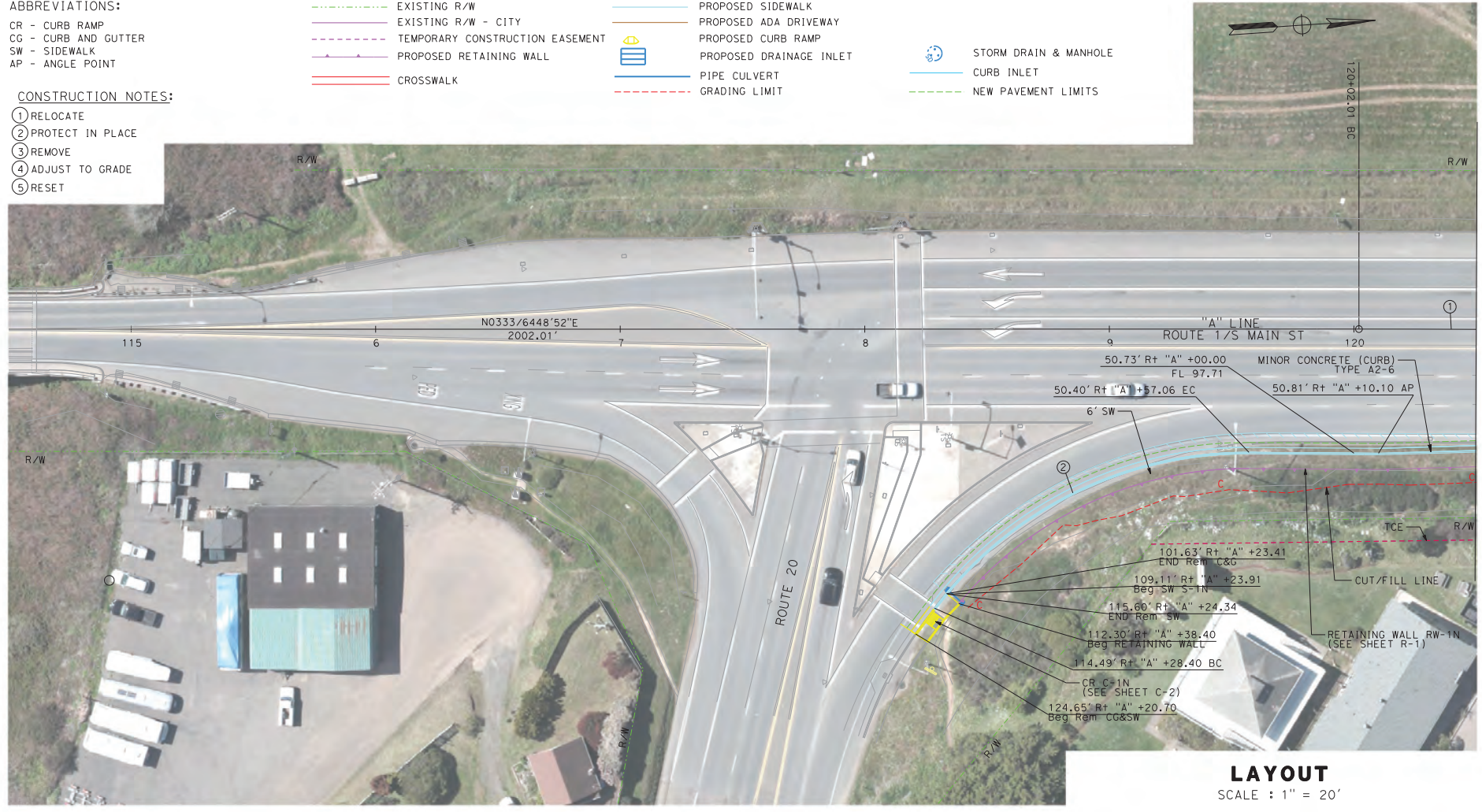
DRIVEWAY/SIDEWALK/CURB RAMP IDENTIFICATION:

- D-#(N/S): DRIVEWAY NUMBER IN NORTH/SOUTH DIRECTION  
S-#(N/S): SIDEWALK NUMBER IN NORTH/SOUTH DIRECTION  
C-#(N/S): CURB NUMBER IN NORTH/SOUTH DIRECTION

LEGEND:

- COLD PLANE AC Pvm+ AND HMA OVERLAY  
EXISTING R/W  
EXISTING R/W - CITY  
TEMPORARY CONSTRUCTION EASEMENT  
PROPOSED RETAINING WALL  
CROSSWALK  
PROPOSED SIDEWALK  
PROPOSED ADA DRIVEWAY  
PROPOSED CURB RAMP  
PROPOSED DRAINAGE INLET  
PIPE CULVERT  
GRADING LIMIT  
STORM DRAIN & MANHOLE  
CURB INLET  
NEW PAVEMENT LIMITS

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE			JONY TJI No. 73291 Exp. 12-31-2022 CIVIL STATE OF CALIFORNIA		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					



LAYOUT  
SCALE : 1" = 20'

MATCH LINE  
SEE SHEET L-2

L-1



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVIEWED BY
03-DESIGN	ELIAS KARAM	JONY TJI	AVINASH RALLA
00-00-00			

NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- COLD PLANE AC Pvm+ AND HMA OVERLAY
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PROFESSIONAL ENGINEER  
JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



No.	⊕	R	Δ	T	L
1		10,000.00'	05°08'00"	448.27'	895.94'

**LAYOUT**  
SCALE : 1" = 20'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
00-00-00

FUNCTIONAL SUPERVISOR  
ELIAS KARIM

CALCULATED  
DESIGNED BY  
CHECKED BY

REVISOR  
AVINASH RALLA

DATE  
JONY TJI

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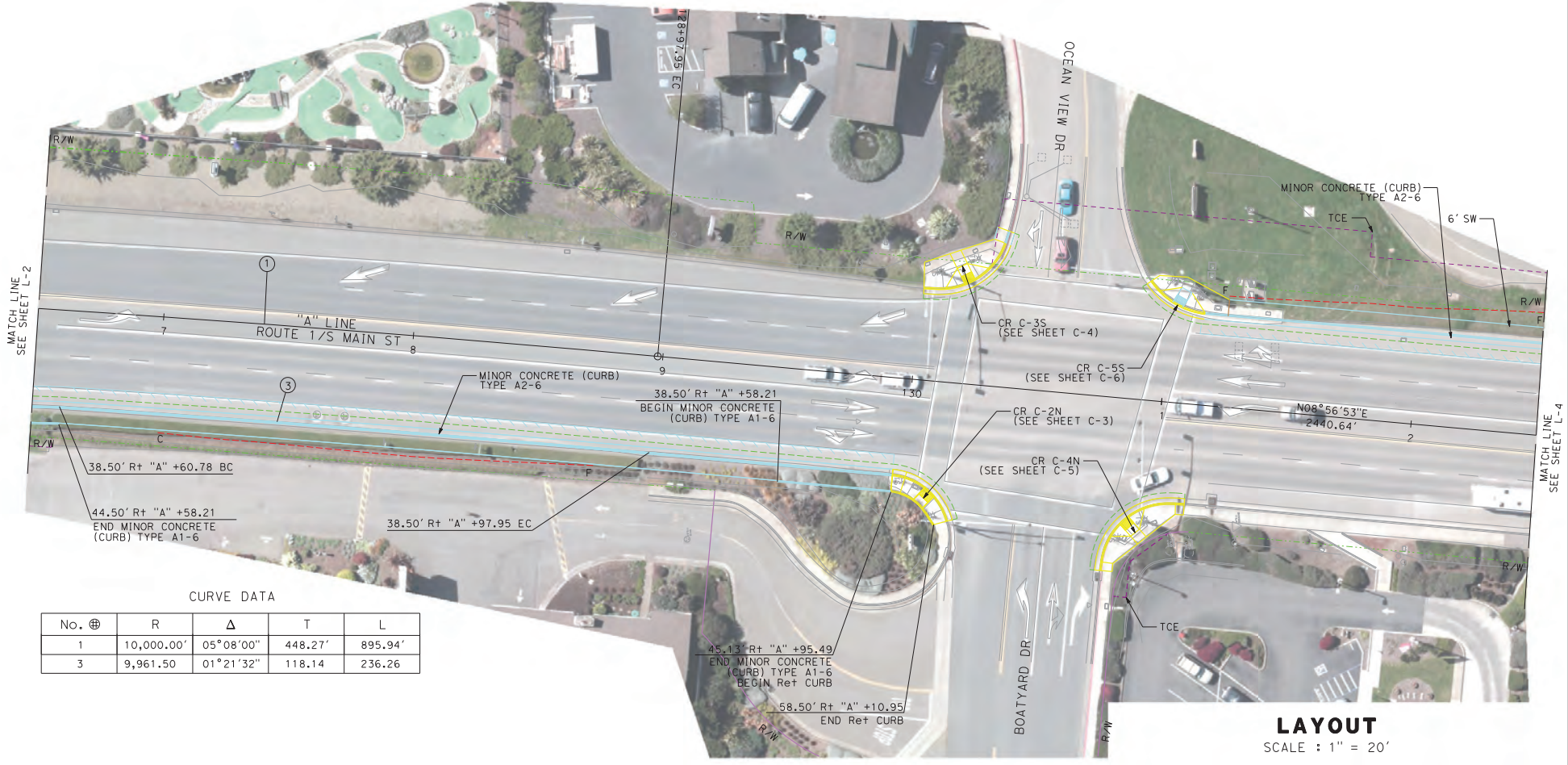
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- |   |                                    |   |                         |   |                       |
|---|------------------------------------|---|-------------------------|---|-----------------------|
|  | COLD PLANE AC Pvm+ AND HMA OVERLAY |  | PROPOSED SIDEWALK       |  | STORM DRAIN & MANHOLE |
|  | EXISTING R/W                       |  | PROPOSED ADA DRIVEWAY   |  | CURB INLET            |
|  | EXISTING R/W - CITY                |  | PROPOSED CURB RAMP      |  | NEW PAVEMENT LIMITS   |
|  | TEMPORARY CONSTRUCTION EASEMENT    |  | PROPOSED DRAINAGE INLET |   |                       |
|  | PROPOSED RETAINING WALL            |  | PIPE CULVERT            |   |                       |
|  | CROSSWALK                          |  | GRADING LIMIT           |   |                       |



**LAYOUT**  
SCALE : 1" = 20'

**L-4**

BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE  
IS IN INCHES



UNIT 0332

PROJECT NUMBER &amp; PHASE

01120001101



DATE PLOTTED => 9/2/2022	LAST REVISION
000000	000000

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
ELIAS KARAM  
FUNCTIONAL SUPERVISOR  
CHECKED BY  
DESIGNED BY  
JONY TJI  
REVISOR  
DATE

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REGISTERED PROFESSIONAL ENGINEER

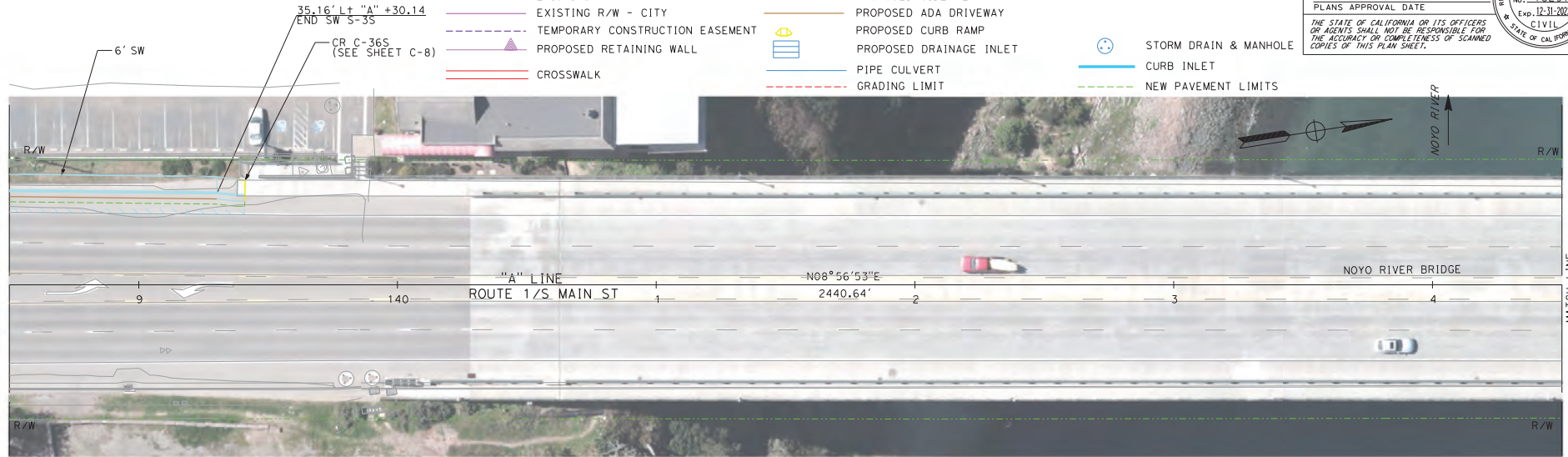
JONY TJI

No. 73291

Exp. 12-31-2022

CIVIL

STATE OF CALIFORNIA



LAYOUT  
SCALE : 1" = 20'



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
ELIAS KARAM  
JONY TJI  
AVINASH RALLA  
REVISOR  
DATE

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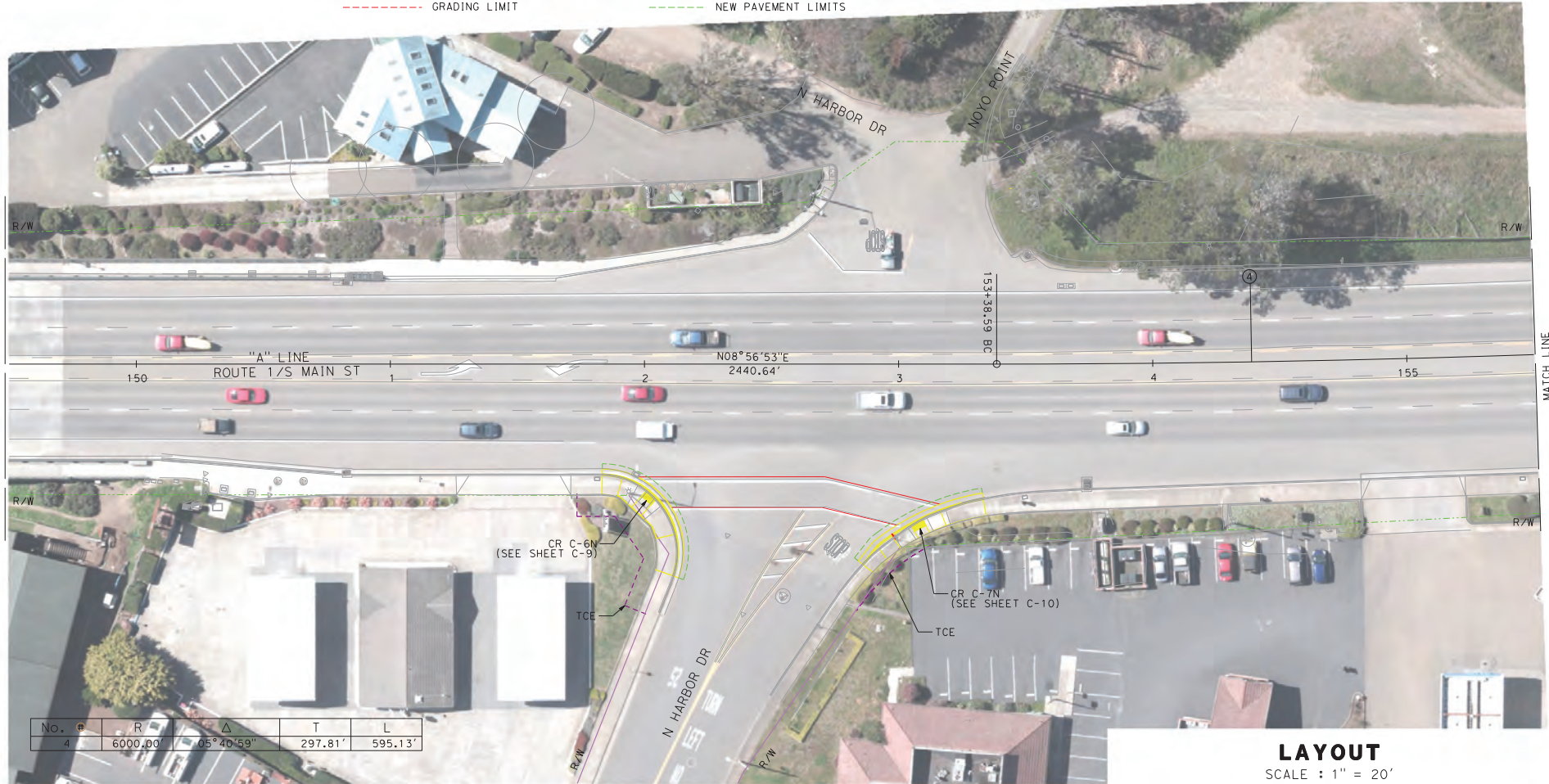
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JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



LAYOUT  
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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
03-03-2022  
ELIAS KARAM  
JONY TJI  
AVINASH RALLA  
REVISOR  
DATE  
REVISOR  
DATE

NOTE:

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LEGEND:

- |  |                                    |  |                         |  |                       |
|--|------------------------------------|--|-------------------------|--|-----------------------|
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|  | TEMPORARY CONSTRUCTION EASEMENT    |  | GRADING LIMIT           |  | NEW PAVEMENT LIMITS   |
|  | PROPOSED RETAINING WALL            |  |                         |  |                       |
|  | CROSSWALK                          |  |                         |  |                       |



No.	#	R	Δ	T	L
4		6000.00'	05°40'59"	297.81'	595.13'



LAYOUT  
SCALE : 1" = 20'

L-7



LAST REVISION DATE PLOTTED => 9/2/2022 00:00:00 TIME PLOTTED => 2:57:51 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
ELIAS KARAM  
JONY TJI  
AVINASH RALLA  
REVISOR  
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JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
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LAYOUT  
SCALE : 1" = 20'





STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
ELIAS KARAM  
FUNCTIONAL SUPERVISOR  
JONY TJI  
CHECKED BY  
AVINASH RALLA  
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No. @	R	Δ	T	L
5	20000.00'	01°37'45"	284.38'	568.72'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



LAYOUT  
SCALE : 1" = 20'

L-9



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
ELIAS KARIM  
JONY TJI  
AVINASH RALLA  
REVISOR  
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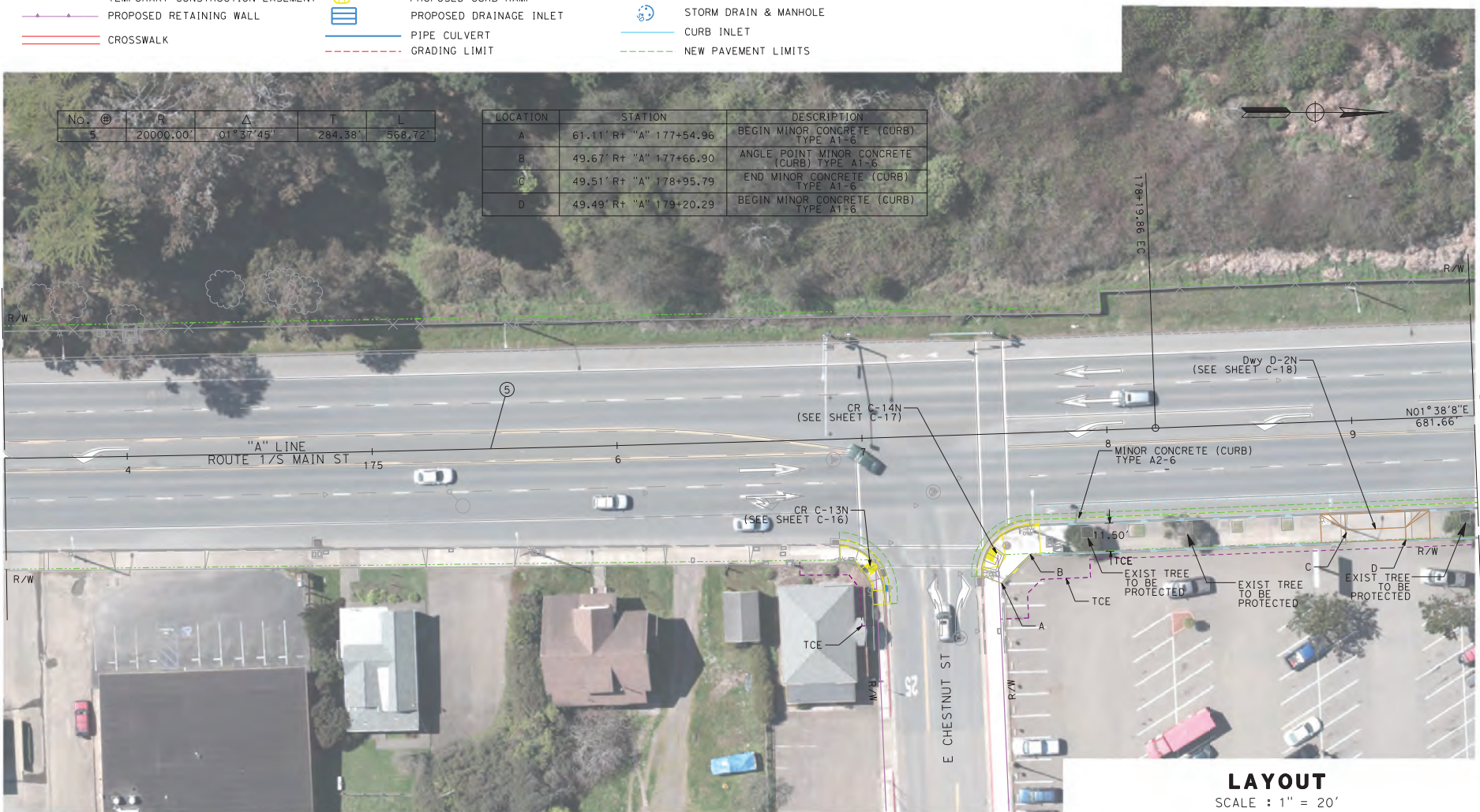
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JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA

No.	@	R	Δ	T	L
5		20000.00'	01°37'45"	284.38'	568.72'

LOCATION	STATION	DESCRIPTION
A	61.11' R+ "A" 177+54.96	BEGIN MINOR CONCRETE (CURB) TYPE A1-6
B	49.67' R+ "A" 177+66.90	ANGLE POINT MINOR CONCRETE (CURB) TYPE A1-6
C	49.51' R+ "A" 178+95.79	END MINOR CONCRETE (CURB) TYPE A1-6
D	49.49' R+ "A" 179+20.29	BEGIN MINOR CONCRETE (CURB) TYPE A1-6



LAYOUT  
SCALE : 1" = 20'

L-10

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
ELIAS KARAM  
FUNCTIONAL SUPERVISOR  
CHECKED BY  
AVINASH RALLA  
JONY TJI  
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- PROPOSED DRAINAGE INLET
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LOCATION	STATION	DESCRIPTION
E	49.93' Rt "A" 180+06.41	END MINOR CONCRETE (CURB) TYPE A1-6
F	49.06' Rt "A" 184+20.00	BEGIN MINOR CONCRETE (CURB) TYPE A1-6
G	49.02' Rt "A" 184+51.61	END MINOR CONCRETE (CURB) TYPE A1-6
H	49.00' Rt "A" 184+71.61	BEGIN MINOR CONCRETE (CURB) TYPE A1-6
I	48.96' Rt "A" 184+98.87	END MINOR CONCRETE (CURB) TYPE A1-6
J	48.91' Rt "A" 185+18.96	BEGIN MINOR CONCRETE (CURB) TYPE A1-6

No. @	R	Δ	T	L
6	6000.00'	00°49'20"	43.05'	86.11'



Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET TOTAL SHEETS

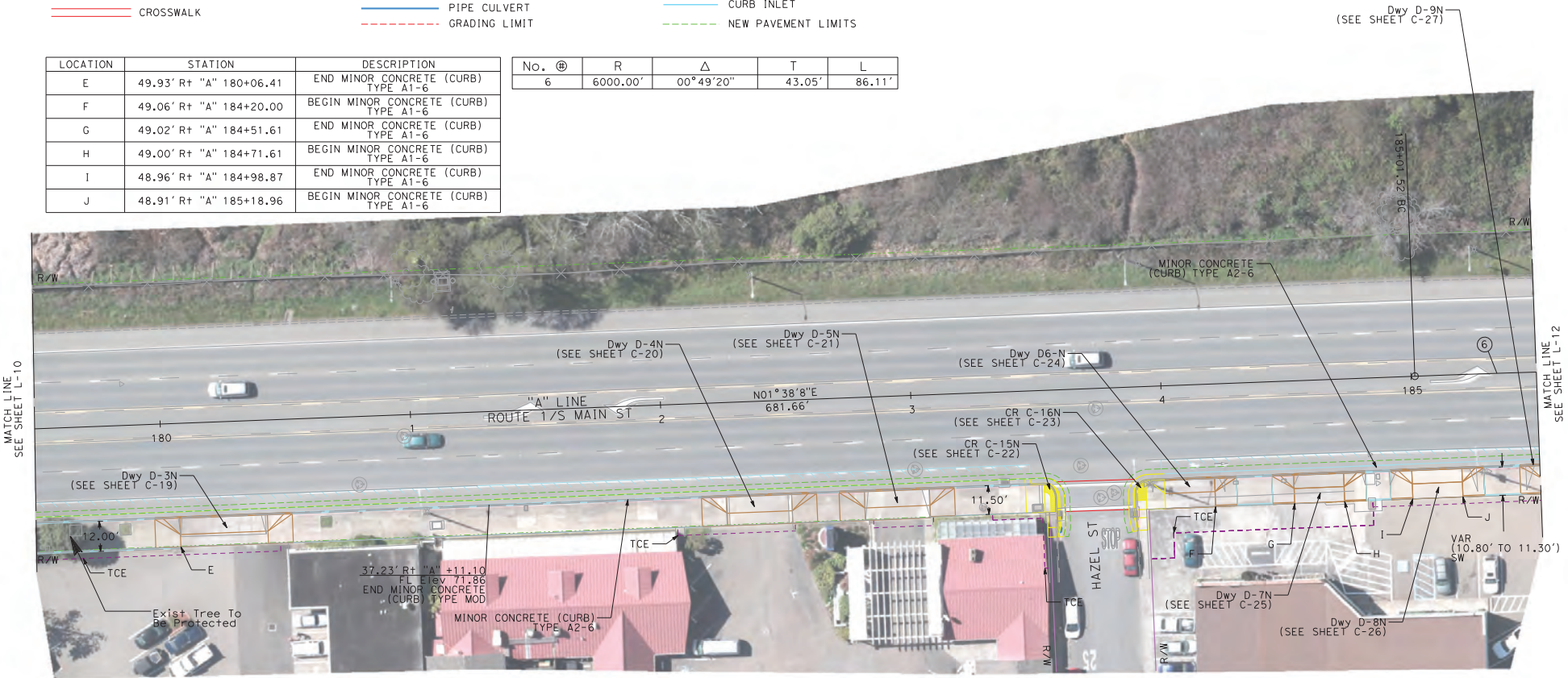
01 Men 1 59.8/62.1

REGISTERED CIVIL ENGINEER DATE

JONY TJI No. 73291 Exp. 12-31-2022 CIVIL

PLANS APPROVAL DATE

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LAYOUT  
SCALE : 1" = 20'

L-11

LAST REVISION DATE PLOTTED => 9/2/2022 00:00:00 TIME PLOTTED => 3:00:18 PM



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
03-DESIGN  
03-03-2020  
ELIAS KARIM  
JONY TJI  
AVINASH RALLA  
REVISOR  
DATE  
REVISOR  
DATE

NOTE:  
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PROPOSED DRAINAGE INLET  
PIPE CULVERT  
GRADING LIMIT  
STORM DRAIN & MANHOLE  
CURB INLET  
NEW PAVEMENT LIMITS

No.	@	R	Δ	T	L
6		6000.00'	00°49'20"	43.05'	86.11'
7		6000.00'	01°02'08"	54.22'	108.44'

LOCATION	STATION	DESCRIPTION
K	48.69' Rt "A" 185+51.38	END MINOR CONCRETE (CURB) TYPE A1-6
L	48.51' Rt "A" 185+67.51	BEGIN MINOR CONCRETE (CURB) TYPE A1-6
M	48.28' Rt "A" 185+84.65	END MINOR CONCRETE (CURB) TYPE A1-6

Dist COUNTY ROUTE POST MILES TOTAL PROJECT SHEET TOTAL SHEETS  
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LAYOUT  
SCALE : 1" = 20'

L-12



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVISOR
<b>Caltrans</b>	ELIAS KARAM	AVINASH RALLA	
<b>03-DESIGN</b>		CHECKED BY	DATE
		JONY TJI	

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  - CURB INLET
  - NEW PAVEMENT LIMITS



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**PROFESSIONAL ENGINEER**  
JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



**LAYOUT**  
SCALE : 1" = 20'

**L-13**

LAST REVISION DATE PLOTTED => 9/2/2022  
00-00-00 TIME PLOTTED => 3:00:40 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVISOR
<b>03-DESIGN</b>	ELIAS KARAM	AVINASH RALLA	
<b>Caltrans</b>		CHECKED BY	DATE
		JONY TJI	

NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- |                                    |                         |                       |
|------------------------------------|-------------------------|-----------------------|
| COLD PLANE AC Pvm+ AND HMA OVERLAY | PROPOSED SIDEWALK       | STORM DRAIN & MANHOLE |
| EXISTING R/W                       | PROPOSED ADA DRIVEWAY   | CURB INLET            |
| EXISTING R/W - CITY                | PROPOSED CURB RAMP      | NEW PAVEMENT LIMITS   |
| TEMPORARY CONSTRUCTION EASEMENT    | PROPOSED DRAINAGE INLET |                       |
| PROPOSED RETAINING WALL            | PIPE CULVERT            |                       |
| CROSSWALK                          | GRADING LIMIT           |                       |



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER  
 JONY TJI  
 No. 73291  
 Exp. 12-31-2022  
 CIVIL  
 STATE OF CALIFORNIA



**LAYOUT**  
SCALE : 1" = 20'

NO WORK ON THIS SHEET. SHOWN FOR REFERENCE PURPOSES ONLY

**L-14**

BORDER LAST REVISED 7/2/2010	USERNAME => DON FILE => \0112000110e0014.dgn	RELATIVE BORDER SCALE 15 IN INCHES	0 1 2 3	UNIT 0332	PROJECT NUMBER & PHASE	01120001101
------------------------------	--	------------------------------------	---------	-----------	------------------------	-------------

LAST REVISION DATE PLOTTED => 9/2/2022  
00-00-00 TIME PLOTTED => 3:00:56 PM



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	03-DESIGN	FUNCTIONAL SUPERVISOR	ELIAS KARAM	CALCULATED/DESIGNED BY	AVINASH RALLA	REVISOR	
				CHECKED BY	JONY TJI	DATE	

NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- |                                    |                         |                       |
|------------------------------------|-------------------------|-----------------------|
| COLD PLANE AC Pvm+ AND HMA OVERLAY | PROPOSED SIDEWALK       | STORM DRAIN & MANHOLE |
| EXISTING R/W                       | PROPOSED ADA DRIVEWAY   | CURB INLET            |
| EXISTING R/W - CITY                | PROPOSED CURB RAMP      | PIPE CULVERT          |
| TEMPORARY CONSTRUCTION EASEMENT    | PROPOSED DRAINAGE INLET | GRADING LIMIT         |
| PROPOSED RETAINING WALL            |                         |                       |
| CROSSWALK                          |                         |                       |



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER	DATE
JONY TJI	
No. 73291	
Exp. 12-31-2022	
CIVIL	
STATE OF CALIFORNIA	

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**LAYOUT**  
SCALE : 1" = 20'

NO WORK ON THIS SHEET. SHOWN FOR REFERENCE PURPOSES ONLY

**L-15**

BORDER LAST REVISED 7/2/2010	USERNAME => DON FILE => \N112000110e0015.dgn	RELATIVE BORDER SCALE IS IN INCHES	0 1 2 3	UNIT 0332	PROJECT NUMBER & PHASE	01120001101
------------------------------	--	------------------------------------	---------	-----------	------------------------	-------------

LAST REVISION: DATE PLOTTED => 9/2/2022  
00-00-00 TIME PLOTTED => 3:01:01 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVISOR
<b>03-DESIGN</b>	ELIAS KARAM	AVINASH RALLA	
<b>Caltrans</b>		CHECKED BY	DATE REVISED
		JONY TJI	

NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- |  |                                    |  |                         |  |                         |
|--|------------------------------------|--|-------------------------|--|-------------------------|
|  | COLD PLANE AC Pvm+ AND HMA OVERLAY |  | PROPOSED SIDEWALK       |  | STORM DRAIN & MANHOLE   |
|  | EXISTING R/W                       |  | PROPOSED ADA DRIVEWAY   |  | CURB INLET              |
|  | EXISTING R/W - CITY                |  | PROPOSED CURB RAMP      |  | PROPOSED DRAINAGE INLET |
|  | TEMPORARY CONSTRUCTION EASEMENT    |  | PROPOSED RETAINING WALL |  | PIPE CULVERT            |
|  | PROPOSED RETAINING WALL            |  | GRADING LIMIT           |  | NEW PAVEMENT LIMITS     |
|  | CROSSWALK                          |  |                         |  |                         |



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

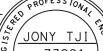
**JONY TJI**  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA

**LAYOUT**  
SCALE : 1" = 20'

NO WORK ON THIS SHEET. SHOWN FOR REFERENCE PURPOSES ONLY

**L-16**


















DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<p>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</p>					

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- |   |                                    |   |                         |  |                       |
|---|------------------------------------|---|-------------------------|--|-----------------------|
|  | COLD PLANE AC PAVT AND HMA OVERLAY |  | PROPOSED SIDEWALK       |  | STORM DRAIN & MANHOLE |
|  | EXISTING R/W                       |  | PROPOSED ADA DRIVEWAY   |  | CURB INLET            |
|  | EXISTING R/W - CITY                |  | PROPOSED CURB RAMP      |  | NEW PAVEMENT LIMITS   |
|  | TEMPORARY CONSTRUCTION EASEMENT    |  | PROPOSED DRAINAGE INLET |  |                       |
|  | PROPOSED RETAINING WALL            |  | PIPE CULVERT            |  |                       |
|  | CROSSWALK                          |  | GRADING LIMIT           |  |                       |



**LAYOUT**  
SCALE : 1" = 20'

**L-17**



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	03-DESIGN	FUNCTIONAL SUPERVISOR	ELIAS KARAM	CALCULATED BY	AVINASH RALLA	REVIEWED BY	
				CHECKED BY	JONY TJI	DATE	

NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

LEGEND:

- |  |                                    |  |                         |  |                         |
|--|------------------------------------|--|-------------------------|--|-------------------------|
|  | COLD PLANE AC Pvm+ AND HMA OVERLAY |  | PROPOSED SIDEWALK       |  | STORM DRAIN & MANHOLE   |
|  | EXISTING R/W                       |  | PROPOSED ADA DRIVEWAY   |  | CURB INLET              |
|  | EXISTING R/W - CITY                |  | PROPOSED CURB RAMP      |  | PROPOSED DRAINAGE INLET |
|  | TEMPORARY CONSTRUCTION EASEMENT    |  | PROPOSED RETAINING WALL |  | PIPE CULVERT            |
|  | PROPOSED RETAINING WALL            |  | GRADING LIMIT           |  | NEW PAVEMENT LIMITS     |
|  | CROSSWALK                          |  |                         |  |                         |



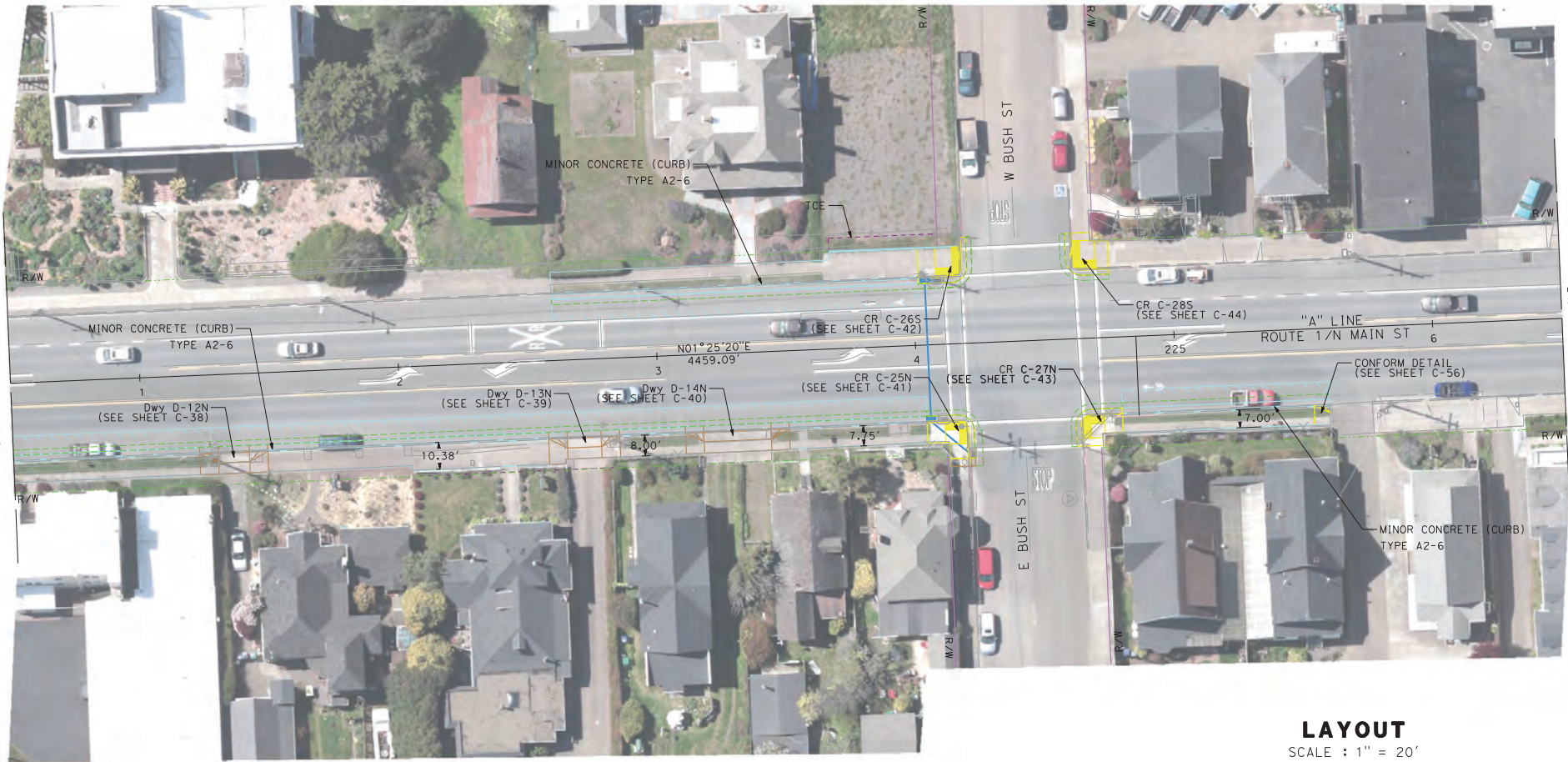
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER  
 JONY TJI  
 No. 73291  
 Exp. 12-31-2022  
 CIVIL  
 STATE OF CALIFORNIA



**LAYOUT**  
SCALE : 1" = 20'

**L-18**

LAST REVISION DATE PLOTTED => 9/2/2022  
 00-00-00 TIME PLOTTED => 3:01:15 PM



**NOTE:**  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

**LEGEND:**

- |  |                                    |  |                         |
|--|------------------------------------|--|-------------------------|
|  | COLD PLANE AC Pvm+ AND HMA Overlay |  | PROPOSED ADA DRIVEWAY   |
|  | EXISTING R/W                       |  | PROPOSED CURB RAMP      |
|  | EXISTING R/W - CITY                |  | PROPOSED DRAINAGE INLET |
|  | TEMPORARY CONSTRUCTION EASEMENT    |  | PIPE CULVERT            |
|  | PROPOSED RETAINING WALL            |  | GRADING LIMIT           |
|  | CROSSWALK                          |  |                         |

- STORM DRAIN & MANHOLE
- CURB INLET NEW PAVEMENT LIMITS



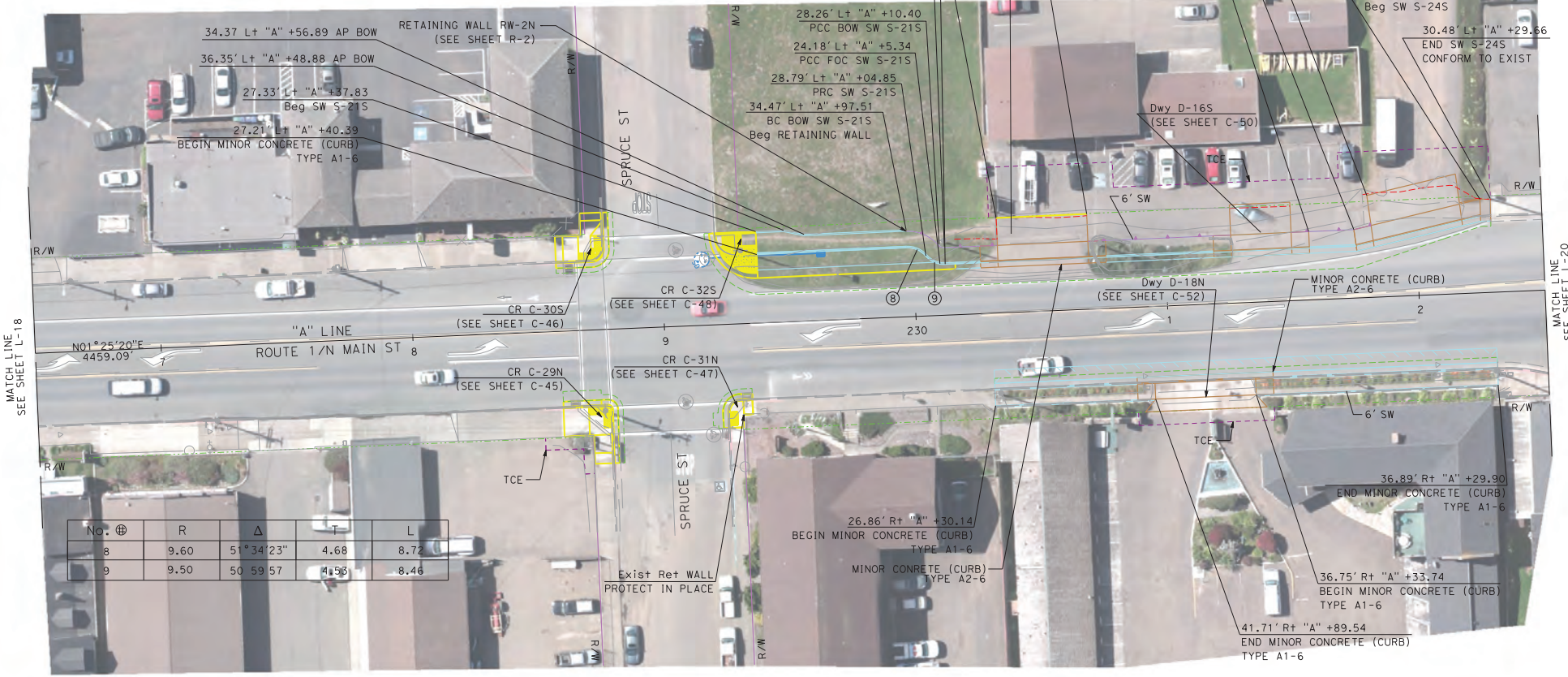
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

**JONY TJI**  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



No.	R	Δ	T	L
8	9.60	51°34'23"	4.68	8.72
9	9.50	50 59 57	4.53	8.46

**LAYOUT**  
SCALE : 1" = 20'

**L-19**

LAST REVISION DATE PLOTTED => 9/2/2022  
00-00-00 TIME PLOTTED => 3:01:20 PM

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	DESIGNED BY	REVIEWED BY
<b>Caltrans</b>	ELIAS KARAM	AVINASH RALLA	
<b>03-DESIGN</b>		JONY TJI	
		CHECKED BY	DATE REVISED

NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

- LEGEND:
- COLD PLANE AC Pvm+ AND HMA OVERLAY
  - EXISTING R/W
  - EXISTING R/W - CITY
  - TEMPORARY CONSTRUCTION EASEMENT
  - PROPOSED RETAINING WALL
  - CROSSWALK
  - PROPOSED SIDEWALK
  - PROPOSED ADA DRIVEWAY
  - PROPOSED CURB RAMP
  - PROPOSED DRAINAGE INLET
  - PIPE CULVERT
  - GRADING LIMIT
  - STORM DRAIN & MANHOLE
  - CURB INLET
  - NEW PAVEMENT LIMITS



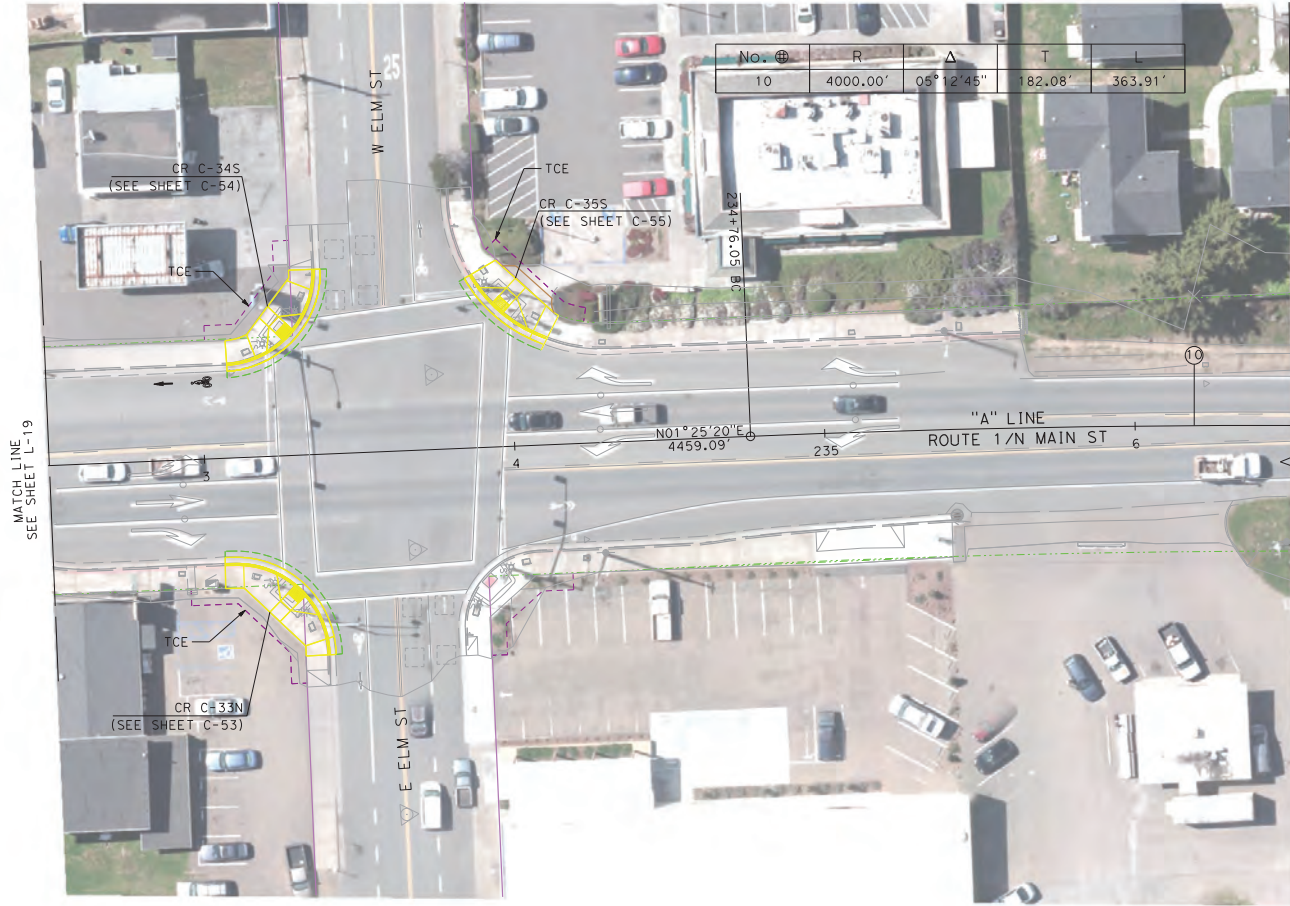
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
 JONY TJI  
 No. 73291  
 Exp. 12-31-2022  
 CIVIL  
 STATE OF CALIFORNIA



**LAYOUT**  
SCALE : 1" = 20'



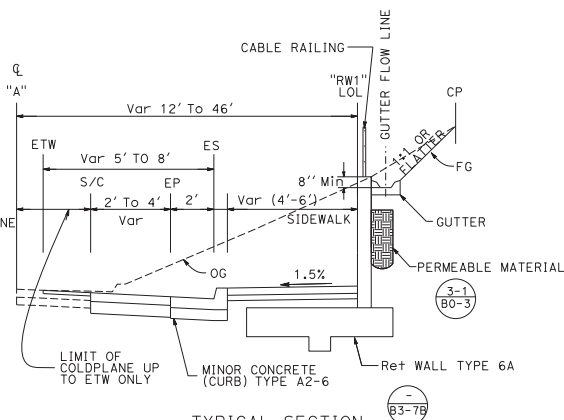
REGISTERED PROFESSIONAL ENGINEER  
 JONY T. JI  
 No. 73291  
 Exp. 12-31-2022  
 CIVIL  
 STATE OF CALIFORNIA

1. ALL REINFORCEMENT SHALL BE EPOXY COATED REBAR.  
2. THIS PLAN ACCURATE FOR RETAINING WALL WORK ONLY.

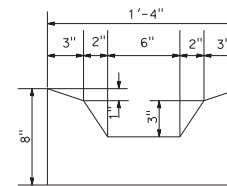
STANDARD PLAN SHEET No. \_\_\_\_\_

DETAIL No. \_\_\_\_\_

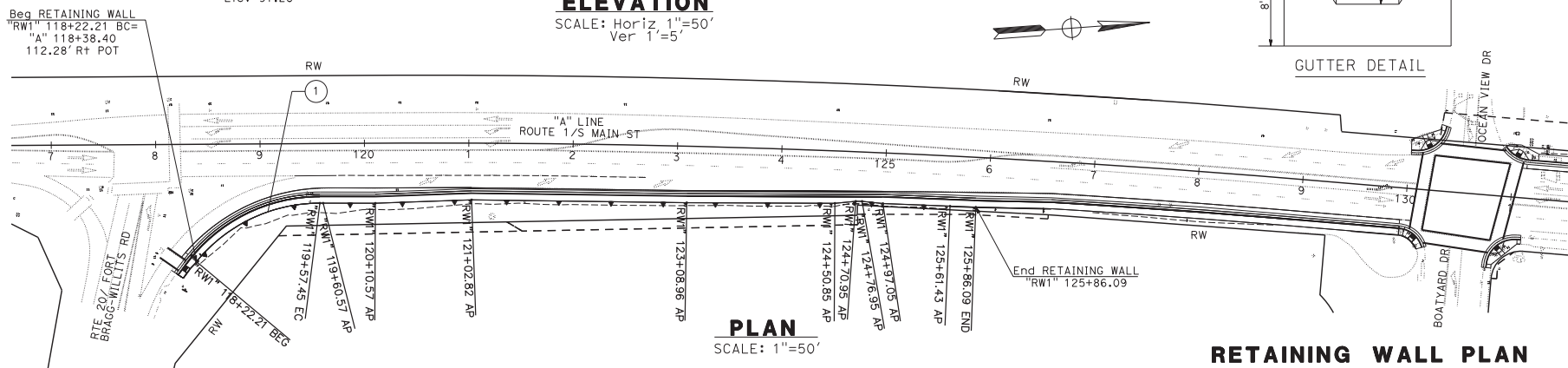
CURVE DATA				
No. #	R	$\Delta$	T	L
1	152.38	50°51'10"	72.44	135.24



TYPICAL SECTION  
NO SCALE



GUTTER DETAIL



### RETAINING WALL PLAN

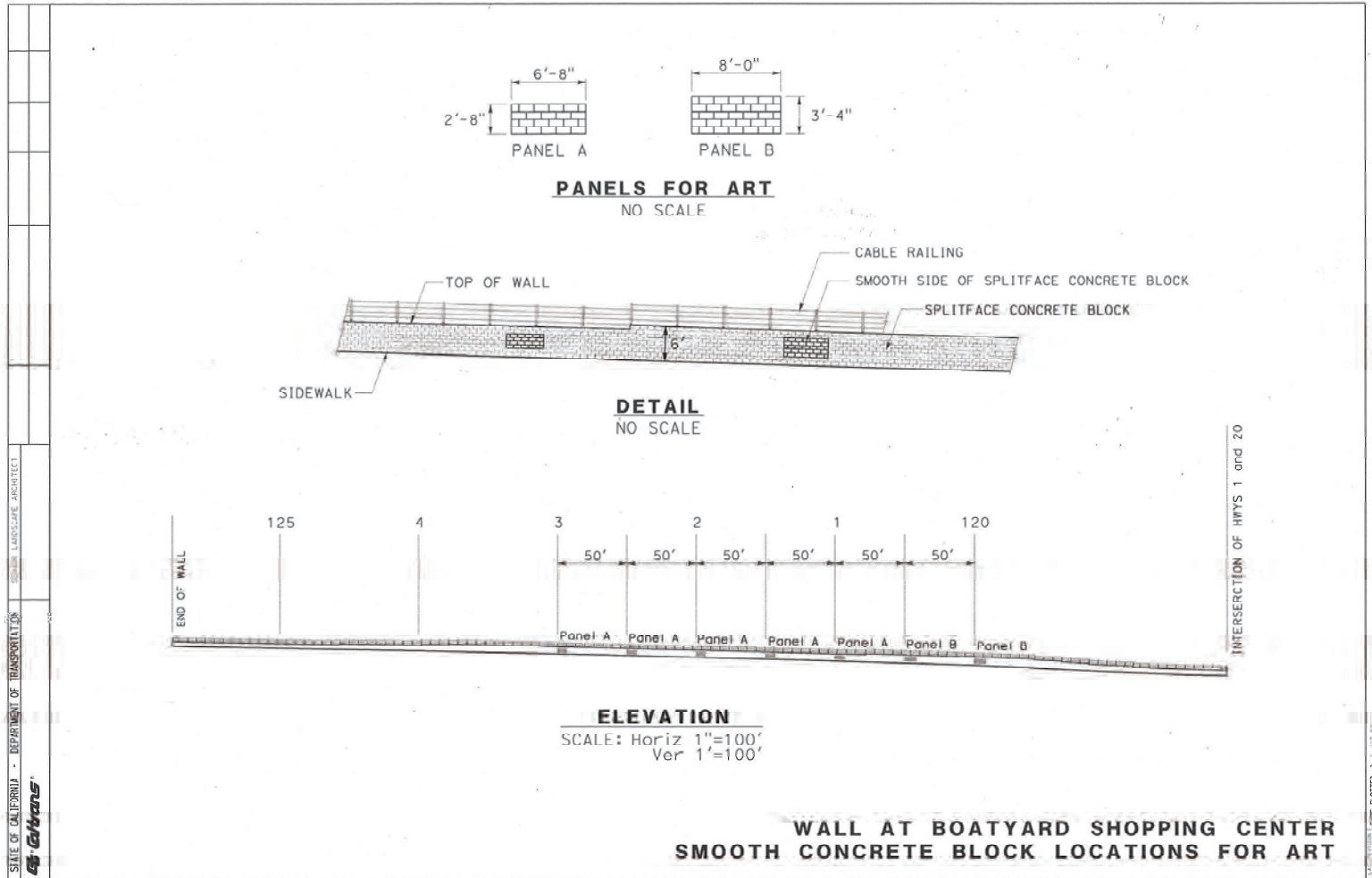
SCALE AS SHOWN

R-1

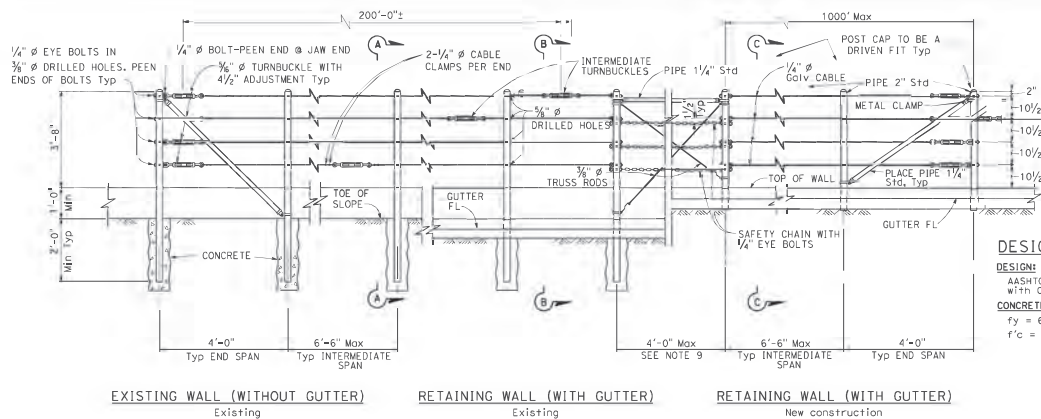








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#### DESIGN NOTES

##### DESIGN

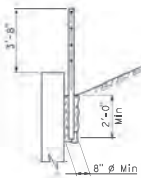
AASHTO LRFD Bridge Design Specifications 8th Edition 2017  
with California Amendments April 2019

##### CONCRETE:

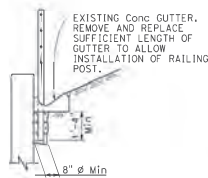
$f_y = 60$  ksi  
 $f'_c = 3.6$  ksi

#### NOTES:

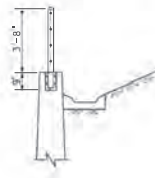
- Maximum distance between turnbuckles shall be 200'-0".
- Intermediate turnbuckles to be placed in adjacent spans.
- Cable shall not be spliced between intermediate turnbuckles and end posts.
- Posts to be vertical.
- Alignment of holes in posts may vary to conform to slope of top of retaining wall.
- The Contractor shall verify all dependent dimensions in the field before ordering or fabricating any material.
- Line posts shall be braced horizontally and trussed diagonally in both directions at intervals not to exceed 1000'.
- Post pockets to be centered in top of wall.
- Typical end spans, braced in both directions, shall be constructed at changes in line where the angle of deflection is 15° or more.
- Shall not be used for pedestrian walkways.



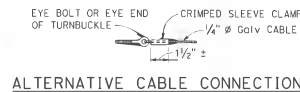
SECTION A-A  
Existing



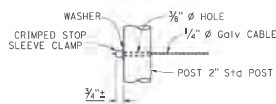
SECTION B-B  
Existing



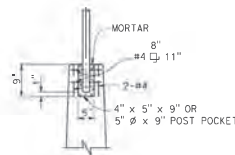
SECTION C-C  
New construction



ALTERNATIVE CABLE CONNECTION



ALTERNATIVE DEAD END ANCHORAGE



POST POCKET

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**CABLE RAILING**  
NO SCALE

RSP B11-47 DATED OCTOBER 16, 2020 SUPERSEDES STANDARD PLAN B11-47  
DATED MAY 31, 2018 - PAGE 359 OF THE STANDARD PLANS BOOK DATED 2018.

**REVISED STANDARD PLAN RSP B11-47**

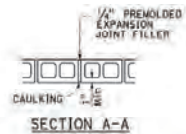
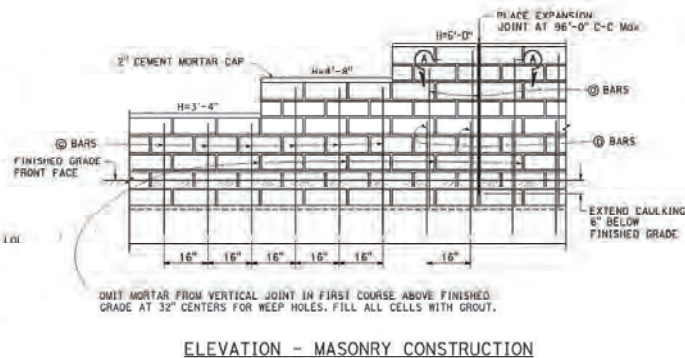
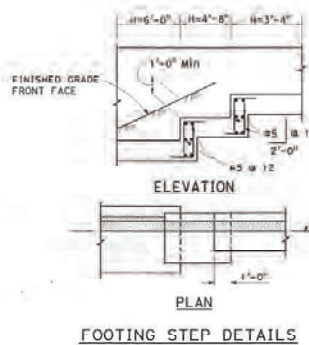
3-07-20





DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	20	R0.0	19	21

*Harry Abner*  
 CIVIL ENGINEER  
 April 20, 2012  
 PLANS CORRESPONDING TO "B"  
 NO STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ISSUED VERSIONS OF THIS PLAN SHEET.  
 TO ACCOMPANY PLANS DATED 2-19-13



STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**RETAINING WALL TYPE 6 DETAILS**  
NO SCALE

RSP B3-7C DATED APRIL 20, 2012 SUPPLEMENTS THE  
STANDARD PLANS BOOK DATED 2010.

**REVISED STANDARD PLAN RSP B3-7C**

WALL ON HWY 20 @ BOATYARD S.C.



## NOTE:

Underlined portions of botanical name indicate abbreviations used on planting plans.

## PLANT QUANTITIES

LOCATION (SHEET)	PLANT GROUP			WOOD MULCH	SOIL AMENDMENT	PACKET FERTILIZER	SLOW RELEASE FERTILIZER
	A	B	U				
	EA	EA	EA	CY	CY	EA	LBS
PP-1	39	15		1.25	0.22	69	3.38
PP-2			4	0.13	0.03	6	0.25
TOTAL	39	15	4	1.38	0.25	75	3.63

## PLANT LEGEND

PLANT GROUP (SIZE)	PLANT No.	SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY	HOLE SIZE		PLANT BASIN		APPLICATION RATE			MIN PLANTING DISTANCE FROM:	REMARKS	
						DIAMETER	DEPTH	BASIN TYPE	WOOD MULCH	PACKET FERTILIZER	SOIL AMENDMENT	SLOW-RELEASE FERTILIZER	BACK OF WALL GUTTER		
															ESTAB
A (No. 1)	1	●	BACCHARIS PILULARIS 'TWIN PEAKS'	DWARF COYOTE BRUSH	9	12	12	II	0.87	1	0.15	1	3.25	SHRUB	
	2	⊙	CEANOTHUS GLORIOSUS 'ANCHOR BAY'	ANCHOR BAY WILD LILAC	8	12	12	II	0.87	1	0.15	1	4.25	SHRUB	
	3	●	SALVIA 'HOT LIPS'	RED AND WHITE SAGE	22	12	12	II	0.87	2	0.15	1	2.0	SHRUB	
B (No. 5)	4	⊙	CEANOTHUS 'DARK STAR'	DARK STAR CEANOTHUS	3	18	18	II	0.87	2	0.2	1	3.5	SHRUB	
	5	⊙	CEANOTHUS RIGIDUS 'SNOWBALL'	WHITE WILD LILAC	12	18	18	II	0.87	2	0.2	1	3.5	SHRUB	
U (No. 15)	6	⊕	LYONOTHAMNUS FLORIBUNDUS	CATALINA IRONWOOD	4	22	24	II	1.76	3	0.35	2		TREE	

PLANT LEGEND  
PL-1

USERNAME ->  
DCN FILE -> ...W377\0112000229ek001.dgn

RELATIVE BORDER SCALE  
15 IN INCHES

0 1 2 3

UNIT 0314

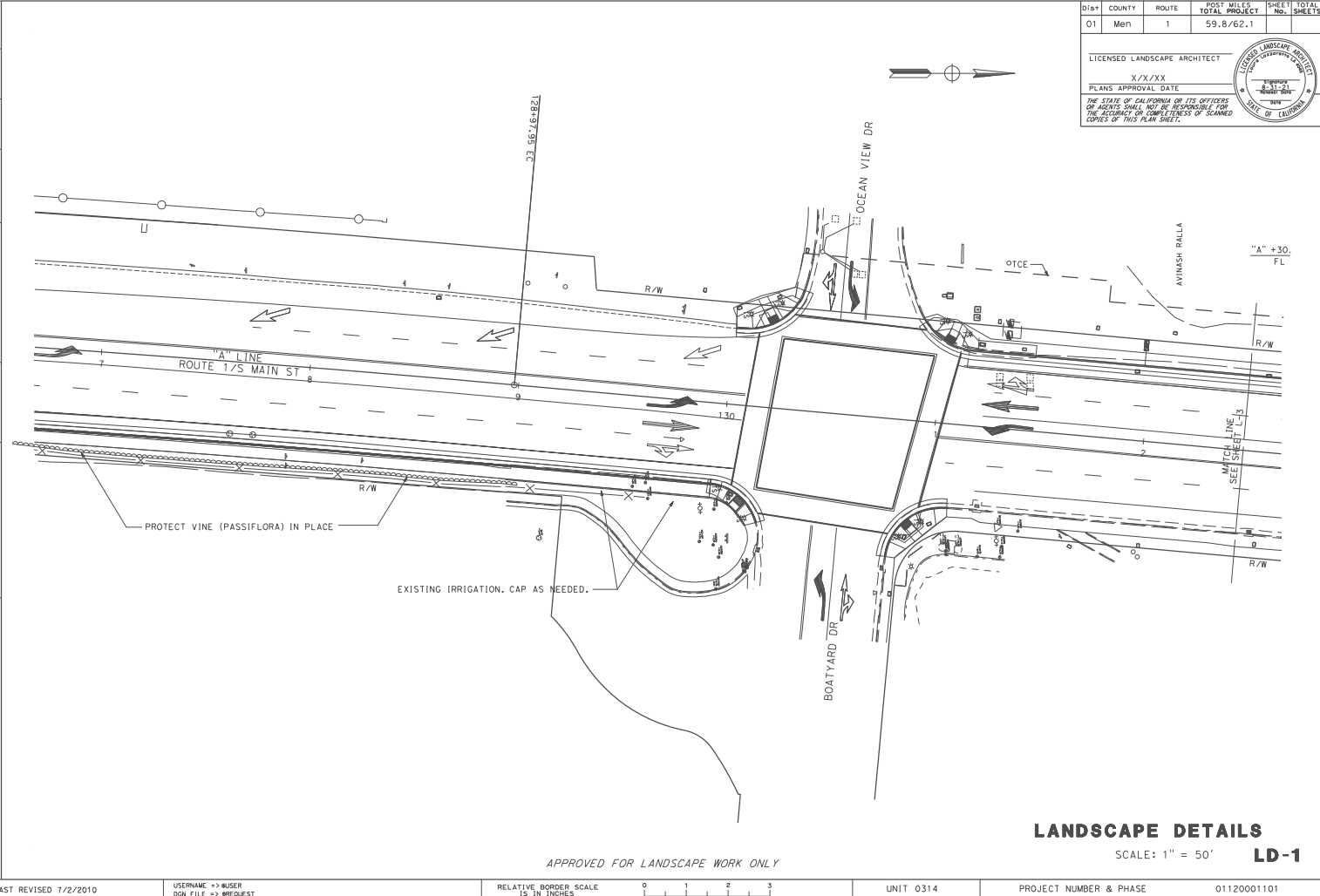
PROJECT NUMBER & PHASE

01120001101





#PROJECT	STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVIEWED BY
01-01-LANDSCAPE ARCHITECTURE	01-LANDSCAPE ARCHITECTURE	TIM BOESE	LAURA LAZZAROTTO	DATE REVISED



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	59.8/62.1		

LICENSED LANDSCAPE ARCHITECT

X/X/XX

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

STATE OF CALIFORNIA

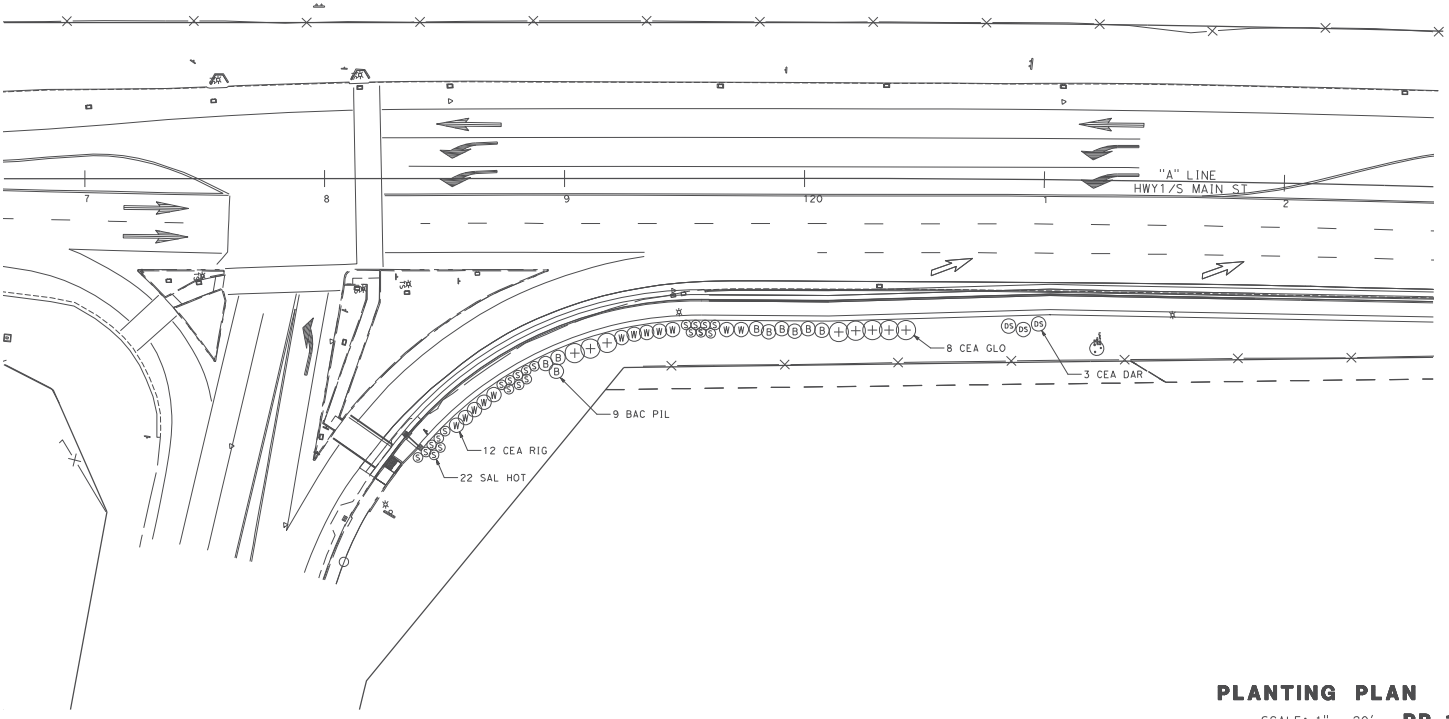


PROJECT: STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
01-LANDSCAPE ARCHITECTURE  
FUNCTIONAL SUPERVISOR: TIM BOESE  
DESIGNED BY: LAURA LAZZAROTTO  
CHECKED BY:  
REVISOR: LAURA LAZZAROTTO  
DATE REVISED:  
DATE REVISED:

NOTE:  
1. FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	59.8/62.1		

LICENSED LANDSCAPE ARCHITECT  
X/X/XX  
PLANS APPROVAL DATE:  
THE STATE OF CALIFORNIA OR ITS OFFICERS  
OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
THE ACCURACY OR COMPLETENESS OF SCANNED  
COPIES OF THIS PLAN SHEET.



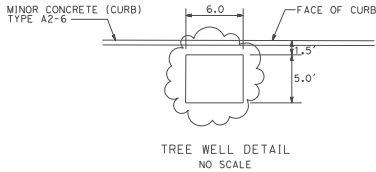
**PLANTING PLAN**  
SCALE: 1" = 20'  
**PP-1**





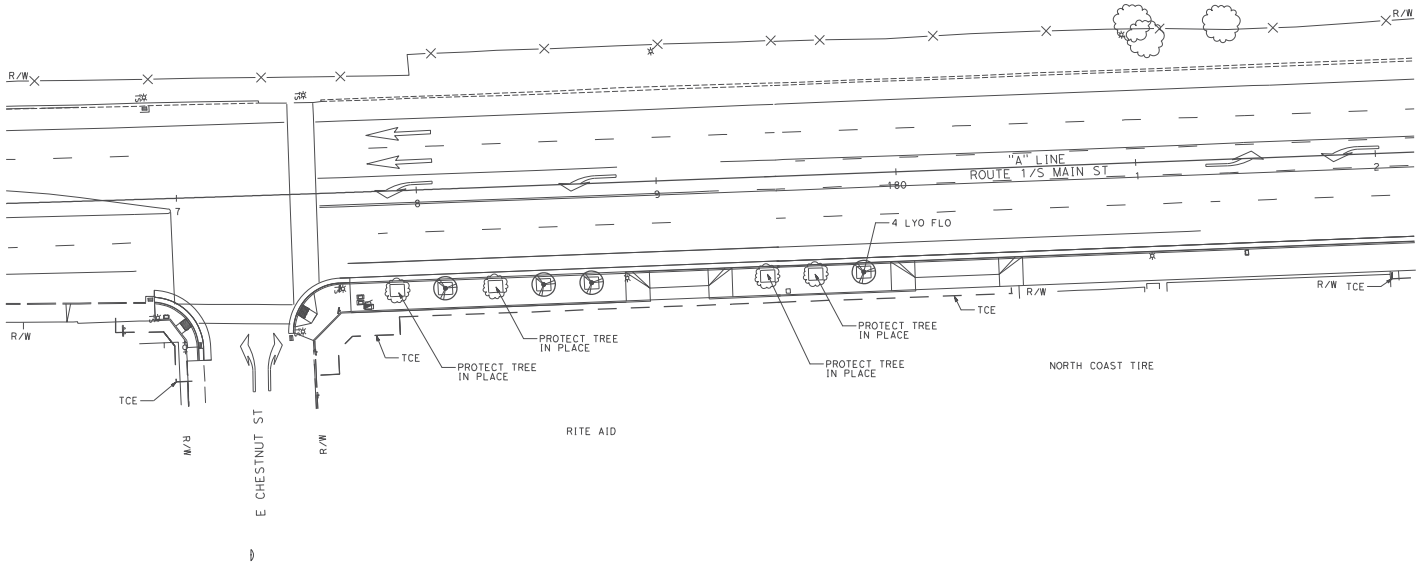
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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 LANDSCAPE ARCHITECTURE  
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 DCN FILE -> ...M377\011200010au002\_new.dgn  
 BORDER LAST REVISED 7/2/2010  
 REVISIONS  
 DESIGNED BY  
 CHECKED BY  
 PHILORA BARBASH  
 REVISOR  
 DATE  
 DATE  
 DATE

NOTE:  
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

LICENSED LANDSCAPE ARCHITECT  
 PLANS APPROVAL DATE  
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



**PLANTING PLAN**  
 SCALE : 1" = 20' **PP-2**



LAST MODIFIED DATE PLOTTED -> 8/6/2013  
 04-09-21 TIME PLOTTED -> 3:14:36 PM





NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

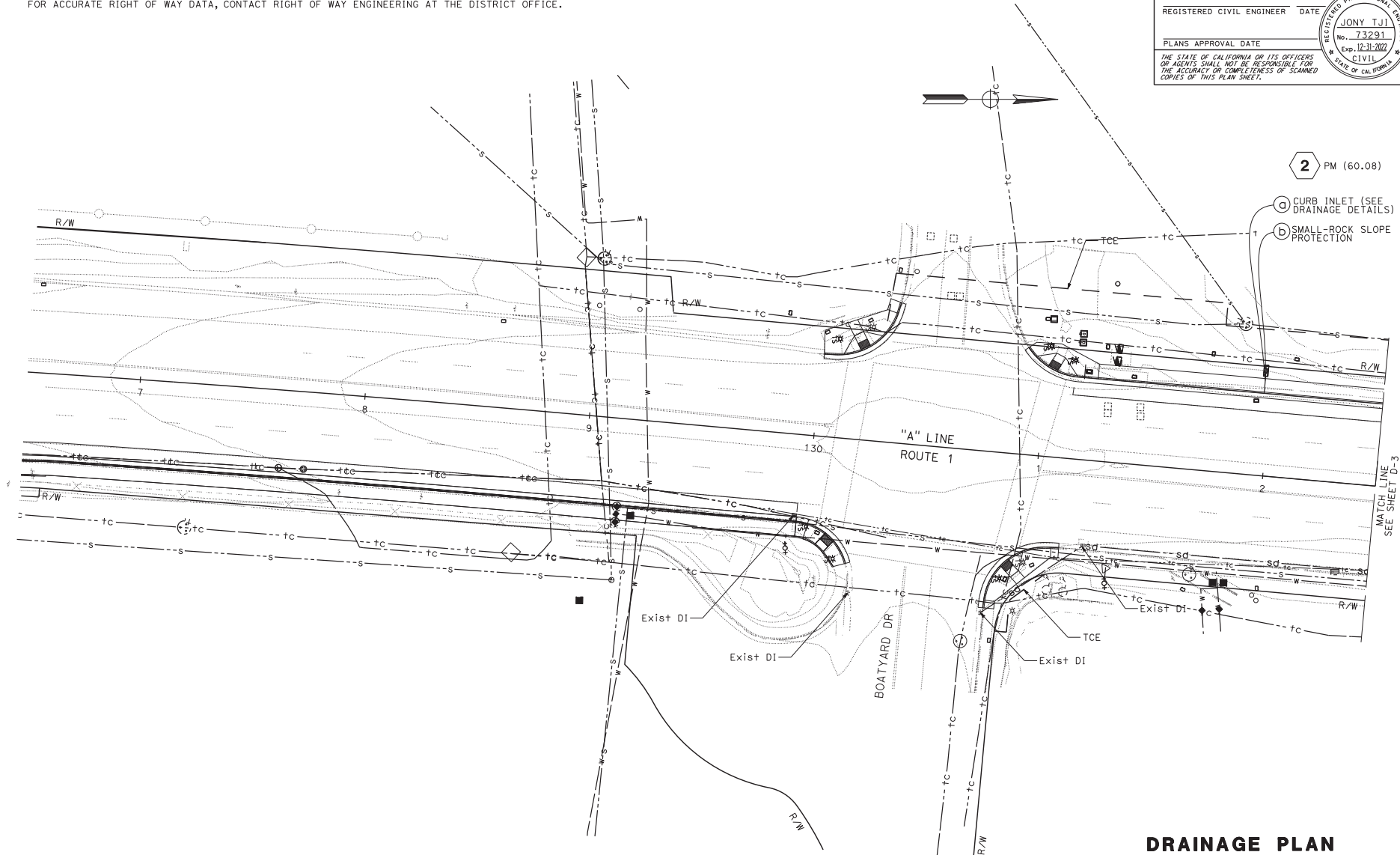
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
01	Men	1	59.8/62.1	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



APPROVED FOR DRAINAGE WORK ONLY

**DRAINAGE PLAN**

SCALE : 1" = 20'

**D-2**

BORDER LAST REVISED 7/2/2010

USERNAME => s151782  
DGN FILE => 01120001101a002.dgn

RELATIVE BORDER SCALE 15 IN INCHES

UNIT 0332

PROJECT NUMBER & PHASE

01120001101



NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

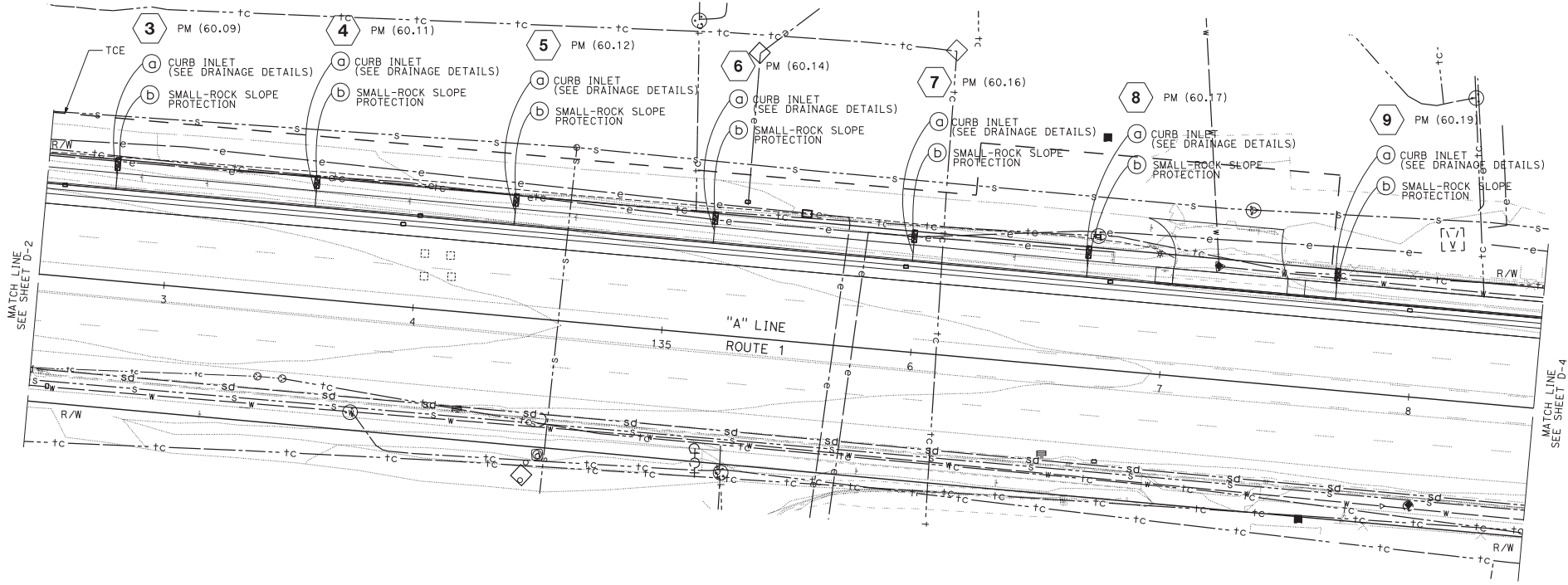
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL SHEETS
01	Men	1	59.8/62.1	

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
JONY T.J.  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



APPROVED FOR DRAINAGE WORK ONLY

## DRAINAGE PLAN

SCALE : 1" = 20'

D-3

BORDER LAST REVISED 7/2/2010

USERNAME => s151782  
DGN FILE => 01120001101a003.dgn

RELATIVE BORDER SCALE 15 IN INCHES

UNIT 0332

PROJECT NUMBER & PHASE

01120001101





NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

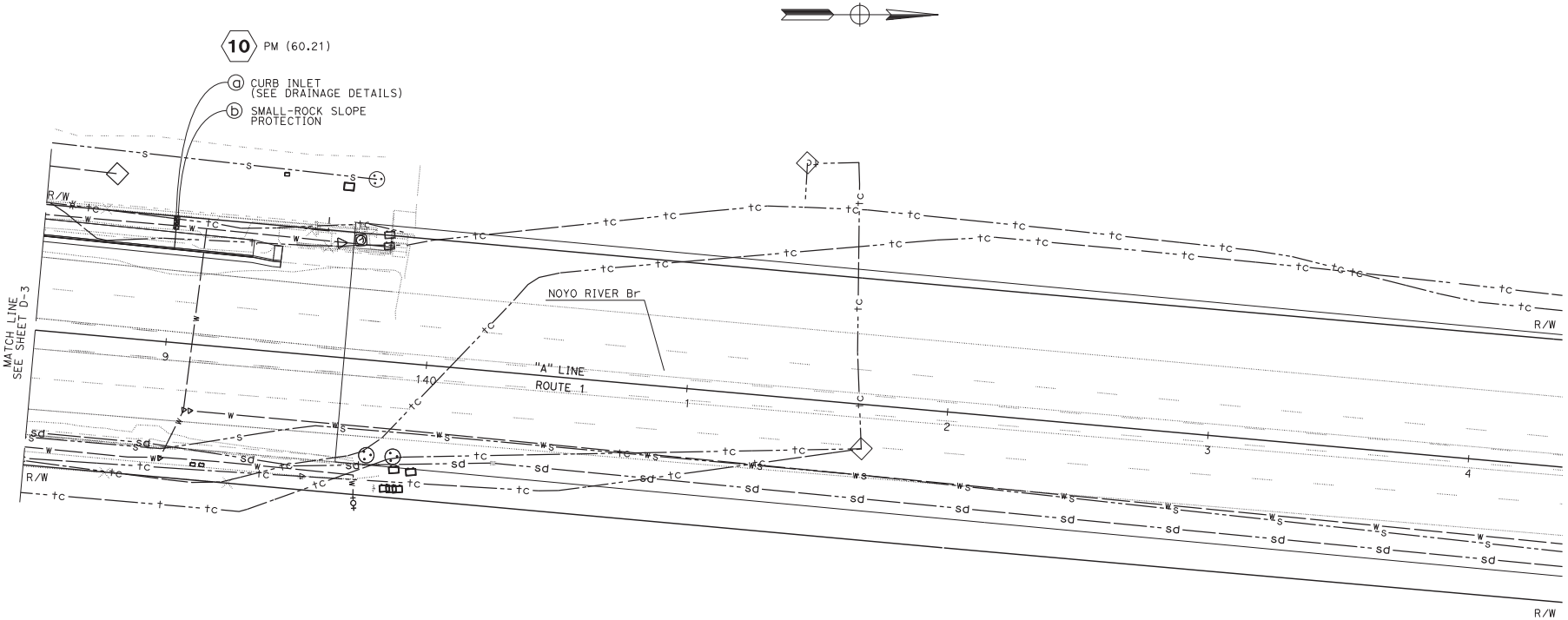
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



APPROVED FOR DRAINAGE WORK ONLY

## DRAINAGE PLAN

SCALE : 1" = 20'

D-4

BORDER LAST REVISED 7/2/2010

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DGN FILE => 01120001101a004.dgn

RELATIVE BORDER SCALE  
IS IN INCHES



UNIT 0332

PROJECT NUMBER & PHASE


01120001101

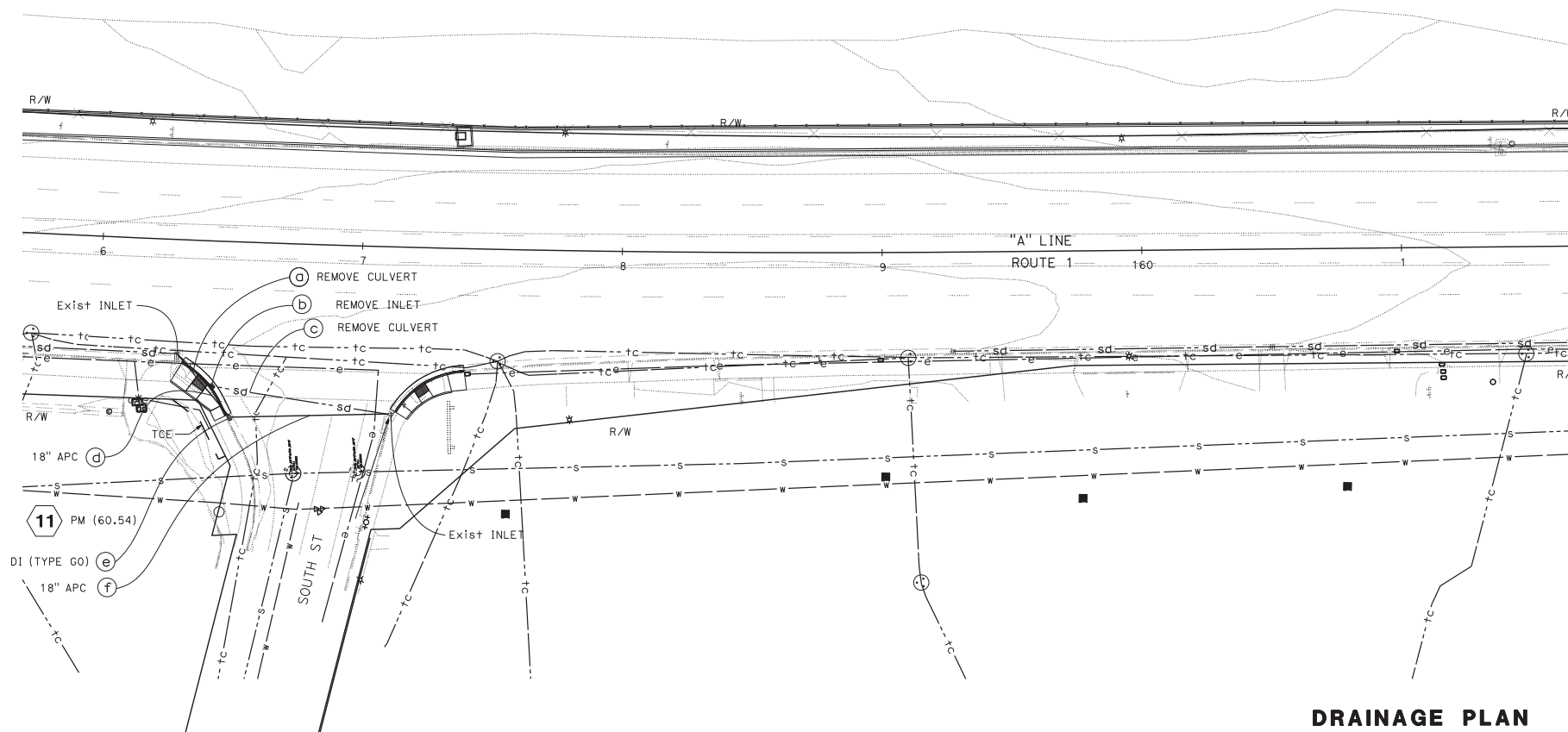


STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION <b>03-DESIGN</b>	FUNCTIONAL SUPERVISOR	CALCULATED/DESIGNED BY	REVIEWED BY	
	ELIAS KARAM	CHECKED BY	DATE REVIEWED	
			JONY TJI	

NOTE:

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEET
01	Men	1	59.8/62.1		
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PLANS APPROVAL DATE					
<p>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</p>					



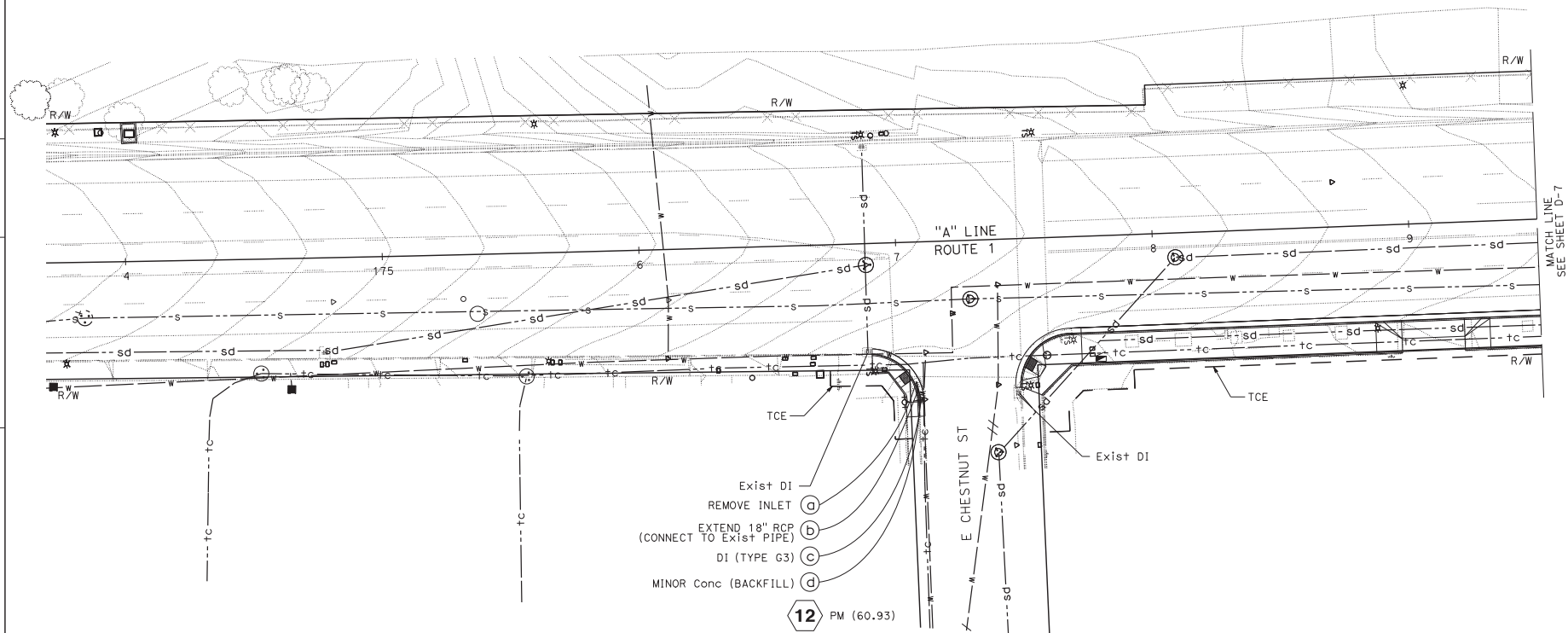
**D-5**

DATE PLOTTED => 10-MAY-2022	DATE PLOTTED => 10-MAY-2022
TIME PLOTTED => 11:57	TIME PLOTTED => 11:57



**ST. Gallans** 03-DESIGN

FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



REGISTERED CIVIL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

PLANS APPROVAL DATE \_\_\_\_\_

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JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA

MATCH LINE  
SEE SHEET D-7

SCALE : 1" = 20'

**D-6**

DATE PLOTTED => 10-MAY-2022	AST REVISION
TIME PLOTTED => 11:59	00-00-00





NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

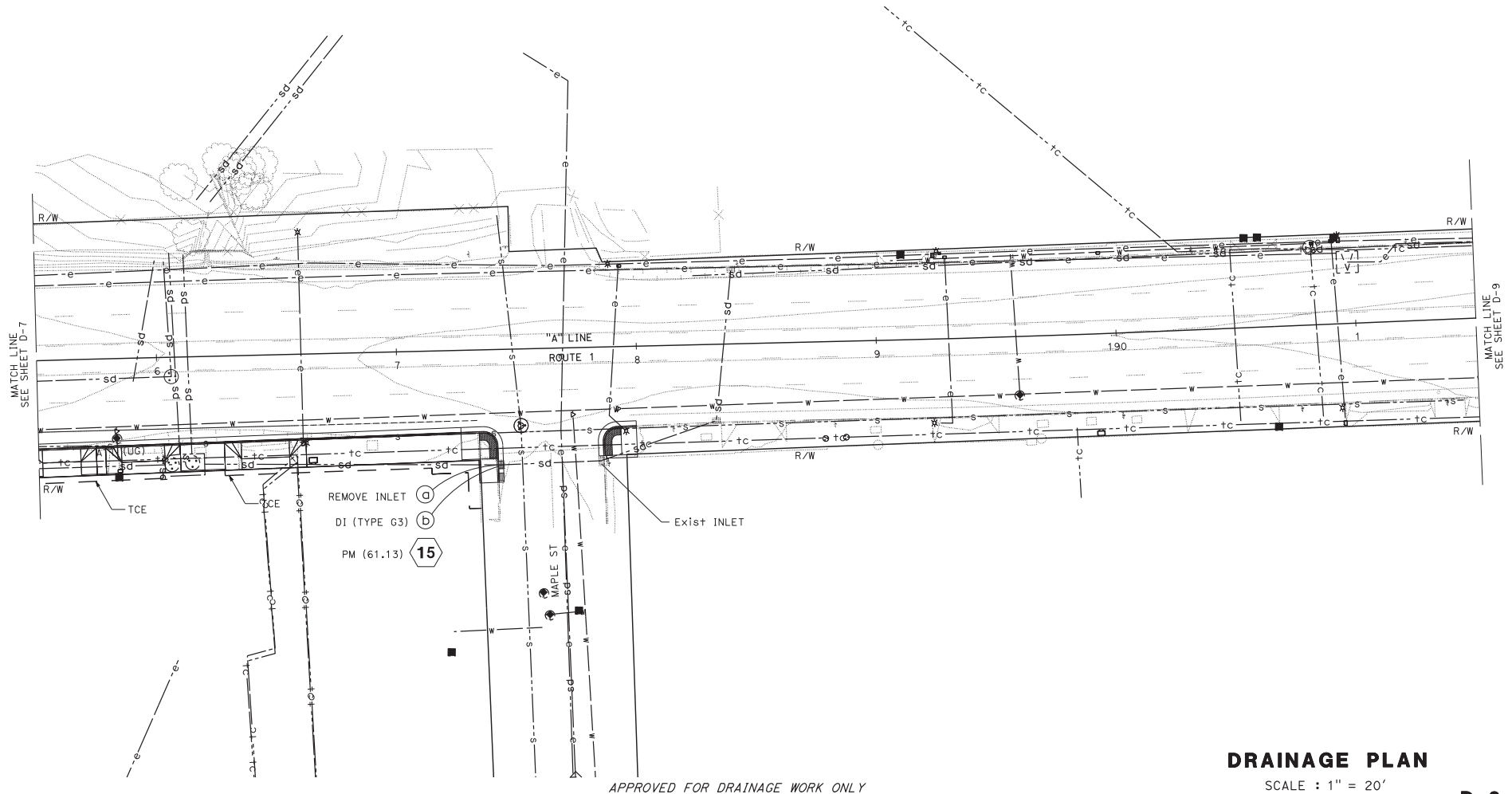
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL NO. SHEETS
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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



APPROVED FOR DRAINAGE WORK ONLY

# DRAINAGE PLAN

SCALE : 1" = 20'

D-8

BORDER LAST REVISED 7/2/2010

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RELATIVE BORDER SCALE  
IS IN INCHES

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UNIT 0332

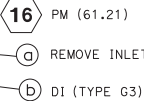
PROJECT NUMBER & PHASE

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REGISTERED PROFESSIONAL ENGINEER  
JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



D-9

DATE PLOTTED => 10-MAY-2022	
TIME PLOTTED => 12:02	

NOTE:  
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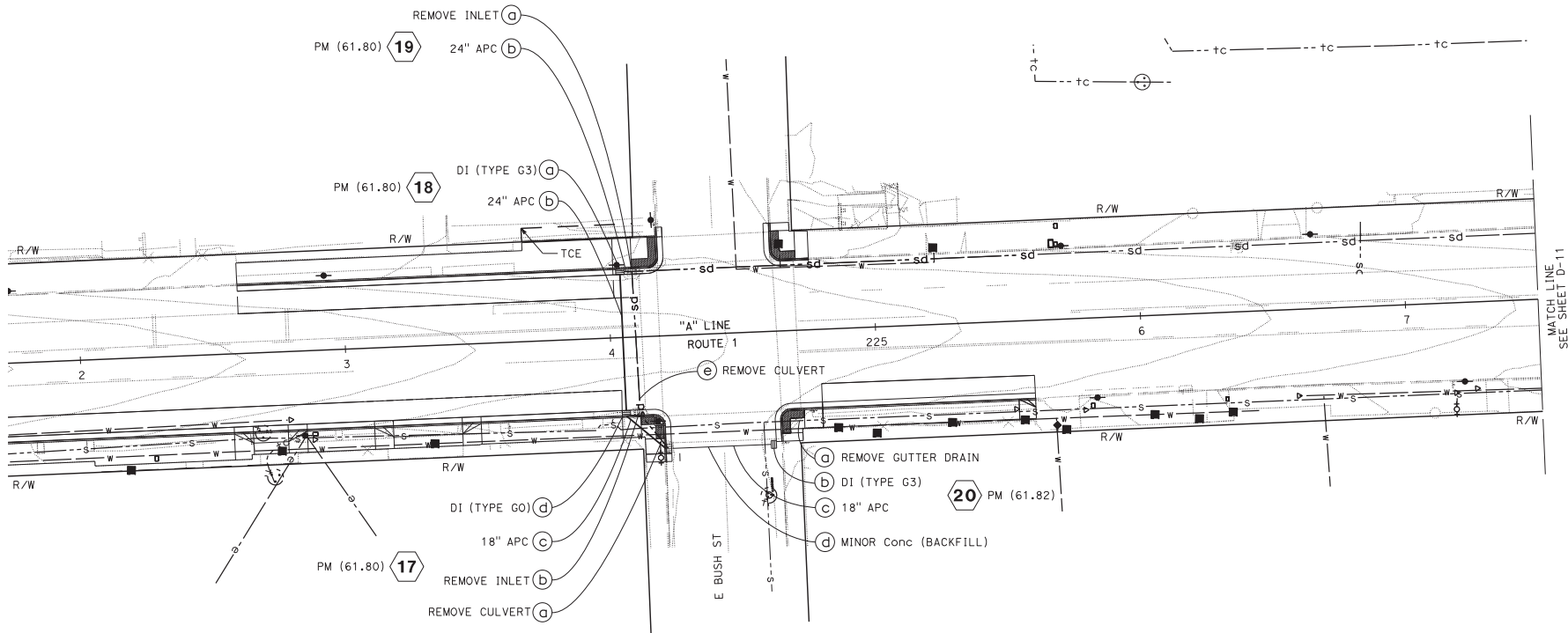
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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER  
JONY TJI  
No. 73291  
Exp. 12-31-2022  
CIVIL  
STATE OF CALIFORNIA



# DRAINAGE PLAN

SCALE : 1" = 20'

D-10

APPROVED FOR DRAINAGE WORK ONLY





SEQUENCE	ITEM	MATERIAL		APPLICATION RATE
		DESCRIPTION	TYPE	
STEP 1	COMPOST (CY)	COMPOST	FINE	135 CY/AC
STEP 2	HYDROSEED	SEED	SEED MIX	42.5 LB/AC
		FIBER	WOOD	1000 LB/AC
STEP 3	HYDROMULCH	FIBER	WOOD	1500 LB/AC
		TACKIFIER	PSYLLIUM	150 LB/AC

ITEM	MATERIAL		APPLICATION RATE
	DESCRIPTION	TYPE	
COMPOST (CY)	COMPOST	FINE	270 CY/AC

ITEM	MATERIAL		REMARKS
	DESCRIPTION	TYPE	
FIBER ROLLS	FIBER ROLL	10" TO 12" Dia	TYPE 1 INSTALLATION

BOTANICAL NAME (COMMON NAME)	PERCENT GERMINATION (MINIMUM)	POUNDS PURE LIVE SEED PER ACRE (SLOPE MEASUREMENT)
ACHILLEA MILLEFOLIUM (WHITE YARROW)	56	1
BROMUS CARINATUS VAR MARITIMUS (CALIFORNIA COASTAL BROME)	75	19
ELYMUS GLAUCUS (BLUE WILD RYE)	50	11
ESCHSCHOLZIA CALIFORNICA 'MARITIMA' (COASTAL CALIFORNIA POPPY)	45	2
FESTUCA IDAHOENSIS (IDAHO FESCUE)	45	4
FESTUCA RUBRA (RED FESCUE)	55	5
LASTHENIA CALIFORNICA (DWARF GOLDFIELDS)	15	0.5

LOCATION				DESCRIPTION	HYDROSEED	HYDROMULCH	COMPOST (CY)	FIBER ROLLS
LINE	STATION		L+ R+		SOFT	SOFT	CY	LF
"A"	118+24.61	TO 126+54.48	X	EC (TYPE 1)	3350	3350	10.4	
"A"	118+24.61	TO 120+75.00	X	FIBER ROLLS				250
"A"	126+54.48	TO 130+00.00	X	EC (TYPE 2)			3.1	
"A"	131+18.88	TO 139+37.97	X	EC (TYPE 1)	6590	6590	20.4	
			X	FIBER ROLLS				690
"A"	229+40.39	TO 230+08.13	X	EC (TYPE 1)	670	670	2.1	
			X	FIBER ROLLS				70
TOTAL					11,110	11,110	36.0	1010

**EROSION CONTROL LEGEND**  
**ECL-1**

APPROVED FOR EROSION CONTROL WORK ONLY

BORDER LAST REVISED 7/2/2010

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USERNAME => s143437
DGN FILE => 0112000110+c001.dgn

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RELATIVE BORDER SCALE  
IS IN INCHES

0	1	2
1	1	1

UNIT 0314

PROJECT NUMBER &amp; PHASE

01120001101



**NOTE:**

FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

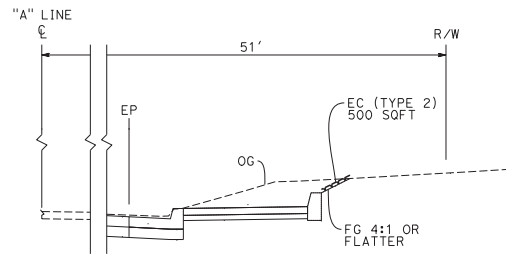
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
01	Men	1	59.8/62.1		

LICENSED LANDSCAPE ARCHITECT

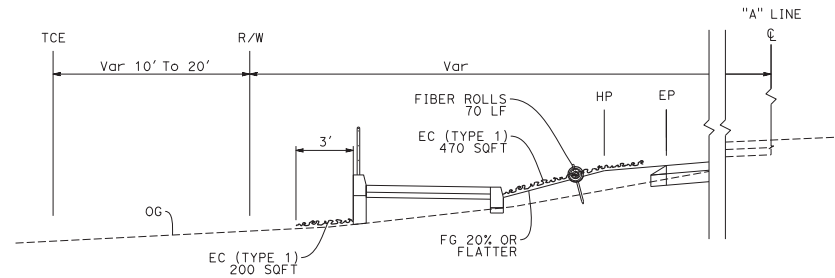
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
THE ACCURACY OR COMPLETENESS OF SCANNED  
COPIES OF THIS PLAN SHEET.

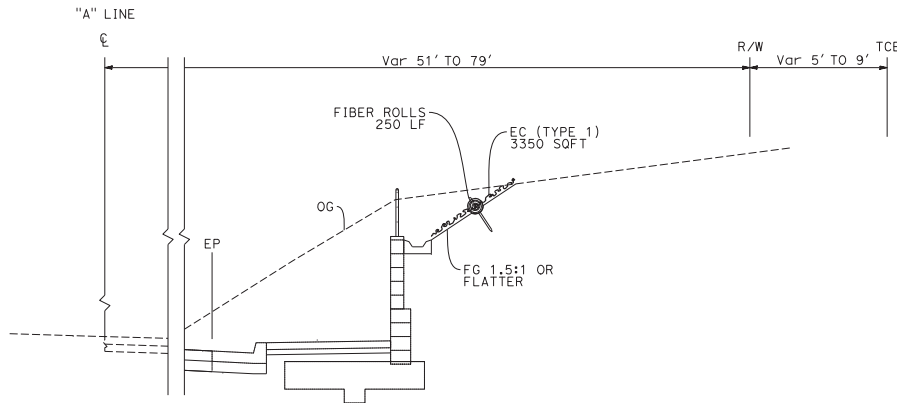
STATE OF CALIFORNIA



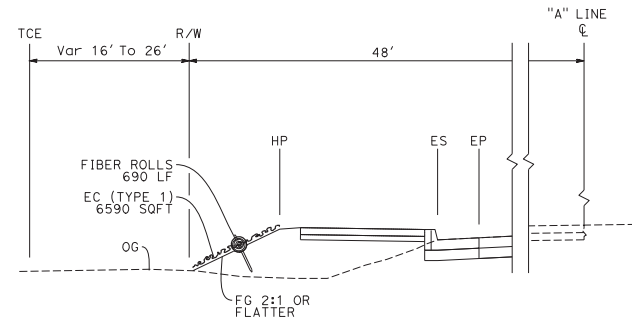
SECTION  
Sta "A" 126+54.48 TO Sta "A" 130+00.00



SECTION  
Sta "A" 229+40.39 TO Sta "A" 230+08.13



SECTION  
Sta "A" 118+24.61 TO Sta "A" 126+54.48



SECTION  
Sta "A" 131+18.88 TO Sta "A" 139+37.97

**EROSION CONTROL DETAILS  
ECD-1**

APPROVED FOR EROSION CONTROL WORK ONLY

BORDER LAST REVISED 7/2/2010

USERNAME => s143437  
DON FILE => 01J2000110FF001.dgn

RELATIVE BORDER SCALE  
IS IN INCHES



UNIT 0314

PROJECT NUMBER & PHASE

01120001101



**Coastal Commission**  
**Appeal No. A-1-FTB-23-0002**  
**Exhibit 2 - Plans**  
**Page 42 of 42**

LAST REVISION DATE PLOTTED => 9-APR-2021  
04-09-21 TIME PLOTTED => 13:08

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## APPELLANTS

**IMPORTANT.**ÄXL TMAJ TZÄTRUCYKÄGSJÄMR OÄYÄGUKGÄLT MÄYGAUKGÄITGXYSQ  
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**A**

**Note regarding emailed appeals.** -> @GXXKASTYKXKXNBOAGUUBAGVCKKUYKX  
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 $\bar{A}$ 



## Appeal of local CDP decision

### Page 2

#### 1. Appellant information<sup>1</sup>

Name: Jacob Patterson

Mailing address: PO Box 2814, Fort Bragg, CA 95437

Phone number: 707-964-2417

Email address: jacob@lawjrp.com; jacob.patterson.esq@gmail.com

How did you participate in the local CDP application and decision-making process?

☐ Did not participate    ☒ Submitted comment    ☒ Testified at hearing    ☐ Other

Describe: Written and oral comments during local entitlement review.

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If you did *not* participate in the local CDP application and decision-making process, please identify why you should be allowed to appeal anyway (e.g., if you did not participate because you were not properly noticed).

Describe: 

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Please identify how you exhausted all LCP CDP appeal processes or otherwise identify why you should be allowed to appeal (e.g., if the local government did not follow proper CDP notice and hearing procedures, or it charges a fee for local appellate CDP processes).

Describe: The City of Fort Bragg charges \$1000 to file a local appeal  
to the City Council. In addition, there were significant notice  
defects, including participants not receiving the notice of  
appealable local permits from the Coastal Commission.

<sup>1</sup> If there are multiple appellants, each appellant must provide their own contact and participation information. Please attach additional sheets as necessary.



## Appeal of local CDP decision

Page 2

### 1. Appellant information:

Name: Annemarie Weibel  
Mailing address: P.O. Box 566, Albion, CA 95410  
Phone number: 707-937-5575  
Email address: aweibel@mcn.org

How did you participate in the local CDP application and decision-making process?

☐ Did not participate    ☒ Submitted comment    ☒ Testified at hearing    ☐ Other

Describe: Written and oral comments during local entitlement review.

If you did *not* participate in the local CDP application and decision-making process, please identify why you should be allowed to appeal anyway (e.g., if you did not participate because you were not properly noticed).

Describe: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please identify how you exhausted all LCP CDP appeal processes or otherwise identify why you should be allowed to appeal (e.g., if the local government did not follow proper CDP notice and hearing procedures, or it charges a fee for local appellate CDP processes).

Describe: The City of Fort Bragg charges \$1000 to file a local appeal  
to the City Council. In addition, there were significant notice  
defects, including participants not receiving the notice of  
appealable local permits from the Coastal Commission.

If there are multiple appellants, each appellant must provide their own contact and participation information. Please attach additional sheets as necessary.



## Appeal of local CDP decision

### Page 3

#### 2. Local CDP decision being appealed<sup>2</sup>

Local government name: City of Fort Bragg

Local government approval body: Planning Commission

Local government CDP application number: CDP 6-22

Local government CDP decision: ☒ CDP approval ☐ CDP denial<sup>3</sup>

Date of local government CDP decision: 12/14/2022

Please identify the location and description of the development that was approved or denied by the local government.

Describe: Post Miles 59.80 to 60.10 in the City of Fort Bragg of State  
Route No. 1 (aka Main Street or Highway One) within the  
Caltrans right-of-way. The project involves improvements  
and new infrastructure to address ADA accessibility issues  
and deficiencies. The current SR1 r.o.w. includes missing  
sidewalk segments that limit access to the City's coastal  
trail and park that provide coastal access to community  
members and visitors.

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<sup>2</sup> Attach additional sheets as necessary to fully describe the local government CDP decision, including a description of the development that was the subject of the CDP application and decision.

<sup>3</sup> Very few local CDP denials are appealable, and those that are also require submittal of an appeal fee. Please see the [appeal information sheet](#) for more information.





## Appeal of local CDP decision

### Page 4

#### 3. Applicant information

Applicant name(s):	California Department of Transportation -- District One
	1656 Union Street
Applicant Address:	Eureka, CA 95501

#### 4. Grounds for this appeal<sup>4</sup>

For appeals of a CDP approval, grounds for appeal are limited to allegations that the approved development does not conform to the LCP or to Coastal Act public access provisions. For appeals of a CDP denial, grounds for appeal are limited to allegations that the development conforms to the LCP and to Coastal Act public access provisions. Please clearly identify the ways in which the development meets or doesn't meet, as applicable, the LCP and Coastal Act provisions, with citations to specific provisions as much as possible. Appellants are encouraged to be concise, and to arrange their appeals by topic area and by individual policies.

Describe: The project is inconsistent with the certified LCP for the City of Fort Bragg and the public access provisions of the Coastal Act because the application did not include sufficient new or altered infrastructure to provide fully-accessible sidewalks on both sides of SR1 and a connection to the City's Coastal Trail and park (e.g., near the intersection of Cypress Street and SR1). The LCP has applicable policies and code sections that the application was incompatible with and no special conditions were added to the project approval to bring the project into compliance with the policies/code sections. The individual policies and sections are identified and addressed in the written comments for the meetings, which are incorporated herein by reference.

(See Attachment 1 for the more specific grounds of appeal that are incorporated by reference.)

<sup>4</sup> Attach additional sheets as necessary to fully describe the grounds for appeal.



## Appeal of local CDP decision

Page 5

### 5. Identification of interested persons

On a separate page, please provide the names and contact information (i.e., mailing and email addresses) of all persons whom you know to be interested in the local CDP decision and/or the approved or denied development (e.g., other persons who participated in the local CDP application and decision making process, etc.), and check this box to acknowledge that you have done so.



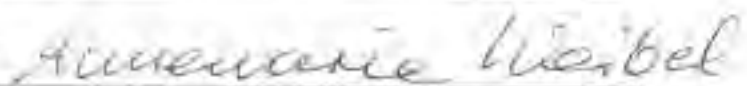
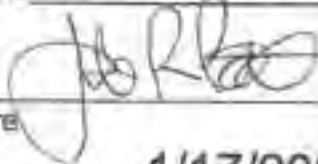
Interested persons identified and provided on a separate attached sheet

### 6. Appellant certifications

I attest that to the best of my knowledge, all information and facts in this appeal are correct and complete.

Print name Jacob Patterson and Annemarie Weibel

Signature



Date of Signature 1/17/2023

### 7. Representative authorization

While not required, you may identify others to represent you in the appeal process. If you do, they must have the power to bind you in all matters concerning the appeal. To do so, please complete the representative authorization form below and check this box to acknowledge that you have done so.



I have authorized a representative, and I have provided authorization for them on the representative authorization form attached.

§ If there are multiple appellants, each appellant must provide their own certification. Please attach additional sheets as necessary.

§ If there are multiple appellants, each appellant must provide their own representative authorization form to identify others who represent them. Please attach additional sheets as necessary.



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may lead to denial of an application or rejection of an appeal"AA

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## CDP 6-22 DR 18-22 Caltrans ADA project

To planning commissioners, city manager, and city staff,

This is a request to postpone this project and discuss at the next planning commission meeting. I know we might soon have new planning commissioners, but to have this controversial project happening right now does not allow the public, nor the commissioner enough time to study it. As this project was filed on 6-17-2022 I see no reason why this had to be crammed in before Thanksgiving with such little notice to the public and the commissioners.

Only commissioners Roberts, Miklose, and Logan were considering the previous Caltrans ADA project on 4-14-2021. This project was appealed to City Council by the Albion Bridge Stewards, Annemarie Weibel, Gabriel Quinn Maroney and Tiffany Ferris. Caltrans withdrew their application on 5-12-2021.

The previous application information about this project just like this one was not posted on the city's web page for ACTIVE PLANNING REPORTS AND STUDIES and the previous information did not allow commissioners to consider it in a timely manner so the proposal ended up being discussed on 4-14-2021 and not on 3-24-2021. For the ones that are new on the planning commission you might like to look at the 167 pages of public comments and photos that were submitted for this meeting. You might also like to review the appeals of the previous project. Here again we receive information in the last minute immediately after a holiday with insufficient time given to commissioners, as well as the public to study the project.

When I found out that this project will be addressed by the planning commission I contacted Sarah McCormick, Assistant City Manager/Community Development Director on 11-17-2022 asking for more information. As a result June Lemos, City Clerk, posted some of the attachments/studies on the City's Public Record's Request link on 11-18-2022. Heather Gurewitz realized that one of the attachments (Attachment 9 Initial Site Assessment) was not included and she sent it to me in an e-mail. I asked for it to be included in my Public Record's Request. As of today that has not happened yet. Heather Gurewitz also informed me that as this is a Special Meeting the city is not required to post the agenda earlier than 24 hours in advance. Written comments should be submitted at least 24 hours in advance of the meeting to maybe have a chance to be included in the agenda. How is someone supposed to write comments before seeing the staff report? I was ready to ask city staff many questions, but chose to wait until the staff report would be available. It used to be that written comments would be included even after the fact as long as the city received them before the beginning of the meeting. The minutes only list who spoke during a meeting, not who sent written information. I left a phone message with the city manager yesterday, hoping to postpone this meeting, but have not heard back yet.

As one of the appellants of the past ADA project I did also get an invitation to the public hearing on 11-18-2022 scheduled for 11-30-2022. I found out that do to the holiday City Hall would only be open on 2 days (11-21-2022 and 11-22-2022) this week.

Dealing with a project within the coastal zone within 12 days during Thanksgiving holidays is not what the PUBLIC RESOURCES CODE was designed to protect. The PUBLIC RESOURCES CODE—DIVISION 20 of the CALIFORNIA COASTAL ACT was designed to protect the “widest opportunity for public participation.” According to Section 65033 of the State Planning, Zoning, and Development Law (Government Code) the Legislature recognizes the importance of public participation at every level of the planning process. It is therefore the policy of the state and the intent of the Legislature that each state, regional, and local agency concerned in the planning process involve the public through public hearings, informative meetings, publicity and other means available to them, and that at such hearings and other public forums, the public be afforded the opportunity to respond to clearly defined



alternative objectives, policies, and actions.

The CEQA Guidelines, at Title 14, California Code of Regulations Section 15201 about PUBLIC PARTICIPATION, or any of the CEQA (Public Resources Code section 21000 and after) contain many specific provisions about required notice of environmental documents, and opportunities for public comments on them relating to the a project proposal. Each public agency should include provisions in its CEQA procedures for wide public involvement, formal and informal, consistent with its existing activities and procedures, in order to receive and evaluate public reactions to environmental issues related to the agency's activities.

A CEQA review is necessary for this project as there will be new retaining walls, new sidewalk segments, installation of driveways, new curb lines, new drainage inlets, a new drainage system, and new culverts. In addition, widening the street is also new work. Unlike some of the other proposed work, these proposed facilities are entirely new and do not constitute existing facilities covered by the Class 1 categorical exemption. Sec. 15300.2(d): Scenic Highways: A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to a highway officially designated as a state scenic highway. Under the Scenic Highways Element of the County's General Plan many visual elements are considered scenic resources.

None of the exceptions to application of an exemption contained in Section 15300.2 of the CEQA Guidelines apply to the project, as described here. Sec. 15300.2(b): Cumulative Impact: All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The cumulative impact is huge considering that Caltrans and the City have projects in mind that can easily take up to 5 years (also depending on money) in just Fort Bragg alone, and 20 within Gualala and Westport.

The new retaining wall at Hwy 1 and 20 also presents concerns about potentially significant impacts in a variety of areas including, but not limited to aesthetic impacts to the Southern Gateway that need to be mitigated to reduce their significance. This project would damage a scenic resource. It does not matter if the retaining walls get additional artistic touches. The work is based on a 2011 subsurface investigation.

The appellants indicated in their appeals (Albion Bridge Stewards 13 pages, Annemarie Weibel 8pages, and Tiffany Ferris on behalf of her daughter Lilli Varels who uses a wheel chair 2 pages) that the planning commission altogether failed to analyze the project as a whole, or just this one Caltrans piece, for cumulative impacts on the environment, in substantive and procedural violation of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the Coastal General Plan, and CLUDC & 17.71.045.D.2. As Caltrans will need state & federal money they have to abide by their regulations. Also the project information was incomplete, inaccurate, lacked clarity, and was inconsistent with specific mandatory standards of the Local Coastal Plan, the Coastal Act (especially the public access and recreation policies), and ADA standards. The commission did not have a full project description, or the required analysis/findings and environmental documents before it to make a decision. Commissioners, city staff, and Caltrans have admitted on the record to piecemealing the project, and that it raised cumulative impact issues. Staff and commissioners recommended speculative future mitigations also in relation to visual quality. Caltrans wants us to believe that the project got somewhat curtailed. I think the contrary is true. There are many issues that need to be looked at thoroughly before this project can be approved.





The scope of work considered now changes to 1,900 linear ft. of sidewalk reconstruction (versus 1,384 linear ft. beforehand), and 2,300 linear ft. of new sidewalk (versus 1,100 linear ft. beforehand). One of the retaining walls (wall # 1) would now be 780 ft. long (compared to 741 in the earlier proposal). Retaining wall (wall # 2) would now be 128 ft. long. The cable railing that would be installed on top of the retaining walls is has a serious visual affect not discussed in the provided documents. Also no vegetation plan is included. The information from the Fish & Wildlife Service has to be updated every 90 days. That was due in August. Instead of no work being performed in the Central Business District the area next to the former GP mill will not be addressed. I will mention more issues in future comments. It seems to me these decisions have more to do with money than ADA, or environmental issues.

On 5-12-2021 the planning commission held a Public Scoping Session for State Transportation Improvement Project (STIP) to Upgrade a Section of State Route (SR) 1. Since then we have not heard anything about this project. I submitted comments about this project. This is a \$3 million project. It is extremely important that this does not become a piecemealed project, but will be looked at holistically as 1 project regardless who finances what (Caltrans, STIP, MCOG, the City, or other entities and would include what Caltrans wants to do now.

By not allowing the public and the commissioners enough time to consider the documents provided in the last minute you might risk to have this project appealed again. Unfortunately the discussion on the 5-10-2021 city council meeting to look at the \$1,000 fee for an appeal which was brought to the attention of the city council ended up with a motion to waive the fees, but failed for lack of a second. It has never been brought up again and needs to be brought up again.

Please postpone this project and discuss at the next planning commission meeting

Thanks, Annemarie Weibel

11-23-2022



RECEIVED

APR 26 2021

CITY OF FORT BRAGG  
CITY CLERK

FOR CITY USE ONLY:

File # 387-21/B

Date Filed: 4.26.2021

Received by: Jemos

APPEAL OF PLANNING COMMISSION DECISION

APPELLANT(S): Albion Bridge Stewards, Annemarie Weibel, <sup>Gabriel</sup> Martin Maroney

MAILING ADDRESS: P.O. Box 566

CITY: Albion

STATE & ZIP CODE: CA 95410

TELEPHONE #: 707-938-5575

FAX #: 707-339-8335

Describe the action being appealed and state the reasons for the appeal.  
(You may attach a letter or other exhibits to describe or justify this appeal.)

Appeal of CDP 3-20  
see attached

APPELLANT(S) SIGNATURE: Annemarie Weibel

DATE: 4-26-2021

DATE: 04/26/21

FOR CITY USE ONLY:

Fee Paid \$1,000.00 \$1,000.00 (#110-0000-3998)

Receipt # 00431510

Date: 4.26.2021

Notice of Public Hearing:

Mailed ( ) Date: \_\_\_\_\_

Published ( ) Date: \_\_\_\_\_

Posted ( ) Date: \_\_\_\_\_

CITY COUNCIL ACTION:

DATE: \_\_\_\_\_

Approve: \_\_\_\_\_

Deny: \_\_\_\_\_

Table: \_\_\_\_\_ Until: \_\_\_\_\_

Receive & File: \_\_\_\_\_



## Appeal of Planning Commission's approval of Caltrans' Coastal Development Permit 3-20

Dear City Council members,

Based on the **general findings #1** the proposed project is **inconsistent** with the purpose and intent of the zoning district, as well as all other provisions of the Coastal General Plan, Coastal Land Use and Development Code (CLUDC) and the Fort Bragg Municipal Code in general. Findings of CLUDC section 17.71.045 have not been made. CLUDC section 17.71.045.J.1.b requires, as the here relevant predicate to the Planning Commission's decision becoming final, that "All required findings have been adopted, including specific factual findings supporting the legal conclusions that the proposed development is or is not in compliance with the certified Local Coastal Program and, where applicable, with the public access and recreation policies of Chapter 3 of the Coastal Act".

The Planning Commission by approving this permit did not consider that in order to approve it they needed to analyze whether the project complies with ALL the mandatory standards of the Coastal General Plan, Coastal Land Use and Development Code (CLUDC) and the Fort Bragg Municipal Code, not just the one's that were offered to them. A local decision on an application for a development shall not be deemed complete until (1) the local decision on the application has been made and all required findings have been adopted, including specific factual findings supporting the legal conclusions that the proposed development is or is not in conformity with the certified local coastal program and, where applicable, with the public access and recreation policies of Chapter 3 of the Coastal Act. CLUDC section 17.71.045.I.2 requires the Planning Commission to adopt 16 specific written findings in order to be able to approve an application for a City Coastal Development Permit. CLUDC section 17.71.045.I.2.c requires that "feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment."

**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**

Based on the **general findings #3** the proposed project's site is **NOT physically suitable** in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, storm drainage, treatment, and disposal of storm drainage, etc.), to ensure that the type, density, and intensity of use being proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located.

Even though Ms. Ranu Aggarwal, the Senior Planner from the M-Group, assured everyone that there would be no problem for the ambulance, the fire department and the sheriff to quickly get to where they need to go while Caltrans is doing construction. We very much doubt that, as doing this project in the middle of tourist season will be very hard. With a minimum of 4 and a half months of construction during the height of the tourist season it is not possible to make sure that there will be a smooth flow of traffic and minimal disruption for the





public. Neither will it be easy for the fire department, the sheriff and ambulances to quickly get around the construction sites. Ukiah has been under construction for 1 year and vendors are ready to close down their business especially after what they went through with Covid.

Pursuant to ADA, the project does not propose improvements as there are not continuous sidewalks, and no sidewalks on both sides of Hwy1. People in wheelchairs/power wheelchairs can not reach buttons to independently and safely cross the streets. The proposed work would jeopardize and constitute a hazard to the public interest, health, safety, convenience, and welfare, and be injurious to the persons, property, and uses in the vicinity.

The Caltrans "ADA" Project regrettably is a piecemeal project that Caltrans has presented in its incomplete project plans to the City. It does not provide continuous, clearly ADA-consistent, sidewalks (e.g., slopes, surface textures and contrast, defined platform boarding edges) along, associated ramps (slopes, counter slopes, flared sides in relation to parking spaces and travel lanes), and pedestrian crossings of Highway 1/Main Street, and on that basis is incomplete, and on its face inconsistent with the mandatory ADA requirements. The City Council needs to require Caltrans to present a project description that specifically (a) describes the project as a whole, and (b) does so with specifically identified compliance with all germane ADA requirements.

**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**

Based on the **general findings #4** in regards to the California Environmental Quality Act (CEQA), including CEQA Guidelines & NEPA this project is NOT exempt under Section 15301 – existing facilities (Class 1). What is proposed is **not negligible** and there will be an expansion of existing or former use. The project involves new work that by no means is negligible and would be an expansion of use.

A CEQA review is necessary for this project as there will be new retaining walls, new sidewalk segments near the Boatyard Center, and new sidewalk segments near the Century 21 building between Spruce and Elm Streets, installation of driveways, new curb lines, new drainage inlets, a new drainage system, and new culverts. In addition, widening the street is also new work. Unlike some of the other proposed work, these proposed facilities are entirely new and do not constitute existing facilities covered by the Class 1 categorical exemption.

The new retaining walls also present concerns about potentially significant impacts in a variety of areas including, but not limited to **aesthetic impacts** to the Southern Gateway that need to be mitigated to reduce their significance. This project would damage a scenic resource. It does not matter if the retaining walls get additional artistic touches. Ecotourists come here to be surrounded by nature and not be greeted by huge retaining walls. According to the Summary Report there will be a 4ft. tall cable railing at both locations above the retaining walls. This was not discussed at the hearing and also not explained in the paperwork. Cable railings, or wire rope railings are safety rails that use horizontal or vertical cables in place of spindles, glass and mesh for infill. This creates a negative visual impact and it is not mentioned in the visual impact assessment. It only mentioned the vegetation



removal of planters on both sides of the Hwy., removal of a hedge and some ornamental planting. It does not evaluate the true impact of the proposed project.

Sec. 15300.2(d): **Scenic Highways:** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to a highway officially designated as a state scenic highway. Under the Scenic Highways Element of the County's General Plan many visual elements are considered scenic resources. The State Clearinghouse was only informed of 1 retaining wall, not 3. Nowhere is a reference of the visual impact of the widened highway (7-14 ft.).

The inaccurate, incomplete, internally inconsistent, and standards of review-inconsistent project component descriptions and pseudo-environmental analysis make it hard for anyone to know including the City, the Commissioners, Caltrans and the Senior Planner from the M-Group what actually is proposed.

As such, the applicant's and consultant's recommendation that the City can rely on a Class 1 categorical exemption for this entire project is misplaced and the City needs to do an Environmental Impact Report (EIR) & EIS focusing on the potentially significant impacts of the proposed work that constitutes new, rather than existing facilities.

Several staff members kept referring to an environmental document. We agree there should be one.

There would be significant cumulative effects caused by this project and any future projects of the same type in the same place.

The adopted resolution, lists that this project is Categorically Exempt from CEQA as it involves improvements to an existing Hwy. that does not create additional automobile lanes. It does not matter that no traffic lanes are added, as it can not be exempt.

The proposed work would not result in an improvement.

Additionally, none of the exceptions to application of an exemption contained in Section 15300.2 of the CEQA Guidelines apply to the project, as described here. Sec. 15300.2(b): **Cumulative Impact:** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The cumulative impact is huge considering that Caltrans and the City have projects in mind that can easily take up to 5 years (also depending on money) in just Fort Bragg alone (with Hare Creek Bridge & Pudding Creek Bridge) without even looking at the cumulative aspects of all the work Caltrans would like to do by widening Gualala Downtown Streetscape Enhancement, possibly widening the area south of Salmon Creek Bridge, possibly rehabilitating/replacing the 77 year old historic Albion River Bridge, possibly replacing the Salmon Creek Bridge, possibly working on Little River Bridge, Russian Gulch Bridge, Richardson Grove Improvement Project, etc.

**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**



Based on the **general findings #5** the proposed development is **not in conformity** with the City of Fort Bragg's certified Local Coastal Program and WILL adversely affect coastal resources.

The project, as shown in the project plans, submitted in December 2020, does not propose improvements, consists actually of the construction of three retaining walls that have been decided on without involving the public ahead of time. What might happen are not improvements aesthetically speaking.

The Coastal Commission Post-LCP Certification Permit and Appeal Jurisdiction Map for the City graphically depicts the location of the first (continuous) public road. (14 CCR sec. 13577(i).) Contemporary Coastal Commission interpretation locates the relevant boundary of the first public road along the landward edge of its right of way.

Special Condition 8 provides for prohibited speculative future mitigation of polluted stormwater that will be discharged from project by the following: "Final recommendations for drainage determined during final project design that ensure stormwater management in compliance with City and State standards shall be implemented during construction of the improvements incorporated in the project." Caltrans failed to provide the complete project drainage plans and the requisite water quality protection BMP's as part of the application for CDP 3-20, and, regrettably, the Planning Commission acted invalidly to approve the CDP without (1) the required evidence about the existing stormwater drainage system and the required Caltrans BMP's, (2) the required analysis of the evidence, and (3) findings of fact and law to bridge the analytic gap between the relevant facts and the applicable standards of review.

**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**

**General findings #6** CLUDC section 17.71.045.I.2.b. requires that "if the project is located between the first public road and the sea, that the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code)." The project is **NOT in conformity** with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976.

Not all local residents/tourists needing ADA accommodation would benefit from the Coastal Trail for example as they would not have easy access to the trail due to Caltrans' partial accommodation for people needing easy access.

The proposed improvements are proposed primarily in the SR 1 public right of way, which is the first public road itself. Construction associated with curb ramps would be located partially out of the SR 1 right of way on the south bound side along Ocean View Drive, West Fir Street, West Bush Street, Spruce Street, and West Elm Street. ADA improvements to the driveways





between Fort Bragg Outlet stores and Harbor RV Park, and in front of the Century 21 property near Spruce Street would also be located partially beyond the SR 1 public right of way on the south bound side. **Disruption to coastal access** through Ocean View Drive and Elm Street will exist **during construction**. Highway 1/Main Street Widening.

The Planning Commission agenda (staff) report and the Caltrans project plans disclose that Caltrans proposes new development in and upcoast from the Highway 1/Highway 20 intersection (major retaining wall), in the Highway 1/Main Street intersections adjacent and that lead into the former GP Mill site (cross walk, sidewalks/ramps), and along the west side of Highway 1/Main Street between project stations "229+19.30 and 231+76.40" (widening by 7-14 feet). The agenda (staff) report notes that SR 1 is the only north-south road serving the north coast of Mendocino County, providing a local transportation corridor for many communities and the primary access route for visitors. The agenda (staff) report further generally states - albeit without reference to or analysis of baseline, post-project, and project as a whole traffic data - that "vehicle volumes on SR 1 have increased steadily over the years". The agenda (staff) report - again **without reference to or analysis of baseline, post-project, and project as a whole traffic data** - concludes that "the proposed improvements will not add additional vehicular traffic on the roadway", although "SR 1 is a primary thoroughfare through the City of Fort Bragg".

**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**

**General findings #7 No feasible mitigation measures and/or alternatives have been incorporated** to substantially lessen any significant adverse effects of the development on the environment.

The Summary Review mentioned alternatives. There were no alternatives listed.

The Planning Commission inconsistently required - project mitigations, while purporting to find - by deference to Caltrans' erroneous determination of project exclusion/exemption from CEQA/NEPA project review and without required specific independent Planning Commission environmental review - that the project has no significant direct or cumulative impacts on the physical environment.

The below information should give you a picture why Caltrans should be asked to go back to the drawing board and why I and everyone that appeals this project should get their money back.

According to the visual impact assessment the new sidewalk between SR 20 and Boatyard Dr. & Ocean View Dr. on the east side would be 1,200 linear ft., and the new sidewalk between Boatyard Dr. & Ocean View Dr. on the west side 800 linear ft. long. A 200 ft. of new sidewalk is proposed on the west side between Spruce & Elm Street. Altogether this is 2,200 linear ft. The Biological Resources Evaluations Memo also lists it at 2,200 linear ft. The summary report lists it as a total of 1,100 linear ft., a difference of a 1,100 linear ft. According to the staff at the hearing the new sidewalk is 1,100 linear ft.



According to the visual impact assessment the reconstructed sidewalk between Fir & Spruce Street on the east side would be 400 linear ft. and 150 linear ft. on the west side. Between Spruce & Elm Street would be 150 linear ft. reconstructed sidewalk on the east side which would be a total of 700 linear ft. The summary report mentioned 1,384 linear ft. of reconstructed sidewalk, a difference of 684 linear ft. Staff during the hearing mentioned that the existing sidewalks are 1,384 linear ft. Staff during the hearing mentioned that the sidewalk between Spruce & Elm Street would be 741 linear ft.

The current retaining wall at the intersection of SR 20 & SR1 is 8 ft. tall and lowers to 3 ft. Caltrans did not show how it would compare to a 6 ft. wall that lowers to a 4ft. wall. Maybe the extra 2 ft. will be removed. The new retaining wall would be 741 linear ft. long. Caltrans staff indicated that it is 461 ft. long now. There is no information about this listed in the Summary Report. Adding up 741 ft. and 59 ft. (see below) equals 800 ft. The visual impact assessment lists it to be 860 ft. long, the Biological Resources Evaluations Memo lists it at 845 ft., and the Geotechnical Recommendations list it as 727 ft. long.

During the public hearing the public and Commissioners were told that the section of the retaining wall on Hwy 20 was going to be 4 ft. tall and the section on Hwy 1 6ft. tall. That section would be 400 ft. long, the rest would be lower. We do not know how low. Unfortunately the Caltrans staff member did not have the plans in front of him. Clear plans would help with all these contradictory and confusing #'s.

In most documents the height of these retaining walls are approximate. Ranu Aggarwal's Summary Report mentions that the height of the retaining wall on the north side of town will be 1 ft. tall on page 6, but on page 2 it is mentioned that the wall would be 4 ft. tall and 59 ft. long. As there is no retaining wall there now this would have a significant visual impact in addition to the removal of planter areas on both sides of the Hwy. between Spruce & Elm Street. Additionally the widened Hwy. (7-14 ft.) regardless if it would add a lane or not creates a significant visual impact.

The powerpoint presentation lists the existing height of a 2-4 ft retaining wall compared to the proposed height of 3-6 ft. With all these different measures it becomes clear that not even Caltrans knows where what will be happening.

**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**

**General findings #9** The proposed development is not in conformance with the City of Fort Bragg's Coastal General Plan. Many of the Coastal General Plan elements in regards to Circulation, Conservation, Open Space, Energy and Parks elements of the General Plan are not consistent with the project.

Public hearings are designed so that the public and the Commissioners can find out about a project. With Covid & virtual hearings that process has been basically made impossible. Minutes do not reflect anymore what happened. Not everyone has fast speed internet and can download the videos of hearings or access zoom. With such an important project



Caltrans or the City should have informed the public to get involved and find out. The city used to have their current projects online. No longer! This time Commissioners & the public heard about the hearing one and a half hours before the deadline, by Sunday at 2 pm. The Commissioners did not have time to study the material, approved something they did not understand and the public that tries to inform the city that what went down was not legal, still has to pay to appeal an illegal vote. We hope that the city council members take the time to study it and tell Caltrans to go back to the drawing board, meaning submit an EIR/EIS. They are not transparent, do not care about the environment, do not follow Best Management Practices, and submit projects that are not shovel ready. They submitted old photos and boring tests from 2011. Their staff does not seem informed. Dealing with a project within the coastal zone just 1 week shy of in-person hearings is not what the PUBLIC RESOURCES CODE – DIVISION 20 of the CALIFORNIA COASTAL ACT was designed to protect. There is no "widest opportunity for public participation." Neither does Caltrans abide by what Section 65033 of the State Planning, Zoning, and Development Law (Government Code) protects. There are still no "clearly defined alternative objectives, policies, and actions" proposed. Neither are the CEQA Guidelines, at Title 14, California Code of Regulations section 15201 about PUBLIC PARTICIPATION, or any of the CEQA (Public Resources Code section 21000 and after) that contain many specific provisions about required notice of environmental documents, and opportunities for public comments on them relate to the current project proposal. Each public agency should include provisions in its CEQA procedures for wide public involvement, formal and informal, consistent with its existing activities and procedures, in order to receive and evaluate public reactions to environmental issues related to the agency's activities. This is truly not the case.

**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**

**General findings #10** The proposed location of the use and conditions under which it may be operated or maintained **would be detrimental** to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

The project proposes construction of two retaining walls, sidewalks, curb ramps, driveways, and pavement markings for cross walks as well as associated drainage inlet and culvert work, utilities relocation and their adjustment to grade on SR 1.

Even though Ms. Ranu Aggarwal, the Senior Planner from the M-Group, assured everyone that there would be no problem for the ambulance, the fire department and the sheriff to quickly get to where they need to go we very much doubt that, as doing this project in the middle of tourist season will be very hard.

According to the Summary Report the project will not create a new source of substantial light or glare, unless work gets done at night which might be preferred by some people. That way the project could be finished sooner, would impede summer traffic during the height of tourist season less, but would also endanger seabirds and migratory birds, and annoy residents and hotel guests due to noise and bright lights. As Caltrans did not say from when to when they would be working or how many days a week, the Resolution adopted by the Planning Commission is as unclear as Caltrans' documents are.





**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**

**General findings #11** Services, including but not limited to water supply **have not been considered and are not adequate** to serve the proposed development.

As Fort Bragg will be rationing the water use of locals and tourists alike during this severe drought Caltrans should be forced to bring their own water needed for construction, revegetation and maintenance of current vegetation, as well as future maintenance. According to the virtual hearing 1ft. to 8 ft. of an area above the retaining walls would be hydro seeded with native seeds, and drought resistant bushes. **It would be better to plant a cactus and succulent area as Fort Bragg does not have extra water.**

In attachment 7 on page 2 Biological Resources mentions only water quality, but not quantity.

It is not ok that the "Landscaping and Landscape Management Plan" will only be provided to the City of Fort Bragg for review prior to construction and not shared with the public and the Planning Commissioners. **The Commissioners had to insist to add additional language just to assure that the current trees will not be cut down, but also protected and maintained.** This is piecemealing.

Stormwater runoff should be cleaned first, permeable materials and swales should be used. **These policies are not consistent: OS-11.1, OS-11.2, OS-11.5, OS-11.6, and OS-11.9**

**Based on the evidence submitted/reasons listed in all prior written and oral public comments/objections by the public at large it is clear that the project is inconsistent as discussed in these comments. We object to these findings.**

Sincerely,  
Annemarie Weibel  
member Albion Bridge Stewards  
4-26-2021  
aweibel@mcn.org



# Albion Bridge Stewards

*A working group of the Albion Community Advisory Board*

P.O. Box 363

By Electronic Mail and Hand Delivery  
Jlemos@fortbragg.com

April 26, 2021

Hon. Mayor Bernie Norvell  
and Hon. Members of the City Council  
City of Fort Bragg  
416 North Franklin Street  
Fort Bragg, California 95437  
Attn.: Ms. June Lemos, CMC  
City Clerk

RE: APPEAL OF PLANNING COMMISSION ACTION  
ON CDP 3-20 (CALTRANS)

Dear Mr. Mayor and Members of Council,

By this letter to the attention of the City Clerk, the Albion Bridge Stewards (ABS) and Annemarie Weibel, in her personal capacity, respectfully jointly file the herein public interest appeal to City of the Fort Bragg ("City") Council of the City Planning Commission action, on April 14, 2021, to conditionally approve CDP 3-20 (the "Commission action"). (City Coastal Land Use and Development Code ["CLUDC"] §17.92.030.B.1.b.)

The appeal by hand delivery is accompanied by the \$1,000 appeal filing fee. (CLUDC §17.92.030.B.2.) For the following reasons of fact and law, we respectfully request Council to (a) sustain the appeal, and (b) refund the appeal fee payment. (CLUDC §17.92.030.B.3.)

**1. Standing to Appeal to Council.** ABS submitted detailed written comments in the matter of the application for CDP 3-20 (the "CDPA") by electronic mail to the Planning Commission at 4:04 pm on April 14, 2021; City staff concurrently confirmed receipt thereof; and the ABS thus constitute an aggrieved person by the Commission action. (CLUDC §17.92.040.A.2; Public Resources Code [PRC] §30801.) Annemarie Weibel submitted written comments on the CDPA by electronic mail to the Planning Commission on March 24, 2021 and again on April 14, 2021; appeared in person by call-in to the Planning Commission web cast

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Website: <http://albioncab.wordpress.com>  
Email: [acab@mcn.org](mailto:acab@mcn.org)



proceedings on the CDPA on March 24, 2021 and April 14, 2021; and Annemarie Weibel thus constitutes an aggrieved person by the Commission action.<sup>1</sup> (Id.)

**2. Appellants.** ABS is a voluntary association of property owners, residents, business owners, artists, students, teachers, workers, and retirees organized to protect the public interest through preservation of the state- and federal-listed historic(al) Albion River Bridge on Highway 1 in coastal Mendocino County, the adjacent Salmon Creek Bridge, and the coastal environment for all the people, consistent with the California Coastal Act (including Local Coastal Programs ["LCP's"] certified pursuant thereto), Americans with Disabilities Act ("ADA"), the California Environmental Quality Act (CEQA), the National Environmental Policy Act ("NEPA"), the National Historic Preservation Act ("NHPA"), the US Coastal Zone Management Act (CZMA), and other laws, together with their implementing regulations, guidelines, and requirements. Experience with Caltrans has taught us the necessity to, among other things, closely monitor and comment on Caltrans projects that have the likely potential - individually and in association with other current, planned/programmed, and past projects in the same area (the "project as a whole") - for significant direct and/or cumulative adverse effects on public access, the physical environment, protected historic(al) structures/sites, and the quiet, carefully designed and constructed, well-maintained, safe, and sustainable public enjoyment of them consistent with those laws and implementing measures.

Albion Bridge Stewards and supporting members of the public reside in the City, Albion and other communities in Mendocino County, in California, and elsewhere. Some of us, like many others in the project area and in our society, can count beyond three score and ten years in our lives, have limitations on our mobility, and require the use of a wheelchair or other assistance to traverse between locations. We utilize - or attempt to utilize, where they are present, accessible, and safe - sidewalks, cross walks, and curb-side parking in and along the Highway 1/Main Street corridor in the City, including, but not limited to, for shopping and to physically access the Noyo Headlands coastal trail, other visitor-serving public recreational sites, commercial recreational establishments, meeting venues, public facilities, general commercial businesses, medical offices, and other locations. Faithful implementation of the City LCP, the Coastal Act, the ADA, the CZMA, CEQA, and NEPA constitutes an essential predicate for Caltrans construction, reconstruction, maintenance, and repair of the sidewalks, cross walks, and parking in and along the Highway 1/Main Street corridor in the City.

In the following sections, we state our reasons of fact and law for this appeal to Council of the Planning Commission action on the CDPA. In summary,

- Caltrans presented an inaccurate, incomplete, and inconsistent CDPA to the City Community Development Department ("Department"), which failed to state a true project description and prevented department staff and the Planning Commission from analyzing a settled project, as

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<sup>1</sup> We incorporate our written comments, in full, to the Planning Commission in this appeal by reference.





required, for site-specific consistency with the applicable standards of review.

- The Department ("Planning Commission Agenda") staff report did not perform the required rational analysis of the multiple project components, on a site-specific and a cumulative impact basis.
- The Planning Commission did not conduct its own independent review of the identified potentially significant direct and cumulative effects of the project, including the project as a whole, on the environment, coastal access, and coastal resources.
- The Planning Commission findings to conditionally approve the CDPA, including, but not limited to, speculative future mitigations, are unsupported by rational analysis of the project components, in their respective physical contexts, with the applicable mandatory LCP and Coastal Act standards of review, and therefore invalid.

**3. The Development Project.** First, Caltrans failed to submit an accurate, complete, consistent, and settled description of the development project, as required by CLUDC §17.71.045.D.2.

(a) The textual project description in the CDPA on its face admits that it is incomplete,<sup>2</sup> and therefore inconsistent with the requirement in CLUDC §17.71.045.D.2 that it be "sufficient to determine whether the project complies with **all** relevant policies of the Fort Bragg LCP".<sup>3</sup>

(b) As a Planning Commissioner correctly noted on the record of the April 14, 2021 Planning Commission proceedings on the CDPA, the aerial photographic project plans are woefully outdated - they do not represent current site conditions - and therefore are inconsistent with the requirement in CLUDC §17.71.045.D.2 that the City be "adequately informed as to present uses and plans" concerning relevant land and water uses, including in the vicinity of the project.

(c) The project plans, which variously indicate they have "No scale", lack a scale bar, or lack dimensions to give meaning to the plan sheet note that "1" = 20', fail to present a site plan for each project component that (1) is to scale, (2) depicts the entirety of the

<sup>2</sup> "(T)he Fort Bragg Americans with Disabilities Act (ADA) Improvement Project (project). Located in the city of Fort Bragg, the project would upgrade a section of Route 1 to meet current ADA standards from post miles 59.80 through 62.10, in Mendocino County. The scope of work would **include** reconstructing 1,384 linear feet of sidewalk, installation of 1,100 lineal feet of new sidewalk, construction of 37 curb ramps, installing a new 741 lineal foot retaining wall, performing associated drainage inlet and culvert work, and placing pavement markings at specified locations." (Emphasis added.)

<sup>3</sup> Id.



Highway 1/Main Street right of way, (3) shows all dedications, easements, or other references to other recorded documents that indicate the Caltrans-claimed property interest in all parcels on which the project proposes development, (4) shows the site topography, (5) shows the location and capacity of the City stormwater drainage system to which Caltrans proposes the new and replacement drain inlets, curb drains, culverts, pipes, and gutters in the project to discharge, (6) indicates whether Caltrans proposes to underground any overhead utility lines in the project area, (7) identifies the species and size of trees or natural vegetation to be removed, thinned, otherwise altered, newly planted, or irrigated as part of the project, and (8) identifies project component work and construction phasing, including during night time and in the early May to October (120 work day) schedule disclosed in Caltrans' self-serving, but erroneous, categorical exclusion of the project from CEQA environmental review - but not in the CDPA project description, inconsistent with the requirements therefor in CLUDC §17.71.045.D.3.

(d) The CDPA omits the required minimum three season inventory, by a qualified professional, of plant and animal species that are, or may be expected to be, present on the project site, which extends by project plans page 1 between Highway 1 Post Mile 59.1 and Post Mile 62.8, and variously westerly and easterly along City streets from the Highway 1/Main Street right of way, inconsistent with the requirements therefor in CLUDC §17.71.045.D.4.

(e) The CDPA - notwithstanding that Caltrans has indicated project development and grading to be planned to occur during the rain season in early May and in October - omits the required drainage and erosion control plans, inconsistent with the requirements therefor in CLUDC §17.71.045.D.6 and CLUDC Chapter 17.62.

(f) The CDPA - notwithstanding that Caltrans proposes to (1) in varying parts, connect sidewalk segments, ramps, and cross walks to adjacent sidewalks or areas without sidewalks, and (2) discharge polluted stormwater runoff from the project area to the City stormwater drainage system - omits the required evidence that adequate Caltrans or City infrastructure (i.e., sidewalks and stormwater drainage system) exist to serve the proposed development, inconsistent with the requirements therefor in CLUDC §17.71.045.D.7.

(g) The CDPA - notwithstanding that the proposed project retaining wall in the south gateway along Highways 1 and 20 is located in a designated scenic area - omits presentation of the specific visual analysis required by CLUDC Chapter §§17.50.070.C.2.a. and 17.50.070.C.2d, inconsistent with the requirements therefor in CLUDC §17.71.045.D.9.

(h) The CDPA - notwithstanding that the proposed project components, including the retaining wall in the south gateway along Highways 1 and 20, sidewalk segments, and ramps are located in a hazardous geologic/seismic area - omits the geotechnical report as required by CLUDC §17.54.40.B, inconsistent with the requirements therefor in CLUDC §17.71.045.D.10.





(i) The CDPA - notwithstanding that applicable LCP standards of review implicate a feasibility test - omits the feasibility analysis of the relevant project components and project alternatives, inconsistent with CLUDC §17.71.045.D.11.

(j) Caltrans - notwithstanding its unsupported (and unsupportable) claim on the CDPA that the "California Department of Transportation" is the owner of the property on which Caltrans proposes to perform the project - by Caltrans staff during the April 14, 2021 Planning Commission proceedings on the CDPA admitted that one (or more) parcels on which it proposed project development is not owned (e.g., in easement or fee interest) by Caltrans, inconsistent with the requirement that the applicant for the CDPA "must prove that [it] own[s] the property which is the subject of the application or provide the City with written consent from the owner for the proposed development for the City to file the application", and therefore lacks the predicate ownership interest to apply for the CDPA pursuant to CLUDC §17.71.045.F.

4. Staff Report.<sup>4</sup> The Staff Report first failed to (a) describe all of the many project components, (b) describe each of the differentiable project development sites by topography, existing conditions, and existing capacities, (c) analyze potentially significant direct and cumulative adverse project impacts on the environment and coastal resources, (d) analyze all project components for conformity with the applicable LCP standards of review, and the Coastal Act public access and recreation standards of review, (e) relied on prohibited speculative future mitigations - without establishing relevant levels of project impact significance or requiring a mitigation monitoring and reporting program to effectuate implementation of mitigation measures - to purport to bring project components into generalized LCP compliance, and, second, failed to present written findings that bridge the analytic gap between the facts and the law to explain the basis for the conclusions and decisions of the City and shall be supported by substantial evidence in the record, inconsistent with the requirements therefor in CLUDC §17.71.045.I. Although the staff report recommended, and the Planning Commission ultimately adopted, special conditions of approval for the CDPA to bring the project into conformance with the certified LCP, the Staff Report did not present - and Department staff also did not present - the written findings that explain how the special condition(s) avoid or mitigate the adverse effects which have been identified, inconsistent with the requirement therefor in CLUDC §17.71.045.I.

5. Project Inconsistencies with Applicable Standards of Review. The project, as depicted on the Project Plans and described in CDPA text, is inconsistent with the following applicable mandatory standards of review:

(a) Coastal General Plan. (1) The project in parts, as depicted on Project Plans pages 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 20, 21, 22, and 23, extends beyond the Highway 1/

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<sup>4</sup> Testimony before the Planning Commission on this matter by others indicates that Caltrans may have written parts or more of the Staff Report. The Appellants of this appeal therefore respectfully request Council to perform its own independent review of the manner in which, and by whom, the Staff Report, including, but not limited to the textual project description, site characterizations, analyses, and proposed (pseudo-) mitigation measures were prepared.





Main Street right of way (and beyond City street rights of way), and thus beyond their shown respective rights of way on the LCP Land Use Designation Map, and therefore inconsistent with its shown parcel boundaries within the applicable land use districts (designations) and Policy LU-1.1, which requires implementation of the Land Use Designations Map by approving development and conservation projects consistent with the land use designations. (2) The project, which omits any sidewalk, ramp, or cross walk reconstruction in the Central Business District, is inconsistent with the provisions in and pursuant to Policy LU-3.1 to retain and enhance the small-scale, pedestrian-friendly, and historic character of the Central Business District (CBD), and to develop streetscape and landscape requirements to enhance the pedestrian environment. (3) The project, which omits reconstruction or new construction of sidewalks, ramps, and cross walks, that users can access without charge, in multiple locations within the Highway 1/Main Street corridor, is inconsistent with the provision of Policy LU-5.3 to protect, encourage, and, where feasible, provide lower-cost visitor and recreational facilities for persons and families of low and moderate income. (4) The project, which omits protection of the vertical access corridors along Cypress and Elm Streets, between the Highway 1/Main Street corridor and the shoreline, is inconsistent with the provisions in Policy LU-5.4 that oceanfront land suitable for recreational use shall be protected for recreational use and development and in Policy LU-5.5 that lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. (5) The project, which proposes to remove some 60 off-street parking spaces from use over a contemplated 6-month construction period, during the peak early May through October visitor season, and an undisclosed number of on-street parking spaces - without providing for their replacement - is inconsistent with the requirement of Policy LU-5.7 that adequate parking should be provided to serve coastal access and recreation uses to the extent feasible, and that existing parking areas serving recreational uses shall not be displaced unless a comparable replacement area is provided. (6) The project, which proposes to reduce the functional width of North Harbor Drive at the intersection with Highway 1/Main Street, and thereby construct non-water dependent land uses that congest this access corridor to and from Noyo Harbor, is inconsistent with Policy LU-8.3, which provides for encouragement of increased recreational boating use of coastal waters through limiting non-water-dependent land uses that congest access corridors. (7) The project, which omits provision of transit service and a continuous lateral access way (sidewalk) along both sides (or either side) of the Highway 1/Main Street corridor, is inconsistent with the requirement in Policy LU-10.3 that the location and amount of new development shall maintain and enhance public access to the coast by facilitating the extension of transit services where feasible, and by providing non-automobile circulation within the proposed development. (8) The project, which proposes to discharge polluted stormwater runoff to the City stormwater drainage system from new impervious surfaces, without pre-treatment, is inconsistent with the requirement of Policy LU-0.4 that development shall only be approved when it has been demonstrated that the development will be served with adequate water and wastewater treatment, and that lack of adequate services to serve the proposed development shall be grounds for denial of the development. (9) The project, which does not propose either conspicuously posted, continuous, ADA-consistent, sidewalks in the project area, or vertical access ways along the Cypress and Elm Street corridors





between the Highway 1/Main Street corridor and the shoreline, is unsupported by any rational analysis of substantial evidence in the record that the project minimize vehicle miles travelled and associated energy consumption, and thus inconsistent with the requirements therefor in Policy LU-10.5. (10) The project, which proposes to constrict and congest the North Harbor Drive access to Noyo Harbor and omits provision of vertical access ways between the Highway 1/Main Street corridor and the shoreline along Cypress and Elm Streets, is inconsistent with the relevant requirements therefor in Policy LU-6 that new Development shall, where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses. (11) The Coastal General Plan does not designate the Highway 1/Main Street corridor as a public facility, and thus does not extend the provisions of the Public facilities Element to it. (12) The project, in relevant parts, is located within mapped 500 feet of environmentally sensitive habitat (ESH) on Map OS-1, and thus adjacent to it; however, the project supporting materials do contain the current ESH delineation required by Policy OS-1.2, and is therefore inconsistent with it and therefore also does not affirmatively protect ESH, as required by Policy IS-1.6, and is therefore also inconsistent with it, Policy OS-1.7, which requires that development in areas adjacent to Environmentally Sensitive Habitat Areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas, and with Policy OS-1.8, which requires that development adjacent to ESHA shall provide buffer areas to serve as transitional habitat and provide distance and physical barriers to human intrusion. (13) The project, although in parts proposed to be constructed in and on erodible slopes in the scenic south gateway to the City, is unsupported by a grading plan that minimizes soil erosion to prevent loss of productive soils, prevent landslides, and maintain infiltration capacity and soil structure, inconsistent with Policy OS-3.1. (14) The project, which increases impervious surfaces in the project area and thereby polluted stormwater runoff, does not minimize increases in stormwater runoff through development design and management to minimize post-project increases in stormwater runoff volume and peak runoff rate, to the extent feasible, to avoid adverse impacts to coastal waters, inconsistent with the requirements therefor in Policy OS-9.4. (15) The project, which proposes to discharge polluted stormwater runoff through City infrastructure to receiving ocean (and potentially other) waters, is not designed and proposed to be managed to maintain, and restore where feasible, the biological productivity and quality of coastal waters, and to maintain, enhance, and restore marine resources, inconsistent with the requirements therefor in Policies OS-9.3, -p.4, and 9.5. (16) The project, notwithstanding that Caltrans proposes construction of it during the rain season, is unsupported by a construction phase stormwater runoff control plan, and therefore inconsistent with the requirement in Policy OS-10.1 that all development that requires a grading permit shall submit a construction-phase erosion, sedimentation, and polluted runoff control plan. This plan shall evaluate potential construction-phase impacts to water quality and coastal waters, and shall specify temporary Best Management Practices (BMPs) that will be implemented to minimize erosion and sedimentation during construction, and prevent contamination of runoff by construction chemicals and materials. (17) Similarly, the project fails to contain a post-construction stormwater runoff control plan, with site design and source control BMPs, and without





treatment control BMP's, inconsistent with Policies OS-10.2, 10.3, and 10-4. (18) The project, including as pseudo-mitigated through a speculative future mitigation measure for aesthetic treatment of parts of the project south gateway retaining wall, does not conserve and enhance the south gateway scenic view corridor, inconsistent with the requirements therefor in Policy OS-15.1 and OS-15.2. (18) The project, as discussed herein, does not maximize access and recreational opportunities, consistent with public safety, public and private rights, and natural resource sustainability, inconsistent with Policy OS-16.1. (19) The project, as discussed herein, does not provide public access from the nearest public roadway to the shoreline and along the coast in new development, inconsistent with Policy OS-16.4. (20) The project, as discussed herein, does not ensure that the amount and phasing of development can be adequately served by transportation facilities, as required by Policy C-12, and therefore inconsistent with it. (21) The project, including with the speculative future mitigation devised during the Planning commission proceeding on April, 14, 2020, has not been designed to protect public views and avoid or minimize visual impacts and to blend in with the natural setting to the maximum extent feasible, inconsistent with the requirement therefor in Policy C-23. (22) The project, by omitting the possible continuous sidewalks along the Highway 1/Main Street corridor, is inconsistent with the requirement therefor in Policy C-2.8. (23) The project, by constricting North Harbor Drive, is inconsistent with the improvement requirements to increase capacity and safety for vehicles and pedestrians in Policy C-6.2. (24) The project, by omitting to incorporate bus stops and related transit facilities in the Highway 1/Main Street corridor, is inconsistent with the provisions therefore in Policy C-8.1. (25). The project, by omitting a continuous sidewalk along the west and east sides of the Highway 1/Main Street corridor, is inconsistent with the requirement therefor in Policy C-9.1.

(b) CLUDC. (1) The allowable, conditionally permitted, and temporary land uses in the respective zoning districts in which project components are located. (2) The project does not conform to applicable development standards, including in relation to fences and walls (total south gateway retaining wall and fence height exceeds 6 feet; south gateway retaining wall is without required benching; project has no site-specific dust control plan; project has no revegetation plan; project has no grading plan; project involves removal of concrete, but has no ground vibration avoidance plan; project has no site-specific hazardous materials transportation, spill avoidance, and cleanup plan; project has no site-specific noise impact avoidance plan; project has no objectionable odor avoidance plan; project has no public improvement plan that meets City requirements; south gateway retaining wall does not meet the requirement for setback from areas subject to erosion; project does not meet street/highway intersection corner lot setback requirements; project does not meet front yard setback requirements), landscaping (project has no preliminary landscaping and irrigation plan, including in relation to existing native vegetation, inconsistent with the standards of CLUDC Chapter 17.34), parking standards (project removal of over 60 permanent off-street handicapped and other parking spaces, in whole or part, and loading areas is inconsistent with CLUDC Chapter 17.36 parking standards), and sign standards (new project signs constitute development in the coastal zone, and therefore are not exempt from sign location, design, and specific sign types compliance review, including, but not limited to





for conspicuous identification of public access ways, and for pedestrian and motorist safety pursuant to PRC §30210); (3) ESHA conservation (project does not map environmentally sensitive habitat in or adjacent to all project component sites where project development - including, but not limited to, hydromodifications as a result of project drainage components - engenders a change in the intensity of use of water or access thereto, or analyze project conformity with the standards of CLUDC Chapter 17.50); (4) Erosion and Geologic Hazards (project is inconsistent with the erosion control plan and geology report geologic hazard investigation and mitigation requirements of CLUDC Chapter 17.54); (5) Shoreline Access (project, located in historically used and suitable lateral and vertical public access way areas, does not meet the access design and siting, correction of existing damage, access for disabled persons, parking, and sign standards of CLUDC Chapter 17.56); (6) Site Development (project does not disclose proposed volumes for excavation, fill, and offsite disposal, and does not meet the grading, erosion, sediment control, and stormwater runoff pollution control standards of CLUDC Chapters 17.60 and 17.64.

(c) Coastal Act. (1) The project purposes piecemeal additions and unspecified reconstruction of some sidewalks in the Highway 1/Main Street corridor and some adjacent City street segments that to do provide maximum access for all the people to and along the coast in the project area, inconsistent with the requirement therefor in PRC §30210. (2) The project contains no plan for conspicuous posting of maximum opportunities for lateral or vertical access for all the people in the project area, inconsistent with the requirement therefor in PRC §30210. (3) The project does not provide continuous lateral public access, consistent with public safety, for all the people along either the west or east side of the Highway 1/Main Street corridor, inconsistent with the requirement therefore in PRC §30210. (4) The project does not provide for safe and sustainable public access from the Highway 1/Main Street corridor, where it constitutes the first road that parallels the sea, to the shoreline along the Cypress Street and Elm Street corridors, or along any other East-West City street, inconsistent with PRC §30212(a). (5) The project does not protect the use of oceanfront land, between the Highway 1/Main Street corridor and the shoreline, for recreational use and development to meet present and foreseeable future demand, inconsistent with PRC §30221. (6) The project does not reserve, or analyze the feasibility of reserving, upland areas necessary to support coastal recreational uses, including, but not limited to, vertical access ways along the Cypress and Elm alignments, for such use, inconsistent with PRC §30223. (7) The project proposes the reduction in North Harbor Drive width at its intersection with Highway 1/Main Street, where North Harbor Drive constitutes a periodically congested access corridor for increased recreational boating from Noyo Harbor, inconsistent with the limitation on non-water dependent uses in such corridor in PRC §30224. (8) The project does not either facilitating the provision or extension of transit service or provide non-automobile continuous circulation within the development project area that would maintain and enhance public access to the coast, inconsistent with PRC §30252. (9). The project does not protect areas of Fort Bragg in the Central Business District, along the North Harbor Drive neighborhood, and between Highway 1/ Main Street and the coastal trail (e.g., along the Cypress and Elm corridors) that,





because of their unique characteristics, are popular visitor destination points for recreational uses, inconsistent with PRC §30253(e).

**6. Findings.** As a result, the Resolution adopted by a split (3-1-1) vote of the Planning Commission failed to (1) describe the proposed and approved (pseudo-mitigated) project with the requisite specificity; (2) find on the analysis of the disclosed substantial evidence, available for public and Planning Commissioner review (hereinafter, the "analysis"), in the record of the proceeding that a finite project conforms to the LCP and will not adversely affect coastal resources; (3) find on the analysis that the project - which in substantial parts is located between the first continuous public road and the sea, as provided by the Coastal Commission Post-LCP Certification Permit and Appeal Jurisdiction map for the area of the City in the coastal zone, and contemporary Coastal Commission implementation of such maps - conforms to the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with PRC §30200); (4) analyze feasible circulation mitigation measures set forth in the Coastal General Plan in relation to the project, to lessen the direct and cumulative significant effects on (i) vehicular traffic generation and vehicle miles travelled through alternative (pedestrian, transit) transportation modes, (ii) limited public street/highway, walkway, and stormwater infrastructure capacity, and (iii) protected scenic, water quality, and sound levels; (5) find on the analysis that the proposed use is consistent with the purposes of the zones (and land use designations) in which the site is located; (6) find on the analysis that the proposed development is in conformance with all applicable Coastal General Plan mandatory standards of review; (7) find on the analysis that the location of the use and conditions under which it may be operated, including by construction during nighttime and the rain season, or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity; (8) find on the analysis that public stormwater services and roadway capacity (e.g., in terms of levels of service, public safety on proposed new, reconstructed, and other existing sidewalks and ramps, and in crosswalks) have been considered and are adequate to serve the proposed development; (9) find on the analysis that - notwithstanding that the CDPA is unsupported by the required geotechnical report - the project, as proposed, will neither be subject to nor increase instability of the site or structural integrity from geologic, flood, or fire hazards due to project design, location on the site or other reasons; (10) find on the analysis that the project development will not significantly degrade environmentally sensitive habitat within or adjacent to the project area, including the area of the project as a whole; and (11) find on the analysis that the project conforms to the supplemental public access requirements set forth in CLUP §17.56.070, inconsistent with the respective requirements therefore of CLUDC §17.71.045.I, subdivisions (a) - (j).

In addition, the Planning Commission failed to make the following required findings of project consistency with: (12) the certified City Land Use designations; (13) the certified City zoning designations; (14) the requirement that proposed development shall only be sited on a parcel that was legally created; (15) the Coastal Commission Interpretive Guidelines, and (16) guiding decisions by the Coastal Commission that relate to the project and project site.





The Planning Commission therefore failed to make every one of the findings required by CLUDC §17.71.045.D, which rendered its action to approve the CDPA arbitrary, capricious, and invalid.

7. Independent Environmental Review (CEQA). The Planning Commission also erred in its failure to perform an independent environmental review of the project and the project as a whole - as Appellants requested in their written and/or verbal testimony on April 14, 2021. The LCP identifies multiple previous, currently planned or programmed, and planned future projects in or adjacent to the project area, including, but not limited to, replacement of the Pudding Creek Bridge, widening of the Highway 1/Main Street corridor, additional vehicle lanes within it, additional sidewalk, other walk way, and cross walk projects, intersection projects, GP Mill site redevelopment, and replacement of the Hare Creek bridge. The project and successive projects of the same or a similar type in the same area will thus have likely significant cumulative adverse effects on the environment, including due to CEQA/NEPA "unusual circumstances".

Testimony before the Planning Commission on April 14, 2021 by Department (City) staff and by Caltrans staff further identified these and other projects. The LCP projects that cumulatively they will continue to increase traffic volumes in the corridor, as well as on adjacent thoroughfares, and recognizes the City as the service center for the coastal area between the Navarro River and Westport, and beyond them, as well as a significant destination for coastal-oriented visitors and recreationists. We have identified over 20 past, current, and future projects in and along the Highway 1 corridor between Navarro River and Westport.<sup>5</sup> Caltrans, in its paperwork to the California Transportation Commission for programmed funding to destroy and replace the state- and federal-listed historic Albion River Bridge, the nearby Salmon Creek Bridge, and seven other development projects along Highway 1 in Albion, on those and other

<sup>5</sup> 1. Navarro River Grade road prism development; 2. Navarro Speedway (aka "Navarro Safety") mass grading, wetland fill, road prism widening/realignment project; 3. Navarro Ridge west-trending stream alteration, wetland fill, road widening; 4. Lower Salmon Creek Valley grading, habitat destruction, bridge replacement project rough grading ("bridge paint lead removal"); 5. Lower Salmon Creek Valley grading, habitat destruction, Spring Grove Road widening ("Immediate Action Plan" and SCB geotechnical mass grading and development pads, access roads project); 6. Salmon Creek Bridge removal/replacement; 7. Albion Flat dune/berm grading ("Albion riverBridge archeological project"); 8. Albion River Bridge geotechnical mass grading and development pads, access roads project); 9. Historic(al) Albion River Bridge removal/replacement; 10. Caltrans Projects Environmental Mitigation Bank project; 11. South Side Dark Gulch road widening, staging area; 11. Little River Bridge removal/replacement project; 12. Big River Bridge removal/replacement project; 13. Jack Peters Creek Bridge removal/replacement; 14. Hare Creek Bridge removal/replacement; 15. Noyo River Bridge removal/replacement; 16. Caltrans serial Highway 1/Main Street corridor (aka, "ADA") projects; 17. Pudding Creek Bridge removal/replacement; 18. North Fort Bragg-Cleone Highway 1 shoulder widening; 19. 10-Mile River Bridge removal/replacement; 20. serial City Main Street/Highway 1 projects; 21. GP Mill Site redevelopment; and 22. other development of vacant parcels along Highway 1, including, but not limited to, in the south gateway area to the City and on vacant or underutilized parcels for which Highway 1/Main Street provide the primary (North-South) local or regional transportation corridor.





developments projects a 150% increase during the next two decades of motorized vehicular traffic across the Albion River Bridge, and uses that projection as a basis to demolish and replace the historic Albion River Bridge. As a result, the CDPA approved by the Planning Commission will have significant cumulative effects on designated, precisely mapped, and officially adopted (pursuant to applicable statutes) environmental resources, including, but not limited to in their respective environmental, public access, and public recreational facility contexts, the historic Albion River Bridge, estuarine Albion River, Albion Bay, Albion Flat, lower Albion Valley, Salmon Creek Bridge, Big and Little Salmon Creek, Salmon Creek estuary, Whitesboro Cove, lower Salmon Creek Valley, Navarro Ridge (west trending) stream and associated wetlands, Navarro Point Preserve, west-facing Navarro Ridge, and the Navarro River Estuary. The project and successive projects of the same or a similar type in the area of the project as a whole will thus have likely significant cumulative adverse effects on the environment, including due to the presence of CEQA/NEPA "unusual circumstances", impacts on designated, mapped, and adopted protected environmental resources, damage to designated highly scenic resources, and substantial adverse change in the significance of the historic(al) Albion River Bridge. Substantial controversy exists in this regard, the Caltrans self-granted exemption from environmental review is void, and CEQA required the Planning Commission to perform its own independent review of the project, including the whole project, for likely significant impacts on aesthetics, biology, other development, geologic and seismic hazards from project grading and construction, municipal infrastructure capacity, mobility (transportation), noise, and water quality.

Conclusion and Request. For all of the foregoing reasons of fact and law, the action of the Planning Commission on April 14, 2021 was inconsistent with the applicable mandatory review standards of the LCP and the Coastal Act. The Albion Bridge Stewards therefore respectfully request in the public interest that Council (a) sustain the appeal, (b) direct that an independent environmental review of the project, including the whole project, be conducted, (c) refund Appellants' appeal fee, and (d) hold further duly noticed public hearings as required by law.

Thank you for your consideration.

Respectfully submitted on behalf of the Albion Bridge Stewards, by:  
(with authorized electronic signatures<sup>6</sup>)



Ali van Zee  
P.O. Box 2022, Fort Bragg, California 95437

*Susan Waterfall*

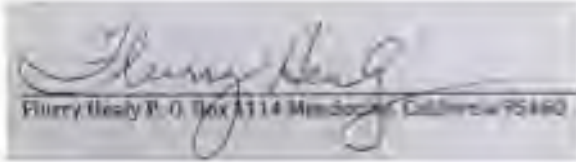
Susan Waterfall  
P.O. Box 73, Albion, California 95410

<sup>6</sup> Signatories Ali van Zee, Mary Walsh, and Maria Hansen signed the ABS comment letter of April 14, 2021 to the Planning Commission. All other signatories on this appeal letter signify their concurrence in the appeal as Albion Bridge Stewards.





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Marilyn Magoffin  
P.O. Box 1205, Mendocino, California 95460



**ERRATA** (Non-substantive typographical corrections, reinstatement of inadvertently omitted text, and textual clarification)

ALBION BRIDGE STEWARDS APPEAL OF PLANNING COMMISSION ACTION ON THE APPLICATION FOR CITY CDP 3-20 (CALTRANS), APRIL 26, 2021, TO THE CITY COUNCIL OF THE CITY OF FORT BRAGG

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Page 1

*No clarifications or corrections.*

Page 2

1. 2nd paragraph, on line 6,<sup>1</sup> the parenthetical notation “[LCP’s] “ should read: [“LCP’s”]
2. 2nd paragraph, on line 7, the parenthetical notation “ (CEQA) “ should read: (“CEQA”)
3. 2nd paragraph, on line 9, the parenthetical notation “ (CZMA) “ should read: (“CZMA”)
4. 4th paragraph, first bullet, on line 3, the word “ department “ should read: Department

Page 3

1. Second bullet, on line 1, after the word “own” and before “independent”, insert: required
2. In part 3, line 1, after the word “Project.” and before the word “Caltrans”, delete: First,
3. In part 3(a), line 4, after “Bragg LCP”. and the notation for Footnote 3, insert: (Emphasis added.)

Page 4

1. 1st paragraph, line 1, after the words “right of way” and before the comma, insert: boundary lines
2. In part 3(g), line 4, after “17.50.070.C.2” and before “d,” insert a period, for the reference to read “17.50.070.C.2.d”
3. In part 3(h), line 4, delete the superfluous word “as” at the start of the line.

Page 5

1. After part 3(i), line 3, and before part 3(j), line 1, insert a line space.

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<sup>1</sup> References to line numbers are to line numbers within the referenced paragraphs, bullets, or the page (where there is one paragraph) on which they occur.





**ERRATA** (Non-substantive typographical corrections, reinstatement of inadvertently omitted text, and textual clarification)

**ALBION BRIDGE STEWARDS APPEAL OF PLANNING COMMISSION ACTION ON THE APPLICATION FOR CITY CDP 3-20 (CALTRANS), APRIL 26, 2021, TO THE CITY COUNCIL OF THE CITY OF FORT BRAGG**

- 
2. In part 4, line 12, after the word “City” and before the word “shall”, delete the word “and shall”, and insert the comma and word: , must
  3. In part 4, line 15, after the word “CDPA” and before the word “and”, insert: purported

Page 6

1. In part 5(a)(1), line 1, after the word “way),” and before the word “beyond”, delete the words “and thus”
2. In part 5(a)(4), line 17, after the word “is” and before the word “with”, delete the word “inconsistent” and insert: inconsistent
3. In part 5(a)(5), line 24, after the word “is” and before the word “with”, delete the word “inconsistent” and insert: inconsistent

Page 7

1. In part 5(a)(9), line 2, after the word “project” and before the word “vehicle”, delete the word “minimize” and insert: minimizes
2. In part 5(a)(9), line 4, after the word “requirements” and before the word “in”, delete the word “therfor” and insert: therefor
3. In part 5(a)(10), line 8, after the word “new” and before the word “shall,” delete the word “Development” and insert: development
4. In part 5(a)(12), line 13, after the word “mapped” and before the word “environmentally”, delete the words “mapped 500 feet of” and insert: 500 feet of mapped
5. In part 5(a)(12), line 15, after the word “do” and before the word “contain”, insert: not
6. In part 5(a)(12), line 17, after the word “Policy” and before the word “and”, delete “IS-1.6” and insert: OS-1.16
7. In part 5(a)(14), line 29, after the word “and” and before the word “to:”, delete the word “manageent” and insert: management
8. In part 5(a)(15), line 36, after the word “OS-9.3,” and before the word “and”, delete “-p.4,” and insert: -9.4,
9. In part 5(a)(16), line 41, after the words control plan” and before the words “plan shall”, delete the period and words “.Thisplan” and insert: , and that it
10. In part 5(a)(17), line 46, after the word “BMPs” and before the word “treatment” on page 8, line 1, delete the comma and the words “and without”, and insert: and



**ERRATA** (Non-substantive typographical corrections, reinstatement of inadvertently omitted text, and textual clarification)

**ALBION BRIDGE STEWARDS APPEAL OF PLANNING COMMISSION ACTION ON THE APPLICATION FOR CITY CDP 3-20 (CALTRANS), APRIL 26, 2021, TO THE CITY COUNCIL OF THE CITY OF FORT BRAGG**

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Page 8

1. In the second shown part 5(a)(18), line 5, and thereafter at shown subparts 5(a)(19) through 5(a)(25) on lines 8 through 23, delete subpart numbers (18) through (25) and insert, sequentially, subpart numbers (19) through (26).
2. In renumbered part 5(a)(21), line 12, after the word “therefore” and before the word “inconsistent”, insert: is
3. In renumbered part 5(a)(22), line 14, after the word “Planning” and before the word “proceeding”, delete “commission” and insert: Commission
4. In renumbered part 5(a)(22), line 15, insert a space after the word “or” and before the word “minimize”
5. In renumbered part 5(a)(23), line 18, insert a space after the word “therefor” and before the word “in”
6. In renumbered part 5(a)(25), line 23, after the word “provisions” on line 22 and the word “in” on line 24, delete “therefore” and insert: therefor
7. In renumbered part 5(a)(26), line 23, delete the period after the renumbered word “(25)” and before the word “The”.
8. In the second paragraph, part 5(b)(1), line 26, text was inadvertently dropped from the letter. After the word “The” and before the word “allowable”, insert: The City Zoning Map shows the zoning districts, and CLUDC Chapter 17.21 lists the

Page 9

1. In the first paragraph, line 2, after the word “(3)” and before the word “ESHA”, insert: The project does not conform to the
2. In the first paragraph, line 3, after the word “conservation” and before the word “project”, delete the open parenthesis “(”, and insert: standards because the
3. In the first paragraph, line 7, after “17.50” and before the word “(4)”, delete the closed parenthesis and quotation marks “):” and insert a semi-colon
4. In the first paragraph, line 7, after the newly inserted semi-colon and before the word “Erosion”, insert: The project does not conform to the
5. In the first paragraph, line 7, after the word “Hazards” and before the word “project”, delete the open parenthesis “(”, and insert: standards because the
6. In the first paragraph, line 9, after “17.54” and before the word “(5)”, delete the closed parenthesis and quotation marks “):” and insert a semi-colon



**ERRATA** (Non-substantive typographical corrections, reinstatement of inadvertently omitted text, and textual clarification)

**ALBION BRIDGE STEWARDS APPEAL OF PLANNING COMMISSION ACTION ON THE APPLICATION FOR CITY CDP 3-20 (CALTRANS), APRIL 26, 2021, TO THE CITY COUNCIL OF THE CITY OF FORT BRAGG**

- 
7. In the first paragraph, line 9, after the word “(5)” and before the word “Shoreline”, insert:  
The project does not conform to the
  8. In the first paragraph, line 9, after the word “Access” and before the word “project”, delete the open parenthesis “(”, and insert: standards because the
  9. In the first paragraph, line 12, after “17.56” and before the word “(6)”, delete the closed parenthesis
  10. In the first paragraph, line 12, after the word “(6)” and before the word “Site”, insert:  
The project does not conform to the
  11. In the first paragraph, line 13, after the word “Development” and before the word “project”, delete the open parenthesis “(”, and insert: standards because the
  12. In the first paragraph, line 15, after the word “17.64” and before the period, insert:  
, as further discussed herein and in the letter by the Albion Bridge Stewards to the Planning Commission of April 14, 2021.
  13. In the second paragraph, part (c)(3), line 25, after the word “requirement’ and before the word “ in”, delete the word “therefore” and insert: therefor
  14. In the second paragraph, part (c)(8), line 39, after the word “either” and before the words “the provision”, delete the word “facilitating” and insert: facilitate

Page 10

1. In the third paragraph, line 42, after the words “created;” and before the words “the Coastal”, delete “(150” and insert: (15)

Page 11

1. In the second paragraph, line 14, after the word “circumstances” and before the period, insert: , including as further discussed herein and in the letter by the Albion Bridge Stewards to the Planning Commission of April 14, 2021.

Page 12

1. In the first paragraph, line 9, after the words “Salmon Creek” and before the word “Whitesboro”, delete the word “estuary,” and insert: Estuary,





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CDP 3-20	1,000.00
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Total	1,000.00
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Cash	1,000.00

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APR 26 2021

CITY OF FORT BRAGG  
CITY CLERK

**FOR CITY USE ONLY:**

File # 387-21/A

Date Filed: 4.26.2021

Received by: Jennings

**APPEAL OF PLANNING COMMISSION DECISION**

APPELLANT(S): Tiffana Ferris v. Victoria Vercelle ACCESS FORT BRAGG

MAILING ADDRESS: 558 S. Sanderson Way Fort Bragg CA 95437

CITY: Fort Bragg STATE & ZIP CODE: CA 95437

TELEPHONE #: 707-813-8254 FAX #: Tiffanaferris707@gmail.com

Describe the action being appealed and state the reasons for the appeal.  
(You may attach a letter or other exhibits to describe or justify this appeal.)

"See attached"

APPELLANT(S) SIGNATURE: [Signature]

DATE: 4/26/21

DATE: 4/26/21

**FOR CITY USE ONLY:**

Fee Paid (1,000.00) \$1,000.00 (#110-0000-3998)

Receipt # 00431505

Date: 4.26.2021

**Notice of Public Hearing:**

Mailed ( ) Date: \_\_\_\_\_

Published ( ) Date: \_\_\_\_\_

Posted ( ) Date: \_\_\_\_\_

**CITY COUNCIL ACTION:**

DATE: \_\_\_\_\_

Approve: \_\_\_\_\_

Deny: \_\_\_\_\_

Table: \_\_\_\_\_ Until \_\_\_\_\_

Receive & File: \_\_\_\_\_



I am bringing this appeal with and on behalf of my daughter Lilli Varela who relies on a wheelchair and Access Fort Bragg. We would like to be able to safely access the city's Coastal trail and park from its entrance at Cypress Street without having to risk our lives crossing Main Street and riding into oncoming traffic exiting the city park. We request that the city council accept our appeal and require Caltrans to bring the entire Cypress Street intersection up to current ADA and local standards like they are doing to the Elm Street intersection, the city's other entrance to the Coastal Trail fourteen blocks north. To do this, Caltrans must do the following:

- move the traffic control buttons to a wheelchair accessible location because the buttons are currently not accessible from a safe location outside the dangerous highway
- fix the curb ramps and landings on the west side of the intersection not just on the east side near Taco Bell
- add a paved path in Caltrans property between the southwest curb ramp and landing and the city's entrance to the Coastal Trail park by the gate on Cypress Street
- make any other changes to this area of Caltrans property that are necessary to bring everything up to ADA standards

We are requesting that the city council require these changes in order to be able to make the required findings discussed by the Planning Commission because the findings cannot be made without these changes. Examples of the findings that can't be made without these changes are:

- The proposed project is consistent with the purpose and intent of the zoning district, as well as all other provisions of the Coastal General Plan, Coastal Land Use and Development Code (CLUDC) and the Fort Bragg Municipal Code in general
- The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the type, density, and intensity of use being proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zoning district in which the property is located
- The proposed development as described in the application and accompanying materials, as modified by any conditions of approval, is in conformity with the City of Fort Bragg's certified Local Coastal Program and will not adversely affect coastal resources





- If the project is located between the first public road and the sea, that the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code)
- The proposed development is in conformance with the City of Fort Bragg's Coastal General Plan
- Supplemental findings for projects located between the first public road and the sea required by Section 17.56.070 of this Development Code

These findings cannot be made because the project is not consistent with the following provisions of the Coastal General Plan:

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

**Policy OS-19.3:** Require new development to provide direct pedestrian connections, such as sidewalks, trails, and other rights-of-way to the existing and planned network of parks and trails wherever feasible.

**Program OS-19.3.1:** Consider the access needs of a variety of users, including school-age children, the elderly, and those with handicaps or disabilities when developing trails and recreation facilities.

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

**Goal C-2 Develop and manage a roadway system that accommodates future growth and maintains acceptable Levels of Service while considering the other policies and programs of the Coastal General Plan.**

**Policy C-2.2:** Improvements to major road intersections for public safety or increased vehicle capacity shall be permitted, as necessary, in existing developed areas and where such improvements are sited and designed to be consistent with all policies of the LCP.

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

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

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

Thank you,

Tiffany and Lilli



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Appeal Fee - C	
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Cash	1,000.00

Change 0.00

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**From:** [McCormick, Sarah](#)  
**To:** [Peters, Sarah](#)  
**Cc:** [Lemos, June](#)  
**Subject:** FW: Public Comment -- 11/30/22 PC Mtg., Caltrans ADA Project  
**Date:** Tuesday, November 29, 2022 11:32:08 AM  
**Attachments:** [20210324 PC Public Comments for Caltrans ADA Project.pdf](#)

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**Bcc: Planning Commission**

Planning Commission,

Please include the attached public comments from the March 24, 2021 Planning Commission hearing on the first iteration of this project as a public comment for this new application. IMO the revisions, which appear to amount to adding the future art locations to the retaining wall and removing the improvements to the Cypress Street intersection that was the focus of community concern, do not improve the project compared to last time and may make it even less consistent with the ADA and the City's applicable general plan policies that were cited in the comments the first time.

This application should be denied for all of the reasons that were raised at the first public hearing and because the issues raised in the two appeals that were filed have not been addressed.

Regards,

—Jacob





## **PUBLIC COMMENTS RE: LCP CONSISTENCY OF CDP 3-20**

March 24, 2021

### **Introduction:**

The following policies from the Coastal General Plan (CGP), which is one half of the City of Fort Bragg's Certified Local Coastal Program (LCP) along with the Coastal Land Use and Development Code (CLUDC), are relevant to this project and apply to Coastal Development Permit (CDP) 3-20. (There may be other applicable CGP policies, including those discussed in the staff report but not discussed here.) The City's LCP mandates that all projects proposed within the Coastal Zone, including those requiring a CDP, are consistent with all applicable CGP policies.<sup>1</sup> This is different than normal general plan consistency analysis, which only requires a proposed project be consistent with the applicable general plan overall rather than requiring consistency with all applicable policies. The staff report omits numerous applicable CGP policies (see below) and the project is not consistent with many of the applicable policies that have been omitted from the analysis.

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

### **Consistency & Conformity Analysis:**

#### **3. PUBLIC FACILITIES ELEMENT**

**Goal PF-1      Ensure that new development is served by adequate public services and infrastructure.**

**Policy PF-1.1:** All new development proposals shall be reviewed and conditioned to ensure that adequate public services and infrastructure can be provided to the development without substantially reducing the services provided to existing residents and businesses.

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



**Program PF-1.1.1:** New development shall be responsible for any improvements or extensions of infrastructure or the service capacity necessary to serve the development.

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

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

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

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

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

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

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



**Policy OS-1.16: Biological Report Required.**

- a) Permit applications for development within or adjacent to Environmentally Sensitive Habitat Areas including areas identified in Map OS-1 or other sites identified by City staff which have the possibility of containing environmentally sensitive habitat shall include a biological report prepared by a qualified biologist which identifies the resources and provides recommended measures to ensure that the requirements of the Coastal Act and the City of Fort Bragg's Local Coastal Program are fully met. The required content of the biological report is specified in the Coastal Land Use and Development Code.
- b) Submittal of Biological Reports. These biological reports shall be reviewed by the City and approving agencies. The biological reports described above shall be submitted prior to filing as complete a coastal development permit application and may also be submitted as a part of any environmental documentation required pursuant to CEQA. The selection of the professional preparing the report shall be made or approved by the City or the agency approving the permit and paid for by the applicant.
- c) Biological reports shall contain mitigating measures meeting the following minimum standards:
  - i. They are specific, implementable, and, wherever feasible, quantifiable.
  - ii. They result in the maximum feasible protection, habitat restoration and enhancement of sensitive environmental resources. Habitat restoration and enhancement shall be required wherever feasible, in addition to the applicable baseline standard of either avoiding or minimizing significant habitat disruption.
  - iii. They are incorporated into a Mitigation Monitoring Program; and
  - iv. They include substantial information and analysis to support a finding that there is no feasible, less environmentally damaging alternative.

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

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

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





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

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

**Policy OS-9.1<sup>2</sup>:** Minimize Introduction of Pollutants. Development shall be designed and managed to minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, streams, and lakes) to the extent feasible.

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

**Policy OS-9.2<sup>3</sup>:** Minimize Increases in Stormwater Runoff. Development shall be designed and managed to minimize post-project increases in stormwater runoff volume and peak runoff rate, to the extent feasible, to avoid adverse impacts to coastal waters.

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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





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

**Policy OS-19.3:** Require new development to provide direct pedestrian connections, such as sidewalks, trails, and other rights-of-way to the existing and planned network of parks and trails wherever feasible.

**Program OS-19.3.1:** Consider the access needs of a variety of users, including school-age children, the elderly, and those with handicaps or disabilities when developing trails and recreation facilities.

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

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

**5. CIRCULATION ELEMENT**

**Goal C-2 Develop and manage a roadway system that accommodates future growth and maintains acceptable Levels of Service while considering the other policies and programs of the Coastal General Plan.**

**Policy C-2.2<sup>4</sup>:** Improvements to major road intersections for public safety or increased vehicle capacity shall be permitted, as necessary, in existing developed areas and where such improvements are sited and designed to be consistent with all policies of the LCP.

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

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



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

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

## **9. Pedestrian Facilities**

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

### **Goal C-9 Make it easier and safer for people to walk in Fort Bragg.**

**Policy C-9.1<sup>5</sup>: Provide Continuous Sidewalks:** Provide a continuous system of sidewalks throughout the City.

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

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

**Program C-9.2.1:** Consider implementing the following funding sources for the purpose of installing sidewalks in existing developed areas of the City:

- a) special benefit assessment districts; and/or

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



b) a low-interest revolving loan fund.

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

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

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

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

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

**Policy C-9.6<sup>6</sup>:** Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.

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

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

Providing transportation facilities accessible to persons who are mobility-impaired is essential. Approximately three percent of the population in Fort Bragg cannot use conventional public transit due to a disability. The Federal Americans with Disabilities Act of 1990 contains many requirements regarding removal of barriers for persons with disabilities.

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





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

**Policy C-11.2<sup>7</sup>:Handicapped Access.** In conformance with State and Federal regulations, continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access.

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

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



**MAR 24 2021**

## Memo

**To:** Fort Bragg Planning Commission**From:** Access Fort Bragg**Date:** March 24, 2021**Re:** CDP 3-20, Caltrans ADA Improvement Project

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

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

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



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

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





## **PUBLIC COMMENT RE CDP 3-20**

March 24, 2021

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

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

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

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

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

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

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

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





























HOME CENTE















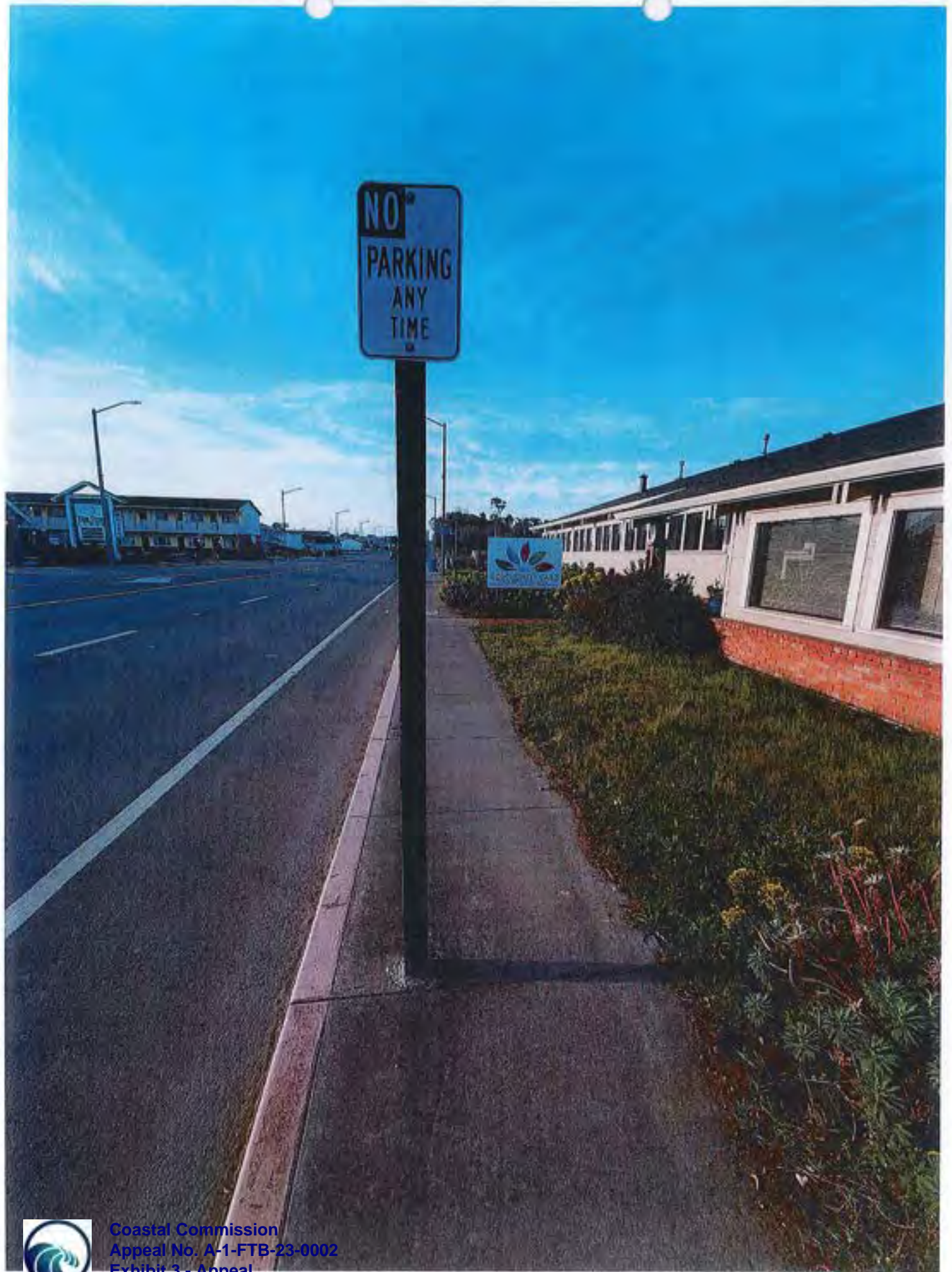




































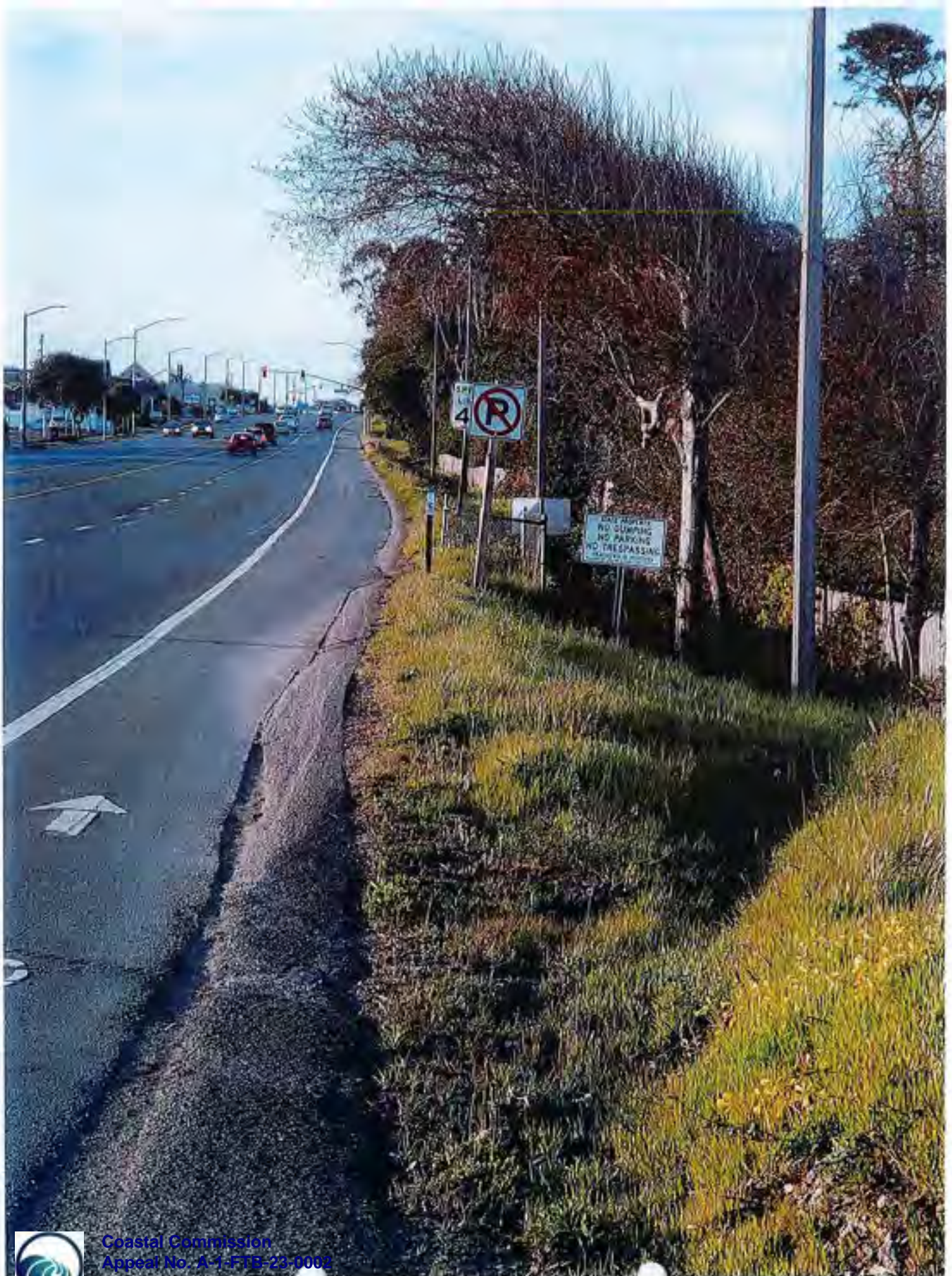






















 Reply all | v

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



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

 Reply all | v

Wed 3/17/2021 10:36 AM

To: CDD User

CC: O'Neal, Chantell; Miller, Tabatha

Inbox

Pages from Chapter 5 Ci... v  
214 KB

 Show all 1 attachments (214 KB) Download

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

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



Coastal Commission  
Appeal No. A-1-FTB-23-0002

Exhibit 3 - Appeal

Page 81 of 112



some preliminary comments.

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

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

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





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

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

Regards,





MTA has a fixed-route weekday bus service (the "5 BraggAbout") in Fort Bragg with seven fixed stops that connect the College of the Redwoods, shopping centers, the Central Business District, and the hospital. Local trips within the Fort Bragg area are also provided by MTA's dial-a-ride service where riders can call to be picked up and delivered to their destination Monday through Saturday. In addition, the Redwood Senior Center provides transportation services for seniors in the community.

**Goal C-8 Provide better public transportation.**

**Policy C-8.1: Encourage Transit Use.**

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

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

Program C-8.2.1: Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, industrial, residential, and institutional developments, and identify, in collaboration with MTA, additional locations for bus stops and shelters.

**Policy C-8.3: Transit Facilities in New Development. Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, industrial, residential, and institutional developments.**

**9. Pedestrian Facilities**

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

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

**Policy C-9.1: Provide Continuous Sidewalks: Provide a continuous system of sidewalks throughout the City.**

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

Program C-9.2.1: Consider implementing the following funding sources for the purpose of installing sidewalks in existing developed areas of the City:

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



Program C-9.2.2: Work with the Mendocino Council of Governments and Caltrans to construct pedestrian walkways over the Hare Creek and Pudding Creek Bridges. These facilities may qualify for Transportation Enhancement Activities (TEA) funding available through Mendocino Council of Governments (MCOG).

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

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



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

Program C-9.4.1: Continue to implement City regulations that require sidewalks to be maintained by property owners. Carry out regular inspections, notification, and enforcement of this requirement.

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

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

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

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

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

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

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



Policy C-9.7: Improve Pedestrian Safety.

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

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





## 10. Bikeways

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

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

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

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

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

The following local bikeway projects are identified as high priority by Mendocino County's *2000 Regional Bikeway Plan*. A full description of recommended improvements is included in that Plan.

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

Providing transportation facilities accessible to persons who are mobility-impaired is essential. Approximately three percent of the population in Fort Bragg cannot use conventional public transit due to a disability. The Federal Americans with Disabilities Act of 1990 contains many requirements regarding removal of barriers for persons with disabilities.

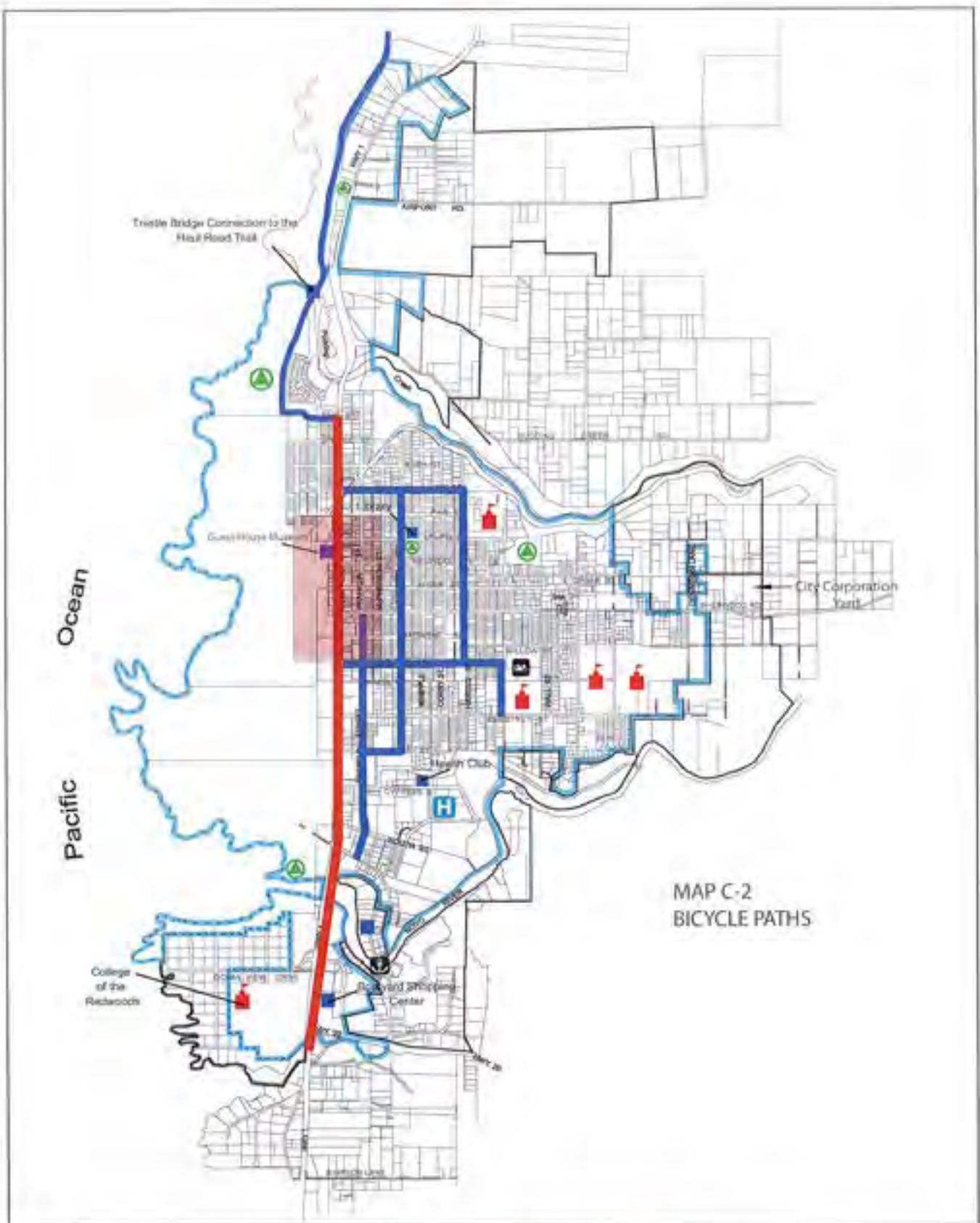
**Goal C-11 Provide mobility-impaired persons with access to transportation.**



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







#### Legend

- City Boundary
- School
- Parks
- Hospital
- Harbor/Marina
- Aquatic Center
- Points of Interest
- Proposed Hwy 1 Bike Lanes
- Existing Bikeways
- Central Business District



0 1400 2800



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

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



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

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

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

## **12. Train Service**

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

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

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

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



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

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

Program C-12.1.2: Work with the Mendocino Council of Governments to facilitate increased use of the Skunk Line as an alternative to automobile transportation between Fort Bragg and Willits.





### 13. Coordinate Regional Transportation Planning

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

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

#### Goal C-13 Coordinate regional traffic planning.



**Policy C-13.1**     Regional Transportation Efforts: Participate in regional transportation planning efforts.

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

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

Program C-13.1.3: Continue to ensure that MCOG's Regional Transportation Plan (RTP), the State Transportation Improvement Program (STIP) and the State Highway Systems Operation and Protection Plan (SHOPP) include needed improvements to Highway One and Highway 20 in the Fort Bragg Planning area. Such improvements shall be designed to ensure that Highway One in rural areas outside the Mendocino County urban/rural boundary remains a scenic two-lane road consistent with Section 30254 of the Coastal Act.

### 14. Funding Transportation Improvements

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

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

It is necessary that funding mechanisms be expanded to ensure effective coordination among different government jurisdictions. The goals, policies, and programs below complement those



in the Land Use and Public Facilities Elements requiring new development to pay for its fair share of maintaining the City's infrastructure and service levels.

**Goal C-14      Promote balanced funding for transportation.**



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

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

Program C-14.1.2: Work with the County of Mendocino and MCOG to develop traffic mitigation fees for the Fort Bragg Sphere of Influence. Consider adopting a memorandum of understanding between the City of Fort Bragg and the County regarding traffic mitigation fees.

Program C-14.1.3: Work with MCOG to ensure that the standards and requirements contained in the joint City and County Traffic Mitigation Program between Fort Bragg and the County are incorporated into the Regional Transportation Plan.

Program C-14.1.4: Include in the Traffic Mitigation Fee Program mitigation fees for new development with primary access to Highway One and Highway 20. Utilize the funds collected as a local match to encourage Caltrans to raise the priority of Highway One and Highway 20 improvements.

Program C-14.1.5: Ensure that the City's Pavement Management System obtains funding from the Traffic Mitigation Fee Program, as deemed appropriate by the traffic impact fee nexus study and applicable State law.

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





**From:** Jenny Shattuck <jenxvann@yahoo.com>  
**Sent:** Wednesday, March 24, 2021 5:45 PM  
**To:** Gonzalez, Joanna  
**Cc:** Morsell-Haye, Jessica  
**Subject:** caltrans project 6A

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



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

Thank you,  
Jenny Shattuck  
Fort Bragg





## Gonzalez, Joanna

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**From:** Annemarie <aweibel@mcn.org>  
**Sent:** Wednesday, March 24, 2021 5:00 PM  
**To:** Gonzalez, Joanna; Miller, Tabatha  
**Subject:** Public Comment reg. Public Hearing about Coastal Development Permit 3-20 (CDP 3-20) item 6a Planning Commission 3-24-2021

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

Dear Commissioners,

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

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

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

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

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

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

### 15201. PUBLIC PARTICIPATION

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

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

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

In addition this web page



<https://city.fortbragg.com/786/Active-Planning-Reports-and-Studies>

no longer has information about this Caltrans project. Only the initial study about the Grocery Outlet and the Avalon Hotel are available. Not even information about a possible future Dollar Store.

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

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

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

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

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

Where is the Landscape plan?

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

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

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

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





<https://ebird.org/home> and Audubon Survey Area 3 & 4

<https://www.google.com/maps/d/viewer?msa=0&ie=UTF8&t=p&vpsrc=6&ll=39.456872651798236%2C-123.77162886767579&spn=0.212238%2C0.274658&z=12&source=embed&mid=1klQG6bcyJ0aAfrV32n7w7-Dv-FA>

and last survey from 2018:

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

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

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

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

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

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

The project is not acceptable.

Sincerely, Annemarie Weibel

3-24-2021

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This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>



From: [Jacob Fjortson](#)  
To: [O'Neal, Chantell](#), [Miller, Tabitha](#)  
Subject: Caltrans ADA project follow-up comment  
Date: Friday, April 2, 2021 9:40:01 AM

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Chantell,

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

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

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

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

Best regards,

—Jacob





## Memo

To: Fort Bragg Planning Commission  
From: Access Fort Bragg  
Date: November 30, 2022  
Re: CDP 6-22 & DR 18-22, Caltrans ADA Improvement Project



As you know from the comments we submitted for the March 2021 review of the predecessor project, Access Fort Bragg was formed to promote full and equal access to all programs, facilities, and services for all residents and visitors in our town and the surrounding areas, including those with differing levels of mobility and abilities. Access Fort Bragg continues to be excited that the Caltrans ADA improvement project for Main Street will enhance and replace our current infrastructure and continues to support the concept underlying the project under review tonight but we believe that it falls short of the project objectives of bringing the Main Street corridor up to current ADA standards and is not fully consistent with Fort Bragg's Local Coastal Program (LCP). Access Fort Bragg renews our objections from the earlier project because this altered version of the project actually does even less to address ADA accessibility. Interestingly, there is no discussion of the MCOG-funded project that was discussed during the earlier review and this is very troubling.

Thank you for your consideration of this important project but please either deny the permits due to inconsistency with the LCP, primarily with applicable policies in the City's Coastal General Plan that were discussed in prior comments, or continue it to a future meeting with the direction to the City's planning team to add special conditions to bring the project into compliance with the City's LCP.

By: Tiffani Ferris



**From:** [Jenny Shattuck](#)  
**To:** [cdd](#)  
**Subject:** Planning commission./Caltrans public comment for Dec 14  
**Date:** Wednesday, December 14, 2022 11:46:01 AM

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Dear Planning Commissioners,

The public open house meeting as of 11am on Dec 14 from what I can tell, has not been posted on the city Facebook or Website. This morning I did however find these 2 posted today. Neither of these 2 postings are accessible to anyone in a wheelchair or scooter. I support this project 100 percent, however simply adding an accessible button to the other side of Cypress as is already installed on the East side by Taco Bell should be an added condition. We are not asking for much. We are asking that someone who isn't able to access the button have the opportunity that those fortunate enough to not have a disability do without a thought every day. Simply being able to cross the street. Myself and Tiffani Ferris have tried multiple times to reach Sara McCormick after she left a message for Tiffani Ferris to meet following the last planning commission meeting. That message was left on Thursday, after Wednesday's meeting. We have received no response back. She had asked about how to make Cypress St accessible for everyone.. We would have loved to be able to meet with staff and show them firsthand. Seems like another missed opportunity. Neither of us have received an invite nor any info about the community open house.

Jenny Shattuck  
Fort Bragg





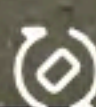
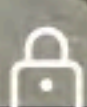
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**From:** [Ducey, Peggy](#)  
**To:** [Peters, Sarah](#)  
**Subject:** FW: Public Comment -- 12/12/2022 PC Mtg., Item 6B (Continued ADA project)  
**Date:** Wednesday, December 14, 2022 3:20:02 PM  
**Attachments:** [0k250 additional scope.pdf](#)

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**From:** Jacob Patterson <jacob.patterson.esq@gmail.com>  
**Sent:** Wednesday, December 14, 2022 1:48 PM  
**To:** cdd <cdd@fortbragg.com>  
**Cc:** Ducey, Peggy <PDucey@fortbragg.com>  
**Subject:** Public Comment -- 12/12/2022 PC Mtg., Item 6B (Continued ADA project)

Planning Commission,

Please see the attached plans for the related project that is proposed for the west side of the Highway. It should have been combined with this project approval, IMO, even if it is determined to be a Phase II and still constructed according to the timelines. In fact, if you see fit to approve the (arguably incomplete) project before you now, I suggest adding a special condition to require Caltrans to implement the other project if it is not complete or in process by a specified date. I believe making these additional necessary safety and public access improvements to the west side of Highway One are necessary in order to find that the current project is consistent with applicable policies of the Coastal General Plan. Just "trusting" that this other work will be done without putting it in writing as a specific requirement is not sufficient. Planning doesn't work by trying to rely on unenforceable oral promises to satisfy policy consistency or code requirements.

Moreover, this project and the lack of safe connectivity to the City's Coastal trail and park at the Cypress Street intersection raises issues of consistency with the public access aspects of the Coastal Act, which governs this project even if it is not a local code requirement. In fact, issues with consistency with the public access and recreational provisions in the Coastal Act could likely provide the basis for an appeal to the Coastal Commission and a finding that the appeal presents a "substantial issue" beyond issues with the project's consistency with local requirements in the certified LCP.

In any case, I object to this project not being tied to the related STIP project because I feel, without those additional improvements to the west side of Highway One that will provide the necessary connectivity and public access for disabled members of the community, not only is it not consistent with the Coastal General Plan, CLUDC, and Citywide Design Guidelines (concerning the retaining walls) but it is not consistent with the public access and recreational provisions of the Coastal Act.

Regards,

--Jacob





NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
THE ACCURACY OR COMPLETENESS OF SCANNED  
COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER

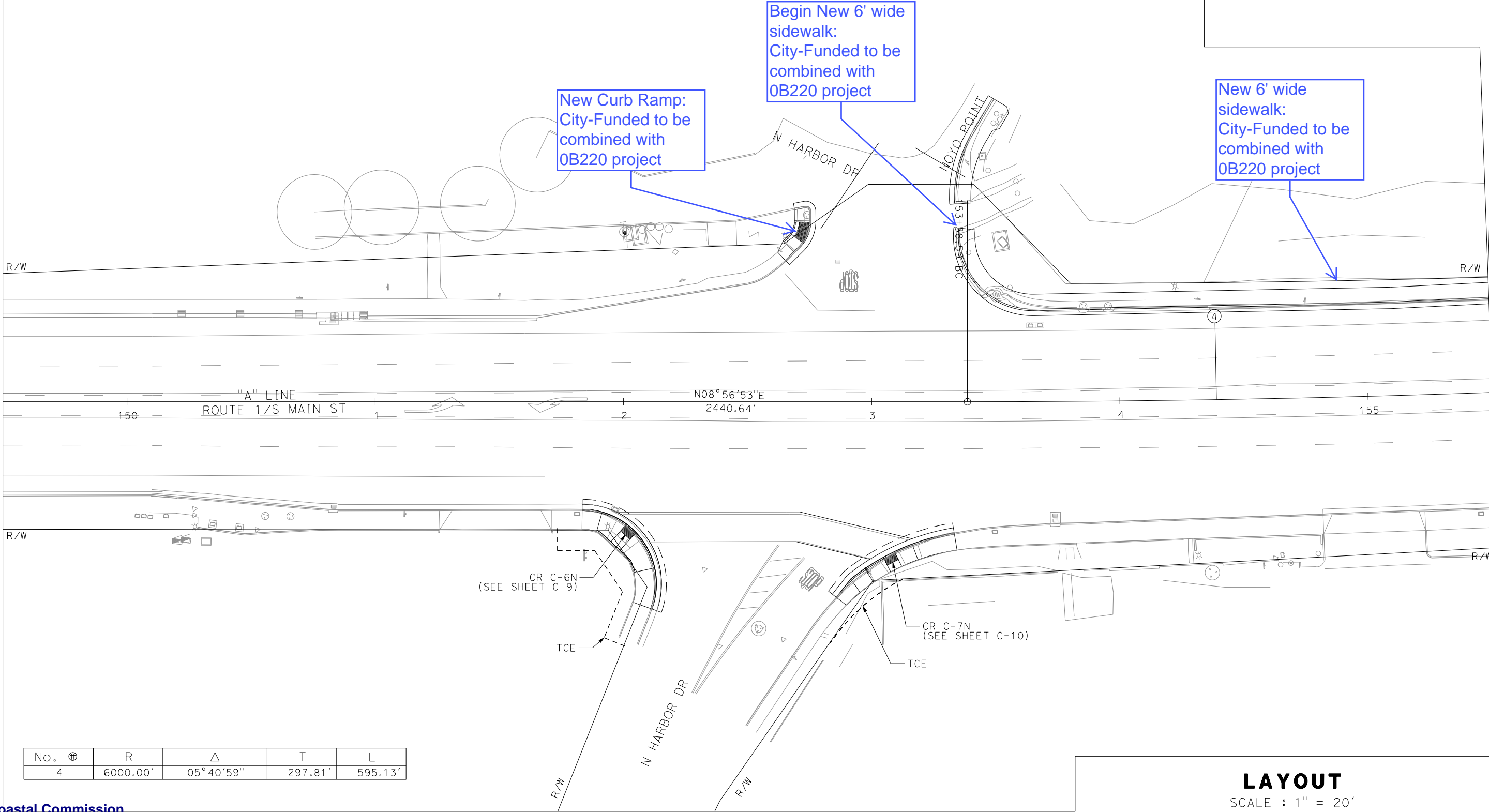
JONY TJI

No. 73291

Exp. 12-31-2022

CIVIL

STATE OF CALIFORNIA



No. Ⓢ	R	Δ	T	L
4	6000.00'	05° 40' 59"	297.81'	595.13'

LAYOUT  
SCALE : 1" = 20'

NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS  
OR AGENTS SHALL NOT BE RESPONSIBLE FOR  
THE ACCURACY OR COMPLETENESS OF SCANNED  
COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER

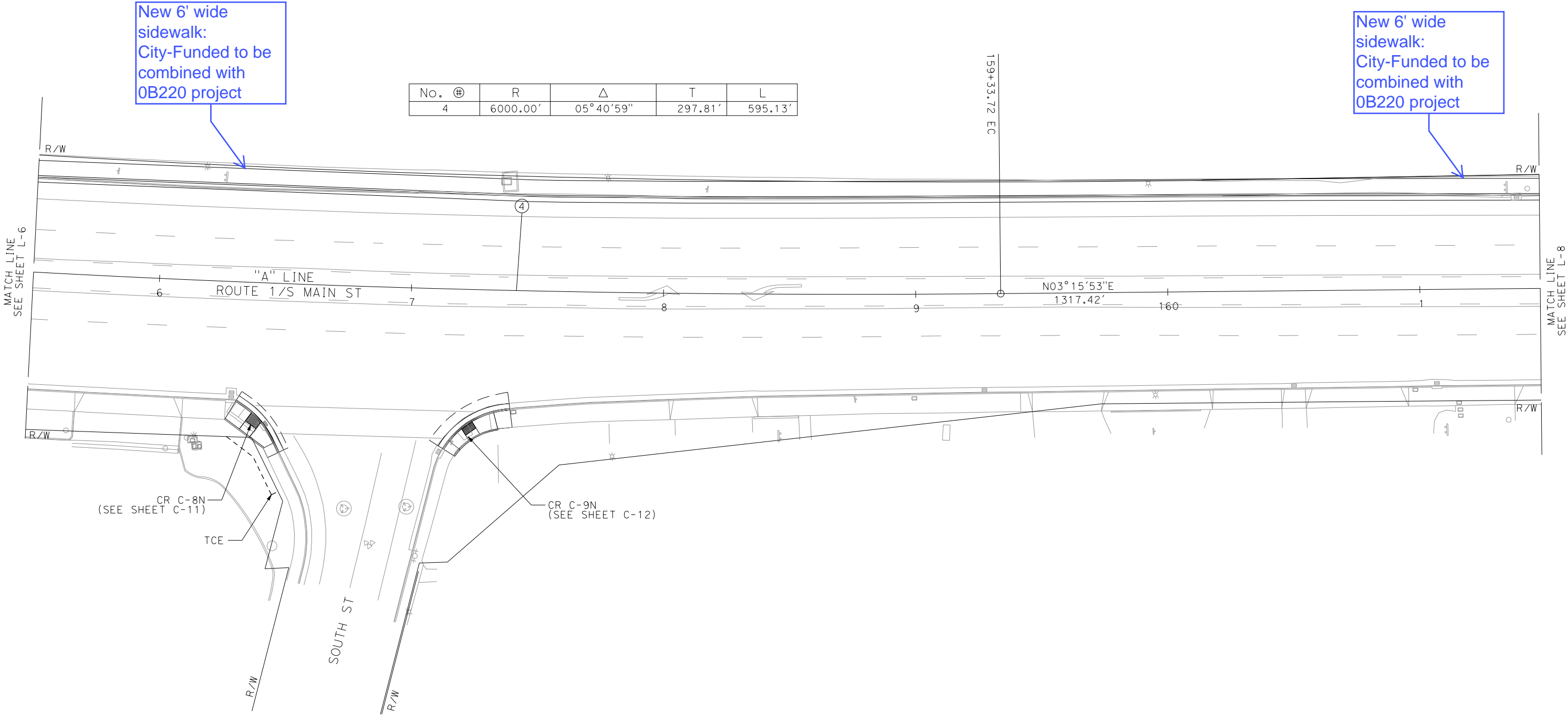
JONY TJI

No. 73291

Exp. 12-31-2022

CIVIL

STATE OF CALIFORNIA



LAYOUT  
SCALE : 1" = 20'



NOTE:  
FOR ACCURATE RIGHT OF WAY DATA, CONTACT  
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
01	Men	1	59.8/62.1		

REGISTERED CIVIL ENGINEER

DATE

JONY TJI

No. 73291

Exp. 12-31-2022

CIVIL

STATE OF CALIFORNIA

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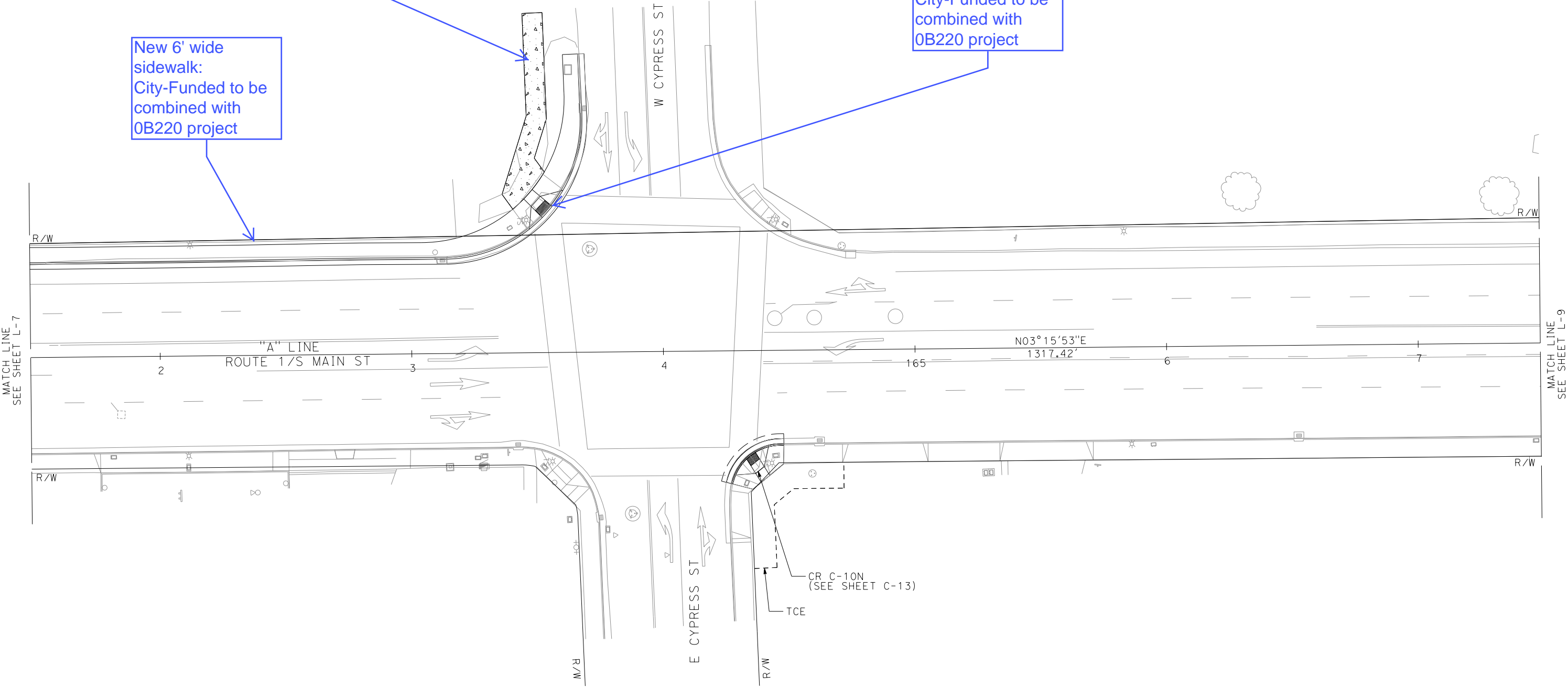
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



New Pedestrian Path:  
City-Funded to be  
combined with 0B220  
project

New 6' wide  
sidewalk:  
City-Funded to be  
combined with  
0B220 project

New Curb Ramp:  
City-Funded to be  
combined with  
0B220 project



LAYOUT  
SCALE : 1" = 20'



**From:** [Annemarie](#)  
**To:** [cdd](#)  
**Cc:** [Ducey, Peggy](#)  
**Subject:** Public Comment -- 12/12/2022 PC Mtg., Item 6B (Continued ADA project)  
**Date:** Wednesday, December 14, 2022 4:52:47 PM  
**Attachments:** [Caltrans ADA project 2.pdf](#)  
[Caltrans ADA project 3.pdf](#)

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Planning Commission,

Please see the attachments.

Regards, Annemarie Weibel





## CDP 6-22 DR 18-22 Caltrans ADA project

To planning commissioners, city manager, and city staff,

This is a request to postpone this project and discuss at the next planning commission meeting. I know we might soon have new planning commissioners, but to have this controversial project happening right now does not allow the public, nor the commissioner enough time to study it. As this project was filed on 6-17-2022 I see no reason why this had to be crammed in before Thanksgiving with such little notice to the public and the commissioners.

Only commissioners Roberts, Miklose, and Logan were considering the previous Caltrans ADA project on 4-14-2021. This project was appealed to City Council by the Albion Bridge Stewards, Annemarie Weibel, Gabriel Quinn Maroney and Tiffany Ferris. Caltrans withdrew their application on 5-12-2021.

The previous application information about this project just like this one was not posted on the city's web page for ACTIVE PLANNING REPORTS AND STUDIES and the previous information did not allow commissioners to consider it in a timely manner so the proposal ended up being discussed on 4-14-2021 and not on 3-24-2021. For the ones that are new on the planning commission you might like to look at the 167 pages of public comments and photos that were submitted for this meeting. You might also like to review the appeals of the previous project. Here again we receive information in the last minute immediately after a holiday with insufficient time given to commissioners, as well as the public to study the project.

When I found out that this project will be addressed by the planning commission I contacted Sarah McCormick, Assistant City Manager/Community Development Director on 11-17-2022 asking for more information. As a result June Lemos, City Clerk, posted some of the attachments/studies on the City's Public Record's Request link on 11-18-2022. Heather Gurewitz realized that one of the attachments (Attachment 9 Initial Site Assessment) was not included and she sent it to me in an e-mail. I asked for it to be included in my Public Record's Request. As of today that has not happened yet. Heather Gurewitz also informed me that as this is a Special Meeting the city is not required to post the agenda earlier than 24 hours in advance. Written comments should be submitted at least 24 hours in advance of the meeting to maybe have a chance to be included in the agenda. How is someone supposed to write comments before seeing the staff report? I was ready to ask city staff many questions, but chose to wait until the staff report would be available. It used to be that written comments would be included even after the fact as long as the city received them before the beginning of the meeting. The minutes only list who spoke during a meeting, not who sent written information. I left a phone message with the city manager yesterday, hoping to postpone this meeting, but have not heard back yet.

As one of the appellants of the past ADA project I did also get an invitation to the public hearing on 11-18-2022 scheduled for 11-30-2022. I found out that do to the holiday City Hall would only be open on 2 days (11-21-2022 and 11-22-2022) this week.

Dealing with a project within the coastal zone within 12 days during Thanksgiving holidays is not what the PUBLIC RESOURCES CODE was designed to protect. The PUBLIC RESOURCES CODE—DIVISION 20 of the CALIFORNIA COASTAL ACT was designed to protect the “widest opportunity for public participation.” According to Section 65033 of the State Planning, Zoning, and Development Law (Government Code) the Legislature recognizes the importance of public participation at every level of the planning process. It is therefore the policy of the state and the intent of the Legislature that each state, regional, and local agency concerned in the planning process involve the public through public hearings, informative meetings, publicity and other means available to them, and that at such hearings and other public forums, the public be afforded the opportunity to respond to clearly defined





alternative objectives, policies, and actions.

The CEQA Guidelines, at Title 14, California Code of Regulations Section 15201 about PUBLIC PARTICIPATION, or any of the CEQA (Public Resources Code section 21000 and after) contain many specific provisions about required notice of environmental documents, and opportunities for public comments on them relating to the a project proposal. Each public agency should include provisions in its CEQA procedures for wide public involvement, formal and informal, consistent with its existing activities and procedures, in order to receive and evaluate public reactions to environmental issues related to the agency's activities.

A CEQA review is necessary for this project as there will be new retaining walls, new sidewalk segments, installation of driveways, new curb lines, new drainage inlets, a new drainage system, and new culverts. In addition, widening the street is also new work. Unlike some of the other proposed work, these proposed facilities are entirely new and do not constitute existing facilities covered by the Class 1 categorical exemption. Sec. 15300.2(d): Scenic Highways: A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to a highway officially designated as a state scenic highway. Under the Scenic Highways Element of the County's General Plan many visual elements are considered scenic resources.

None of the exceptions to application of an exemption contained in Section 15300.2 of the CEQA Guidelines apply to the project, as described here. Sec. 15300.2(b): Cumulative Impact: All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. The cumulative impact is huge considering that Caltrans and the City have projects in mind that can easily take up to 5 years (also depending on money) in just Fort Bragg alone, and 20 within Gualala and Westport.

The new retaining wall at Hwy 1 and 20 also presents concerns about potentially significant impacts in a variety of areas including, but not limited to aesthetic impacts to the Southern Gateway that need to be mitigated to reduce their significance. This project would damage a scenic resource. It does not matter if the retaining walls get additional artistic touches. The work is based on a 2011 subsurface investigation.

The appellants indicated in their appeals (Albion Bridge Stewards 13 pages, Annemarie Weibel 8pages, and Tiffany Ferris on behalf of her daughter Lilli Varels who uses a wheel chair 2 pages) that the planning commission altogether failed to analyze the project as a whole, or just this one Caltrans piece, for cumulative impacts on the environment, in substantive and procedural violation of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the Coastal General Plan, and CLUDC & 17.71.045.D.2. As Caltrans will need state & federal money they have to abide by their regulations. Also the project information was incomplete, inaccurate, lacked clarity, and was inconsistent with specific mandatory standards of the Local Coastal Plan, the Coastal Act (especially the public access and recreation policies), and ADA standards. The commission did not have a full project description, or the required analysis/findings and environmental documents before it to make a decision. Commissioners, city staff, and Caltrans have admitted on the record to piecemealing the project, and that it raised cumulative impact issues. Staff and commissioners recommended speculative future mitigations also in relation to visual quality. Caltrans wants us to believe that the project got somewhat curtailed. I think the contrary is true. There are many issues that need to be looked at thoroughly before this project can be approved.





The scope of work considered now changes to 1,900 linear ft. of sidewalk reconstruction (versus 1,384 linear ft. beforehand), and 2,300 linear ft. of new sidewalk (versus 1,100 linear ft. beforehand). One of the retaining walls (wall # 1) would now be 780 ft. long (compared to 741 in the earlier proposal). Retaining wall (wall # 2) would now be 128 ft. long. The cable railing that would be installed on top of the retaining walls is has a serious visual affect not discussed in the provided documents. Also no vegetation plan is included. The information from the Fish & Wildlife Service has to be updated every 90 days. That was due in August. Instead of no work being performed in the Central Business District the area next to the former GP mill will not be addressed. I will mention more issues in future comments. It seems to me these decisions have more to do with money than ADA, or environmental issues.

On 5-12-2021 the planning commission held a Public Scoping Session for State Transportation Improvement Project (STIP) to Upgrade a Section of State Route (SR) 1. Since then we have not heard anything about this project. I submitted comments about this project. This is a \$3 million project. It is extremely important that this does not become a piecemealed project, but will be looked at holistically as 1 project regardless who finances what (Caltrans, STIP, MCOG, the City, or other entities and would include what Caltrans wants to do now.

By not allowing the public and the commissioners enough time to consider the documents provided in the last minute you might risk to have this project appealed again. Unfortunately the discussion on the 5-10-2021 city council meeting to look at the \$1,000 fee for an appeal which was brought to the attention of the city council ended up with a motion to waive the fees, but failed for lack of a second. It has never been brought up again and needs to be brought up again.

Please postpone this project and discuss at the next planning commission meeting

Thanks, Annemarie Weibel

11-23-2022





Dear Commissioners,

Public comments about CDP 6-22 DR 18-22 Caltrans ADA project

Welcome new commissioners Jary Stavely and Dave Jensen.

I do not envy you that you have to vote on a Caltrans ADA project that you might not have had time to study. You always have the option of course to ask to postpone the decision on this project until the next meeting. No one, not even the lawyer, at the last meeting on 11-30-2022 addressed the issue that the decision about this project might not be explored in great detail by you, the new Commissioners, as you were just approved by all city council members on 12-12-2022.

At the last meeting on 11-30-2022 it was determined that 2-3 Commissioners would get a tour of the project site. In addition maps would be posted in the 3 display cases the city has (post office, corner of Franklin and Laurel Street, and corner of Main Street and Laurel Street). Unfortunately this has not happened. Only today were a few flyers posted on Main Street. They were posted way high where people in wheelchairs would not be able to read them. Checking on the web page of the Mendocino Council of Government (MCOG) I saw a video from their December 5<sup>th</sup> meeting where the Caltrans project manager mentioned one of the appeals (not both) and referred to the project and the chance to participate at an informational workshop from 5-6pm on 12-14-2022. It is unfortunate that this was not mentioned in the agenda or announced more widely and with advanced notice. I just received an e-mail at 3:35pm announcing that workshop. With such short notice I am not able to attend. I asked on 12-7-2022 the Community Development Department how the informational workshop from 5-6pm on December 14 would be structured? I never got an answer to my question. This project is especially of concern for business owners who, do to the construction, will have less business. The last time the sidewalks were widened in Fort Bragg the business owners lost a lot of business during a 2 month stretch and some had a hard time dealing with that loss. Unfortunately information for the businesses is arriving way to late.

As you might know discussion about this project has already been postponed from 11-30-2022 to today, 12-14-2022 as the public, nor the Commissioners had enough time to study the material around Thanksgiving and last minute notification the last time around.

This project has been appealed by myself (Annemarie Weibel), Gabriel Quinn Maroney, the Albion Bridge Stewards and Tiffany Ferris on behalf of her daughter Lilly. Lilly uses a wheelchair.

As my comments I submitted to the Commissioners for the last meeting were copied in 2 different locations (pg 1 & pages 33 & 34 of the 90 pages) along with our appeals (pages 2-33) on the web page for tonight under public comments I will send you basically the same information I sent for the last meeting. See below.

In addition I want to bring to your attention that certain parts of this project were originally a part of this project, but would now be dealt with by Caltrans and the City of Fort Bragg at some future time. The Planning Commission held a Public Scoping Session for State Transportation Improvement Project (STIP) to Upgrade a Section of State Route (SR) 1 on 5-12-2021. The item # is 7B. I submitted comments about this project which has changed by now as well. In my comments I listed the brochure that the City published in 2011 with the title South Main Street Access and Beautification Plan. As good as this brochure was what Caltrans has planned for the Southern Gateway to Fort Bragg is a cheap, ugly retaining wall. It does not matter that it will be possible that this retaining wall can be





decorated. This is a very prominent spot. The retaining wall will have an ugly utilitarian cable system on top. Fort Bragg is proud of its generous murals, but trying to force artwork into 7 panels consisting of two 40 by 96 in. and five 32 by 80 in. surrounded by the cheapest, ugliest retaining wall is not what the tourists want to see when arriving in Fort Bragg. There is also no guarantee this artwork would ever happen. Just like the art work at the roundabout that never happened. Hwy 1 could still be a scenic road.

All these projects need to be looked at as 1 project no matter who pays for what. Both these projects are piecemealed projects not acceptable with the Coastal Act regardless who pays for them (Caltrans, MCOG, the City, STIP \$)

<https://cityfortbragg.legistar.com/View.ashx?M=A&ID=856038&GUID=CC595B3D-6925-4171-AF94-EBA0ED073FD5>

05122021 STIP Scoping Session

Att 1 - Preliminary Design Plans

ATT 2 - Staff Presentation

ATT 3 - Public Comment

In Hopland where Caltrans knew they had to do an EIR for that ADA project they held a zoom meeting. Here is the link to that:

<https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-hopland-ada>

Why not here?

It seems that so far the public and Commissioners have not seen any photos of the colors that will be used with this construction, how crosswalks will look like, how the ADA curb ramps will look like, and if Gang Planks and Temporary Pedestrian Access Routes (TPAR's) will be used. We who live here deserve to have more information.

Also will there be work performed during the weekend?

When the STIP project was introduced to the public we at least got to see how certain areas might look like.

I support what Mr. Patterson wrote for tonight's meeting.

In my comments at the last meeting I commented on documents that are failing. It is essential to have them like landscape plan, visual assessment, a design review, and grading plan.

Sincerely,  
Annemarie Weibel  
12-14-2022







## CITY OF FORT BRAGG

Incorporated August 5, 1889  
416 N. Franklin Street, Fort Bragg, CA 95437  
Phone: (707) 961-2827 Fax: (707) 961-2802  
www.FortBragg.com

RECEIVED

DEC 30 2022

CALIFORNIA  
COASTAL COMMISSION  
NORTH COAST DISTRICT

### NOTICE OF FINAL ACTION ON COASTAL DEVELOPMENT PERMIT & DESIGN REVIEW

On December 14, 2022, final action was taken by the City on the following Permits:

**PERMIT TYPE & NO.:** Coastal Development Permit 6-22 (CDP 6-22) & Design Review (DR 18-22)  
**APPLICANT/OWNER:** California Department of Transportation  
**LOCATION:** State Route 1 from post miles 59.80 through 62.10  
**APN:** Various  
**DESCRIPTION:** Upgrade a section of State Route (SR) 1 to meet current Americans with Disabilities Act (ADA) standards from Post Miles (PM) 59.80 through 62.10 in the City of Fort Bragg, Mendocino County, California. Reconstruct 1,900 linear feet of sidewalk, install 2,300 linear feet of new sidewalk, construct 36 curb ramps, reconstruct 18 driveways that coincide with the proposed sidewalk construction and reconstruction, install two new retaining walls, perform associated drainage inlet and culvert work, and place pavement markings at specified locations

**DATE OF ACTION:** December 14, 2022  
**ACTION BY:** Planning Commission  
**ACTION TAKEN:** X Approved (See attached Findings and Conditions)

**THIS PROJECT IS:** X Appealable to the Fort Bragg City Council. Decisions of the Planning Commission shall be final unless appealed to the City Council within ten (10) days after the decision is rendered. An appeal shall be submitted in writing along with the appeal fee of \$1,000.00 to the City Clerk, and shall specifically state the pertinent facts and the basis for the appeal. Appeals shall be limited to issues raised at the public hearing, or in writing before the public hearing, or information that was not known at the time of the decision. **This project is appealable to the California Coastal Commission;** only after local appeals are exhausted (as explained in Coastal Land Use and Development Code (CLUDC) Section 17.92.040 B), and within ten (10) working days of Coastal Commission receipt of the Notice of Final Action, and by persons described in CLUDC 17.92.040 A.1. Failure by a person to request a public hearing on this action may result in the loss of a person's ability to appeal the action to the California Coastal Commission.

Heather Gurewitz  
Associate Planner

12/16/2022

Date





## Permit Findings

### CEQA Findings

*Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The key consideration is whether the project involves negligible or no expansion of use.*

*The types of "existing facilities" include, but are not limited to, "Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes" (Section 15301 (c)).*

*Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel.*

The project proposes specified improvements to provide ADA upgrades on SR 1 from the intersection of SR 20 and SR 1 north to Elm Street. The scope of work includes installation of approximately 2,300 linear feet of new sidewalk, reconstruction of approximately 1,900 linear feet of sidewalk, construction of 35 curb ramps, reconstruction of 18 driveways that coincide with the proposed sidewalk construction and reconstruction, installation of two new retaining walls, and associated drainage inlet and culvert work to accommodate the new curb ramps, pedestrian push buttons as well as pavement markings at specified locations. Additionally, pavement would be widened to allow for a new sidewalk in the area of the retaining wall north of Spruce Street. Utilities poles and streetlights would be protected in place unless called out in the project plans for relocation, specifically in conjunction with the retaining wall at the intersection of SR 20 and SR 1.

The project qualifies for categorical exemption per Section 15301 and Section 15303 of the CEQA Guidelines because it proposes improvements for ADA upgrades in an existing facility as defined in Section 15301 (c) that would not result in substantial change to the use of the facility.





Additionally, none of the exceptions to application of an exemption contained in Section 15300.2 of the CEQA Guidelines apply to the project, as described below:

- Sec. 15300.2(a): Location: Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

*The project site is not within federal, state or local designated environmentally sensitive habitat or hazardous area. As indicated above, while there is a potential Environmentally Sensitive Habitat Area (ESHA) in the vicinity of the project, the improvements are separated from the ESHA and located approximately 80 feet away at a minimum. The Section 15300.2(a) does not apply to the existing facilities (Class 1) exemption.*

- Sec. 15300.2(b): Cumulative Impact: All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

*The proposed improvements would enhance pedestrian and accessibility features of the highway but would not add any traffic lanes. As such, the proposed improvements are limited in nature and would not occur in combination with future phases of such improvements that may occur in the City on SR 1. Therefore, the cumulative impact of successive projects of the same type in the same place over time would not be significant.*

- Sec. 15300.2(c): Significant Effect: A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

*There are no unusual circumstances associated with the proposed improvements on SR 1 between Post Mile marker 59.8 and Post Mile marker 62.1 in Fort Bragg, as proposed in plans, submitted to the City in November 2022, that would result in a significant effect on the environment. As indicated above, while there is a potential Environmentally Sensitive Habitat Area (ESHA) in the vicinity of SR 1 in this segment, the improvements are located approximately 80 feet away at a minimum. Standard measures that are required by local, state, and federal law would be implemented as part of the project to minimize and avoid construction-related impacts, such as those related to potential disturbance of unknown archaeological resources or human remains. The proposed project would, therefore, not result in a significant effect on the environment due to unusual circumstances.*

- Sec. 15300.2(d): Scenic Highways: A categorical exemption shall not be





used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified environmental impact report.

*SR 1 between Post Mile marker 59.8 and Post Mile marker 62.1 in Fort Bragg, where the project proposes improvements is not officially designated as a state scenic highway.*

- Sec. 15300.2(e): Hazardous Waste Sites: A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

*The proposed improvements are not located on a site included on lists compiled pursuant to Section 65962.5 of the Government Code.*

- Sec. 15300.2(f): Historical Resources: A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

*The proposed improvements are limited in nature as described above and are not proposed in the Central Business District, which represents the core of Fort Bragg's historic downtown. No buildings are proposed to be demolished by the project.*

#### Coastal Development Permit Findings

1. The proposed development as described in the application and accompanying materials, as modified by any conditions of approval, is in conformity with the City of Fort Bragg's certified Local Coastal Program and will not adversely affect coastal resources.

*The project proposes improvements as described in the project staff report, dated November 30, 2022, and shown in the project plans, submitted in November 2022. In summary, as described above, these improvements entail installation of approximately 2,300 linear feet of new sidewalk, reconstruction of approximately 1,900 linear feet of sidewalk, construction of 35 curb ramps, reconstruction of 18 driveways that coincide with the proposed sidewalk construction and reconstruction, installation of two new retaining walls, and associated drainage inlet and culvert work to accommodate the new curb ramps, pedestrian push buttons as well as pavement markings at specified locations. Some utilities poles and streetlights would need to be relocated in conjunction with the construction of one retaining wall, and pavement widened to allow for a new sidewalk in the area of the second retaining wall. These improvements will primarily occur in the SR 1 public right of way between Post Mile marker 59.8 and Post Mile marker 62.1 with minor encroachments into City streets and private properties for implementing improvements, specifically curb ramps and the proposed ADA improvements to existing driveways, at specified locations.*





*The project staff report, dated November 30, 2022, details consistency of the project with the applicable policies of the City's Coastal General Plan and the Coastal Land Use Development Code, which together constitute the City's Local Coastal Program. A review of the project has yielded Special Conditions of Approval that are listed below. With these and standard conditions of approval applicable to the project, it would be in conformity with the City of Fort Bragg's certified Local Coastal Program and will not adversely affect coastal resources.*

2. If the project is located between the first public road and the sea, that the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code);

*In the project area, SR 1 constitutes the first public road from the Noyo Bridge to Oak Street. Map OS-3 of the Coastal General Plan identifies coastal access at North Harbor Drive in the subject segment of SR 1. Access to the coast also exists at East Cypress Street.*

*The improvements proposed in this stretch of the road include curb ramps on the eastern side of SR 1 at the intersection of SR 1 with North Harbor Drive, South Street, East Cypress Street, Walnut Street, East Chestnut Street, Hazel Street, Maple Street and Madrone Street, and associated drainage improvements as described in Attachment 1 of the project staff report dated November 30, 2022.*

*These improvements will be in conformity with the Public Access and Recreation policies of Chapter 3 of the Coastal Act of 1976, because being on the east side of SR 1 they would not encroach seaward or interfere with coastal access on the west side or impede coastal recreational opportunities. Additionally, as these improvements are aimed at incorporating ADA upgrades within an existing road, they would not change the intensity of its use. As such, the subject improvements would not classify as new development and would, therefore, not be subject public access policies of the Coastal Act applicable to new development.*

*Special Condition 2 would ensure that potential temporary disruption to coastal access is minimized during construction of the subject improvements.*

3. Feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment;

*The proposed improvements, as shown on the plans submitted in November 2022, and as conditioned are categorically exempt from CEQA, under Section 15301 – Existing Facilities (Class 1) and Section 15303 – New Construction or Conversion of*





*Small Structures (Class 3) and considered not to have potential significant impacts on the environment as discussed above.*

4. The proposed use is consistent with the purposes of the zone in which the site is located;

*The City's Zoning Map identifies SR 1 within General Commercial (CG), Highway Visitor Commercial (CH) and Central Business District (CBD) zoning designations in the Coastal Zone. The proposed improvements will primarily occur in the SR 1 public right of way between Post Mile marker 59.8 and Post Mile marker 62.1 at specified locations with minor encroachments into adjacent private properties for implementing ADA improvements to existing driveways. Site development standards applicable to adjacent parcels zoned for commercial use pertain to building development, fences, parking and landscaping and signs that do not apply to driveway improvements. As such, implementation of ADA improvements to driveways as proposed by the project would not be inconsistent with the commercial zoning of the subject parcels.*

5. The proposed development is in conformance with the City of Fort Bragg's Coastal General Plan;

*The proposed improvements are in conformance with the applicable policies of the City of Fort Bragg's Coastal General Plan, specifically policies of the Circulation, Conservation, Open Space, Energy and Parks, Community Design and Safety elements of the Coastal General Plan as described in the project staff report, dated November 30, 2022*

6. The proposed location of the use and conditions under which it may be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity; and

*The project proposes ADA improvements primarily within the SR 1 public right of way with minor encroachments into City streets and private properties for implementing improvements, specifically curb ramps and the proposed ADA improvements to existing driveways, at specified locations between Post Mile marker 59.8 and Post Mile marker 62.1. Once constructed, the improvements would serve to enhance pedestrian circulation and accessibility on SR 1. As such, as conditioned, the proposed work would not be detrimental to public health, safety, convenience, or welfare, or be materially injurious to properties or improvements in the vicinity.*

7. Services, including but not limited to, water supply, sewage disposal, solid waste, and public roadway capacity have been considered and are adequate to serve the proposed development;

*Water would be required during construction and for initial irrigation of plantings for approximately six months. However, services such as water supply, sewage*





*and solid waste disposal during project operations and public roadway capacity would not be diminished as a result of the proposed improvements.*

*The project's water needs for initial irrigation and during construction are anticipated to be fulfilled by City water supply. However, in the event the City enters a Stage 3 Water Emergency during construction, the applicant will be required to make alternate arrangements pursuant to Special Condition 16.*

Supplemental findings for projects involving geologic, flood, and fire hazards:

2. The project, as proposed, will neither be subject to nor increase instability of the site or structural integrity from geologic, flood, or fire hazards due to project design, location on the site or other reasons; and

*The project is located in a seismically active regions, however there are no USGS recognized fault lines in the City limits, and the project would not result in or be subject to extraordinary earthquake hazard. According to Map SF-2, Flood Hazards, in the City's Coastal General Plan, the project work area is not part of special flood hazard areas inundated by 100-year flood and is not subject to flood hazard. The project would not result in or be subject to fire hazards.*

*The proposed improvements include two new retaining walls. There is a possibility that the proposed site of the retaining walls may be subject to strong ground motions from nearby earthquake sources during the design life of the walls. Therefore, these walls were evaluated for stability and structural integrity in the event of seismic activity. The geotechnical analysis performed for the walls indicates that the design of these retaining walls would be stable except in the case of an extraordinary seismic event in which case they would be subject to an estimated permanent seismic displacement of six inches. This would be an unavoidable risk in a seismically active region.*

*On balance, the project, as proposed, would neither be subject to nor increase the instability of the site or structural integrity from geologic, flood or fire hazard due to location on the site or project design or other reasons that can be conceived.*

3. The project, as conditioned, will not have significant adverse impacts on site stability or structural integrity from geologic, flood, or fire hazards due to required project modifications, landscaping or other conditions; and

*As indicated above, the project site is susceptible to seismic activity in a seismically active region and not subject to flood or fire hazards. Any modification that may accrue to the project as a result of the conditions of approval would be in accordance with the applicable state and local laws and standards and would not have significant adverse impacts on site stability or structural integrity from geologic, flood, or fire hazards.*





4. There are no alternatives to development that would avoid or substantially lessen impacts on site stability or structural integrity.

*Overall, the proposed improvements are not anticipated to adversely impact site stability as they would not require deep excavations and would be located on level topography. Site preparation proposed for the construction of the proposed curb ramps, drainage improvements in conjunction, and driveways would ensure proper construction. The project's geotechnical analysis indicates that the proposed design of the retaining walls would be stable with the exception of extraordinary seismic events. The applicant or City have not identified any retaining walls design alternatives that could avoid or substantially lessens impacts on structural integrity in a seismically active region. An alternative to development would be to not improve the subject section of SR 1 to current American with Disabilities Act (ADA) standards that would not yield any impacts to site stability and structural stability beyond those existing.*

#### Design Review Findings

1. Complies with the purpose and requirements of CLUDC Section 17.71.050

*The proposed retaining walls and landscaping are subject to Design Review pursuant to CLUDC Section 17.71.050. These improvements are described in the project staff report, dated November 30, 2022, and shown in the project plans, submitted November 2022 and attached to the staff report as Attachment 2. The proposed retaining walls would blend in with the surrounding development in that their material, finish and color would match that of similar existing improvements. That factor, in combinations with the proposed landscaping that would soften the appearance of the larger retaining wall at the intersection of SR 20 and SR 1, would ensure compatibility of the subject improvements with Fort Bragg's community character.*

2. Provides architectural design, building massing, and scale appropriate to and compatible with the site surroundings and the community.

*The project does not propose any buildings. The design and the scale of the proposed 760 feet long continuous retaining wall at the intersection of SR 20 and SR 1 exhibits variation in height (approximately 5 feet to 2'-4" above grade as seen from SR 1) and would be embellished with panels differentiated in their finish from the rest of the wall. Landscaping to the rear of this wall would serve to soften its appearance. The retaining wall north of Spruce Street would be constructed in three segments punctuated by driveways to the commercial property (Century 21/Fort Bragg Realty) to the rear of the wall. This wall would be no more than 4 feet tall as viewed from the commercial property and a maximum of two feet in height as viewed from SR 1. Both retaining walls would feature 3'-8" cable railings on top. While these railings would add to the height*





*their impact would be minimized as they will be “see through”. Therefore, these improvements would be compatible with the site surroundings and the community overall.*

3. Provides attractive and desirable site layout and design, including building arrangement, exterior appearance and setbacks, drainage, fences and walls, grading, landscaping, lighting, signs, etc.

*This finding is not applicable to the proposed improvements because of the nature of the project, which does not include building and associated site improvements.*

4. Provides efficient and safe public access, circulation, and parking

*The proposed retaining walls and landscaping would not impede public access, circulation and parking by virtue of their location. The retaining walls are proposed in conjunction with and to facilitate sidewalk construction, and in that regard support pedestrian connectivity and would enhance circulation.*

5. Provides appropriate open space and landscaping, including the use of water efficient landscaping

*The project proposes new trees on the sidewalk in front of the Rite Aid Property on the east side of SR 1 that would complement existing trees in this location. This and the landscaping proposed in conjunction with retaining wall at the intersection of SR 20 and SR 1 would be water efficient. This landscaping is appropriately placed behind the retaining wall that would serve to soften the appearance of the retaining wall and stabilize the slope behind the retaining walls. Space for new landscaping in the area of the retaining wall north of Spruce Street is constraint where landscaping consisting of mowed grass and shrubs would need to be removed to allow for the construction of this retaining wall and new sidewalk to fill in the gap in the sidewalk north of Spruce to Elm Street. On balance, the project is consistent with this finding.*

6. Is consistent with the General Plan, any applicable specific plan, and the certified Local Coastal Program

*The project is consistent with all applicable policies of the Coastal General Plan and applicable standards in the Coastal Land Use Development Code, and is, therefore, consistent with the Certified Local Coastal Program, as described in the project staff report dated November 30, 2022.*

7. Complies and is consistent with the City's Design Guidelines

*The improvements subject to design review i.e. the retaining walls and landscaping comply with and are consistent with the design guidelines because the former would facilitate sidewalk construction enhancing pedestrian circulation*





*on SR 1 and provide landscaping, as appropriate and feasible, with water efficient plantings.*

Standard Conditions

1. This action shall become final on the 11th day following the decision unless an appeal to the City Council is filed pursuant to CLUDC Chapter 17.92 – Appeals;
2. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and compliance therewith is mandatory, unless an amendment has been approved by the City. Any condition directly addressing an element incorporated into the application exhibits shall be controlling and shall modify the application. All other plans, specifications, details, and information contained within application shall be specifically applicable to the project and shall be construed as if directly stated within the condition for approval. Unless expressly stated otherwise, the applicant is solely responsible for satisfying each condition prior to issuance of the building permit;
3. The application, along with supplemental exhibits and related material, shall be considered elements of this permit, and compliance therewith is mandatory, unless an amendment has been approved by the City;
4. This permit shall be subject to the securing of all necessary permits for the proposed development from City, County, State, and Federal agencies having jurisdiction. All plans submitted with the required permit applications shall be consistent with this approval. All construction shall be consistent with all Building, Fire, and Health code considerations as well as other applicable agency codes;
5. If any person excavating or otherwise disturbing the earth discovers any archaeological site during project construction, the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 100 feet of the discovery; and 2) notify the Director of Public Works within 24 hours of the discovery. Evidence of an archaeological site may include, but is not necessarily limited to shellfish, bones, flaked and ground stone tools, stone flakes produced during tool production, historic artifacts, and historic features such as trash-filled pits and buried foundations. A professional archaeologist on the list maintained by the Northwest Information Center of the California Historical Resources Information System or Listed by the Register of Professional Archaeologists shall be consulted to determine necessary actions;
6. This permit shall be subject to revocation or modification upon a finding of any one or more of the following:
  - a. That such permit was obtained or extended by fraud.
  - b. That one or more of the conditions upon which such permit was granted have been violated.





- c. That the use for which the permit was granted is so conducted as to be detrimental to the public health, welfare, or safety or as to be a nuisance.
  - d. A final judgment of a court of competent jurisdiction has declared one or more conditions to be void or ineffective, or has enjoined or otherwise prohibited the enforcement or operation of one or more conditions;
7. Unless a condition of approval or other provision of the Coastal Land Use and Development Code establishes a different time limit, any permit or approval not exercised within 24 months of approval shall expire and become void, except where an extension of time is approved in compliance with CLUDC Subsection 17.76.070(B);
8. The Standard and Special Conditions of Approval shall be incorporated and printed in the Construction Plans submitted at the time of building permit application; and
9. Applicant shall indemnify, hold harmless, and defend the City of Fort Bragg **against any claim brought against the City stemming from the City's approval of this project.**

Special Conditions

1. The Best Management Practices as identified in the Biological Resources Evaluation Memo, dated January 2020, and below shall be included in the construction drawings for the project for implementation by the contractor.
- a. Equipment shall be inspected daily for leaks and completely cleaned of any external petroleum products, hydraulic fluid, coolants, and other deleterious materials prior to operating equipment.
  - b. Measures shall be in place and implemented to prevent construction equipment effluents from contaminating soil or waters in the construction site, such as absorbent pads.
  - c. Maintenance and fueling of construction equipment and vehicles shall occur at least 50 feet away from the ordinary high-water mark (OHWM) of surface water or the edge of sensitive habitats (e.g., wetlands).
  - d. The contractor shall be required to develop and implement site-specific BMPs and emergency spill controls.
  - e. Water in contact with setting concrete shall be pumped into a tank truck and disposed at an approved disposal site or settling basin.
  - f. All unused material from the project shall be disposed off-site. The Caltrans Resident Engineer shall be responsible for ensuring all requirements for disposal of material are met by the contractor.
  - g. If bird nests are found incidentally, buffer areas shall be established around active nests with input from the California Department of Fish and Wildlife (CDFW). Construction activities that may potentially disturb birds shall not occur within the buffer





- area. The buffer areas shall be marked as environmentally sensitive, and nests shall be monitored for disturbance behaviors by a qualified biologist.
2. Applicant is responsible for coordinating all construction activities with the City and other potentially impacted agencies, as well as providing all appropriate public noticing.
    - a. In order to provide an acceptable level of communication, Applicant shall deliver a **“Project Communication Plan”** for the City’s approval, a minimum of one (1) month in advance of construction activities. The plan shall provide the City with the planned sequencing of construction, and include submitting a two (2) week construction activity look-ahead to the City, every two weeks, to ensure that the City is informed of daily activities.
    - b. Applicant shall include their Traffic Control Plans as part of the 2 week look ahead.
    - c. Applicant shall notify the City of any changes to the schedule a minimum of 24 hours in advance of altered construction activities.
    - d. Applicant shall provide a minimum of Two (1) weeks notice to all impacted businesses and residents, and post regular updates to the Caltrans website. Noticing shall include the following agencies:
      - i. City of Fort Bragg, Public Works Department 707-961-2823
      - ii. City of Fort Bragg Police Department 707-961-0200
      - iii. Fort Bragg Fire Department 707-961-2831
      - iv. Mendocino Coast Ambulance Service 707-937-1940
      - v. Redwood Waste Solutions (Garbage/Recycling Pick-up and Container Delivery) 707-234-6400
    - e. Applicant shall incorporate multi-modal (including bicycle and pedestrian) access into the traffic control plans to ensure that if any existing route which provides coastal access is temporarily closed, a plan for detouring all transportation modes around construction to arrive at their destination is in place, which may include scheduling, signage, and personnel.
  3. A minimum of three weeks prior to the start of the project construction, Applicant shall contact the Sherwood Valley Tribal Historic Preservation Officer to request the presence of a cultural monitor on-site during construction.
  4. Applicant shall abide by the MS4 permit regulations. As this project proposes more than one acre of disturbance, Caltrans shall submit a Construction General Permit Storm Water Pollution Prevention Plan for City Staff review and approval prior to submittal to the State Water Board. SWPPP shall be submitted with the grading permit application.
    - a. All construction, BMP’s, sampling, and post construction stabilization associated with this project shall be in compliance with submitted SWPPP.





- b. Plan Sheet ECL-1 indicates erosion control quantities and locations; this information needs to be shown on a plan set in the SWPPP or WPCP for easy installation by the contractor at time of construction as well as for inspection by Qualified Stormwater Professional during project.
  - c. It is not permitted for construction debris and soil to be placed in the City right-of-way. All construction debris/soil shall be properly disposed.
5. Final recommendations for drainage shall ensure that stormwater management is in compliance with City and State standards and measures incorporated in the project design and implemented during construction of the improvements shall minimize increases in stormwater runoff to ensure that increase in runoff flow can be accepted by the existing storm drain system.
6. This project proposes excavation, earthwork, paving, surfacing or other construction is not anticipated to alter existing drainage patterns, and grading in the Coastal Zone. Nevertheless, this work requires submittal of a Grading Permit (FBMC 17.60.030). Grading permit application submittals include a grading plan, drainage plan, a geotechnical study and a Runoff Mitigation Plan (fulfilled by a Storm Water Pollution Prevention Plan (SWPPP)). Grading Permit shall be submitted at least two weeks prior to construction and approved prior to the start of construction.
7. The project is located within and adjacent to "Water of the State". Therefore, application of Waste Discharge Requirements (WDR's) or waiver to the North Coast Regional Water Board may be required. A WDID or waiver for this requirement shall be submitted to the City at least two (2) weeks prior to the start of construction. If the water quality permit is required, the project will need to implement post-construction stormwater treatment.
8. The applicant shall provide written notice two-weeks prior to closure of any driveway access to and from Highway One. Where a business(es) has more than one driveway access, work will be scheduled to ensure one driveway access is open at all times. Where a business(es) has one two-way driveway, only one side will be closed at a time to allow ongoing egress to the business. Where a business(es) has only one driveway access, all work on that driveway will be completed within one week. Caltrans shall provide signage indicating that alternative access is available through the alley (if such access is available).
9. To minimize landscaping maintenance and water use the applicant shall install only drought tolerant locally native plants and shrubs in all landscaped areas, the applicant shall submit the landscaping plan to the Community Development Department prior to the start of construction. All landscaped areas shall be maintained in accordance with CLUDC 17.34.070.
10. The completion of the required landscaping plan, in accordance with the requirements of the CLUDC with respect to planting groupings, safety, sizing and soil condition at the time of planting shall be certified by the author of the landscape and irrigation plan, through a signed statement submitted to the Community Development Director.





11. The following methods of dust management shall be implemented during construction, subject to approval by the City Engineer.
  - a. Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.
  - b. Operations during high winds. Clearing, earth-moving, excavation operations or grading activities shall cease when the wind speed exceeds 25 miles per hour averaged over one hour.
  - c. Limiting the area of disturbance. The area disturbed by clearing, demolition, earth-moving, excavation operations or grading shall be minimized at all times.
  - d. Dust emissions shall be controlled by watering a minimum of two times each day.
  - e. Graded areas shall be revegetated as soon as possible, but within no longer than 30 days, to minimize dust and erosion. Disturbed areas of the construction site that are to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained.
  - f. Appropriate facilities shall be constructed to contain dust within the site as required by the City Engineer.
12. Nighttime construction activity that produces noise of more than 75 dBA within 500 feet of residences, hotels or other noise sensitive uses shall not take place after 9:00 pm and before 7:00 a.m. Construction noise reduction measures as outlined in "Construction Noise Analysis for the Fort Bragg ADA Project", dated June 7, 2022, prepared by Amanda Lee, California Department of Transportation, pg. 3 shall be implemented throughout the project. Applicant shall specify these locations in the "Project Communication Plan" identified in Special Condition 1, for the City's approval, a minimum of one (1) month in advance of construction activities.
13. Contact Underground Service Alert (USA), Dial 811 or 1-800-227-2600, at least 48hrs prior to construction.
14. Since the project proposes numerous City-owned utility relocations, final construction documents indicating all such relocations shall be reviewed and approved by the Public Works Director (or Designee) prior to issuance of a construction contract. The City reserves the right to propose alternate solutions.
  - a. Any relocated Drainage inlets (DI) or sidewalk above DI's shall be re-marked with the appropriate "drains to waterway" medallion.
  - b. Contractor shall coordinate with City Maintenance in locations where there are water meters in the sidewalk construction/reconstruction area. Several locations have old oval shaped meter boxes in the concrete and the City may decide to replace with the current standard box.
15. Final Project As-Builts shall be submitted to the City for verification of relocated drainage utilities or other changes tracked for the City's mapping purposes.
16. If the project proposes work or staging in the City Right of Way, then an Encroachment Permit and insurance naming the City of Fort Bragg as





additionally insured would be required. Fort Bragg Municipal Code (FBMC) 9.72.010. Encroachment Permit shall be submitted at least two weeks prior to construction and approved prior to the start of construction.

17. Construction Water: should the City enter a Stage 3 Water Emergency during construction, no hydrant meters for construction water will be made available and applicant should make arrangements to obtain construction water from alternate source.







HEARING BODY: Planning Commission  
MEETING DATE: November 30, 2022  
PREPARED BY: Ranu Aggarwal, AICP  
PRESENTED BY: Ranu Aggarwal, AICP

## AGENDA ITEM SUMMARY REPORT

**APPLICATION #:** Coastal Development Permit 6-22 (CDP 6-22), and Design Review 18-22 (DR 18-22)

**OWNER:** California Department of Transportation

**APPLICANT:** California Department of Transportation

**AGENT:** California Department of Transportation

**PROJECT:** Coastal Development Permit and Design Review for the installation and reconstruction of specified improvements (sidewalks, crosswalks, ADA crossings, drainage improvements, and retaining walls) for upgrades to current Americans with Disabilities Act (ADA) standards in a section of State Route 1 (SR 1) extending north from the intersection of SR 1 and SR 20 north to Elm Street, in Fort Bragg, Mendocino County.

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

**APN:** N/A

**LOT SIZE:** N/A

**ZONING:** The project is located in the Caltran's right of way in a variety of zoning districts in the Coastal Zone, including, General Commercial, Central Business District and Highway Serving Commercial.

**ENVIRONMENTAL DETERMINATION:** CEQA Categorical Exemption, Class 1, Minor Alteration of Existing Facilities (15301c); and Class 3 – New Construction or Conversion of Small Structures (15303e); NEPA Categorical Exclusion under 23 USC 327 CFR 771.117(c)(26)

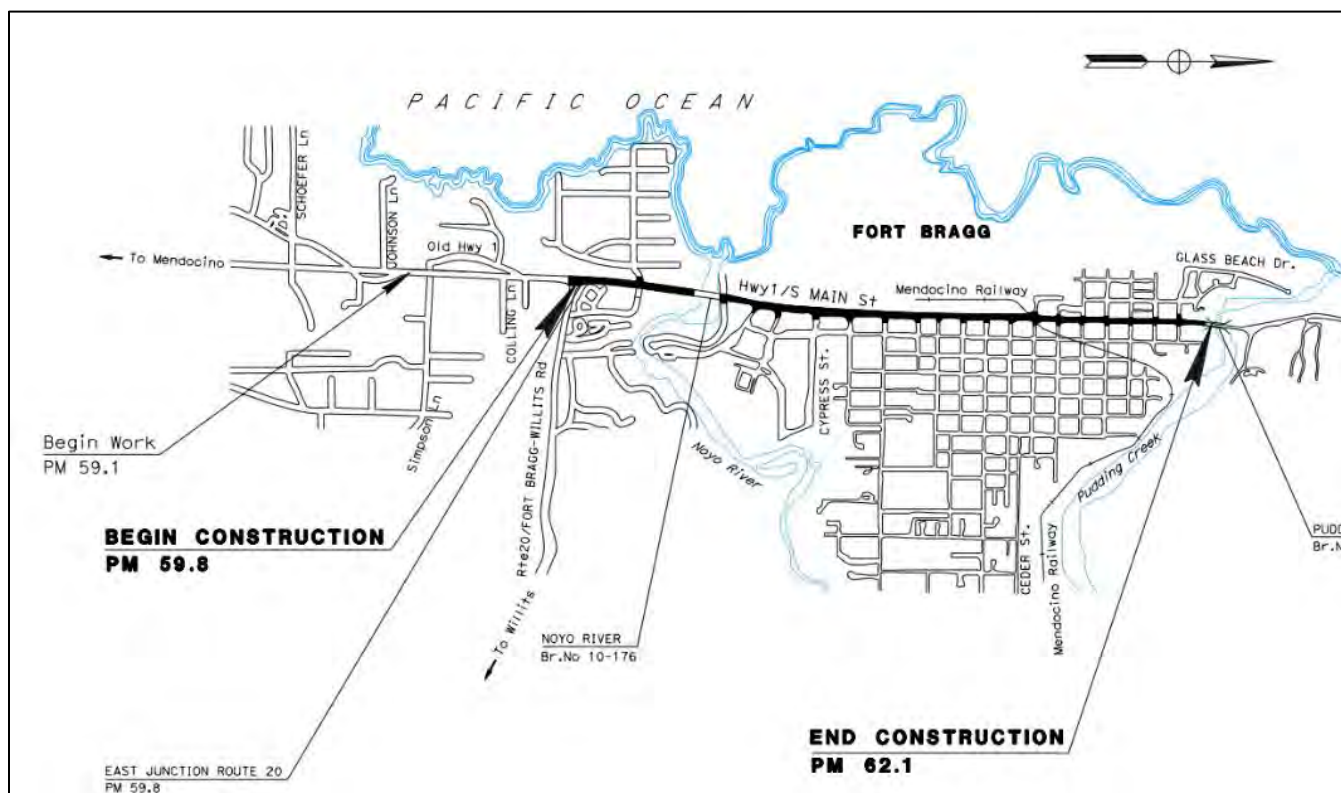
**SURROUNDING LAND USES:** EAST: Highway Visitor Commercial / General Commercial / Central Business District.  
WEST: Highway Commercial / Vacant Land/Central Business District.

**APPEALABLE:** This project can be appealed to:  
☒ City Council



## PROJECT DESCRIPTION

The applicant (Caltrans) is seeking a Coastal Development Permit to install and reconstruct specified improvements to upgrade to current Americans with Disabilities Act (ADA) standards locations in a section of State Route 1 (SR 1) extending north from the intersection of SR 1 at State Route 20 (SR 20) to Elm Street, between Post Mile marker 59.80 and Post Mile marker 62.10 (see, Map 1) in the Coastal Zone of the City of Fort Bragg, pursuant to Coastal Land Use and Development Code (CLUDC) Section 17.71.045. The applicant is also seeking approval of a Design Review application for installation of two retaining walls and landscaping as part of the proposed improvements, pursuant to CLUDC Section 17.71.050.



**Map 1: Project Location**

The project proposes the following improvements:

1. Installation of approximately 2,300 linear feet of new sidewalk as follows:
  - i. east side of the highway from the junction of SR 20 north to Oceanview Drive
  - ii. west side of SR 1 from Oceanview Drive to the south side of Noyo Bridge
  - iii. west side of SR 1 from Spruce Street north to the existing sidewalk which ends just south of Elm Street at the Sinclair gas station.
2. Reconstruction of approximately 1,900 linear feet of sidewalk as follows:



- i. east side of SR 1 - from Chestnut Street north to Hazel Street
  - ii. east side of SR 1 - from Hazel Street north to Maple Street
  - iii. east side of SR 1 - from East Fir Street north to East Bush Street
  - iv. east side of SR 1 - from East Bush Street north to first alley north of East Bush Street
  - v. east side of SR 1 - on a mid-block section of sidewalk between Spruce Street and East Elm street, and
  - vi. west side of SR 1 on a short stretch of sidewalk just south of West Bush Street.
3. Construction of 35 curb ramps and associated drainage inlet and culvert work, as needed, to accommodate the new curb ramps. Some intersections are proposed for 2 to 4 curb ramp improvements with each considered a location for the total count. The locations and curb ramps' count at each location are as follows:

Intersection	Location at Intersection	Curb Ramp Count
SR 1 & SR 20	SE, at merge lane from SR 20 westbound to SR 1 northbound	1
SR 1 & Boatyard Dr.	SE, NE, SW, NW	4
SR 1 & North Harbor Dr.	SE, NE	2
SR 1 & South Street	SE, NE	2
SR 1 & E. Cypress St	NE	1
SR 1 & Walnut St.	SE, NE	2
SR 1 & E. Chestnut St	SE, NE	2
SR 1 & Hazel St.	SE, NE	2
SR 1 & Maple St.	SE, NE	2
SR 1 & Madrone St.	SE, NE, SW, NW	4
SR 1 & E & W Fir St.	SE, NE, SW, NW	4
SR 1 & E & W Bush St.	SE, NE, SW, NW	4
SR 1 & Spruce St.	SE, NE, SW, NW	4
SR 1 & E & W Elm St.	SE, SW, NW	3

4. Reconstruction of 18 driveways coincidental to the proposed sidewalk construction and reconstruction at the following locations:

Location	Driveways
Between Fort Bragg Outlet Store and Harbor RV Park on the west side of SR 1	1
Street Frontage between E. Chestnut St. and Hazel St. on the east side of SR 1	4
Street Frontage between Hazel St. and Maple St. on the east side of SR 1	6
Street Frontage between Fir St. and Bush St. on the east side of SR 1	3
Street Frontage between Spruce St. and Elm St. on the east side of SR 1	1



Street Frontage between Spruce St. and Elm St. on the west side on SR 1	3
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5. Installation of two new retaining walls in conjunction with new sidewalks as follows:
  - i. Retaining wall # 1 proposed between the intersection of SR 20 and SR 1 (PM 59.8) and Boatyard Drive (PM 60.0), on the east side of SR 1.
  - ii. Retaining wall # 2 proposed north of Spruce Street, generally at the Century 21/Fort Bragg Realty property frontage on the west side of SR 1.
6. Pavement widening at the street frontage of the vacant lot adjacent to the Century 21/Fort Bragg Realty property to allow for a new parking/sidewalk area where the new sidewalk would extend north to fill the gap between Spruce Street and Elm Street.
7. Drainage inlet and culvert work, including but not limited to, the south end of retaining wall # 1, south side of Bush Street and SR 1 intersection, north side of Spruce Street and SR 1 intersection, and sidewalk underdrains below the new sidewalk proposed to the south of Noyo Bridge, on the west side of SR 1.
8. Installation of new pedestrian crossing request push buttons in conjunction with curb ramp improvements at four intersections: SR 1 & Boatyard/Ocean View Dr., SR 1 & E. Cypress St, and SR 1 & E & W Elm St. Two additional pedestrian crossing request pushbuttons are proposed at SR 1 and Oak St, and SR 1 and Redwood St. intersections.
9. Relocation of utility poles and street lights within the footprint of the proposed construction and grading limits, especially in conjunction with the proposed retaining walls, as specified in the Project Plans (**Attachment 2**)
10. New landscaping to the rear of the proposed Retaining Wall # 1 and along the street frontage of the Rite Aid Property north of Chestnut St. Existing landscaping south of Boatyard Dr. and trees at the street frontage of the Rite Aid Property would be protected and preserved in place. Some mowed grass and shrubs would be removed in conjunction with the improvements outlined in # 6 above in that area.

Completion of the project construction would require approximately 225 working days, which could span two years subject to the initial start date, any construction windows imposed by permits, weather, or other unforeseen delays. Components of the project, such as the driveway improvements would entail work on private property. As of March 2022, the applicant has obtained all required Temporary Construction Easements (TCEs) for 30 properties. Further details regarding the project are provided in the Project Description included as **Attachment 1**.

## PROJECT ANALYSIS

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

The Coastal General Plan (CGP), and the Coastal Land Use and Development Code (CLUDC) (also known as Title 17 of the Fort Bragg Municipal Code) comprise the Local Coastal Program (LCP).





By virtue of the location, scope and nature of the project not all policies of the CGP and standards incorporated in the CLUDC are applicable to the project. Additionally, there is an overlap between the requirements of several CGP policies and CLUDC Standards. Policies and Standards that are not applicable to the project or where there is an overlap between their requirements are not included in the following analysis, which summarizes the proposed project's compliance with CGP policies and development standards of the CLUDC. Special conditions are recommended where necessary, to bring the project into conformance with the City's Local Coastal Program.

## LAND USE

The City's Zoning Map identifies SR 1 within General Commercial (CG), Highway Visitor Commercial (CH) and Central Business District (CBD) zoning designations in the Coastal Zone. The proposed improvements will primarily occur in the SR 1 public right of way between Post Mile marker 59.8 and Post Mile marker 62.1 at specified locations with minor encroachments into adjacent private properties for implementing ADA improvements to existing driveways. Site development standards applicable to adjacent parcels zoned for commercial use pertain to building development, fences, parking and landscaping and signs that do not apply to driveway improvements. As such, implementation of ADA improvements to driveways as proposed by the project would not be inconsistent with the commercial zoning of the subject parcels.

## CIRCULATION

SR 1 is the only north-south road serving the north coast of Mendocino County, providing a local transportation corridor for many communities and the primary access route for visitors. Proposed improvements including reconstructing sidewalks, construction of new sidewalks, curb ramps and new pedestrian crossing request push buttons at street intersections as well as driveway upgrades constructed in compliance with the ADA standards. The project would enhance pedestrian safety and circulation and facilitate accessibility along this route. Overall, the project would be consistent with the following policies incorporated in the Circulation element of the CGP.

*Policy C-2.2: Improvements to major road intersections for public safety or increased vehicle capacity shall be permitted, as necessary, in existing developed areas and where such improvements are sited and designed to be consistent with all policies of the LCP.*

The project proposes curb ramps at several intersections as listed above in the project description. The curb ramps will all include detectable warning surfaces, and ADA compliant ramp slopes. Additionally, the improvements would include new pedestrian crossing request push buttons at intersections as identified above. These improvements would allow for enhanced public safety at the improved intersections.

*Policy C-2.3: Design Roadways to Protect Scenic Views. In scenic areas, roadway improvements, including culverts, bridges or overpasses, shall be designed and constructed to protect public views and avoid or minimize visual impacts and to blend in with the natural setting to the maximum extent feasible.*



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

***Policy C-2.12: Roadway Safety: Improve the safety of the roadway system. All safety improvements shall be consistent with the applicable policies of the LCP including, but not limited to, the wetlands, environmentally sensitive habitat area, public access, and visual protection policies.***

The proposed improvements are not near or within an identified Environmentally Sensitive Habitat Area (ESHA) on Map OS-1 of the CGP. Field surveys identified one area containing potential riparian and/or wetland ESHA along the western side of SR 1 beyond an existing wooden fence from PM 60.85 to PM 61.12. The proposed improvements do not encroach in this area, and the closest proposed construction would be located at a distance of approximately 80 feet. Additionally, standard measures and Best Management Practices, identified in the "Environmentally Sensitive Habitat Area (ESHA) Assessment", dated January 2020 (**Attachment 3**) would be implemented for the protection of biological resources as part of the project. Special Condition 1 would ensure their implementation.

**Special Condition 1.** The Best Management Practices as identified in the Biological Resources Evaluation Memo, dated January 2020, and below shall be included in the construction drawings for the project for implementation by the contractor.

- a. Equipment shall be inspected daily for leaks and completely cleaned of any external petroleum products, hydraulic fluid, coolants, and other deleterious materials prior to operating equipment.
- b. Measures shall be in place and implemented to prevent construction equipment effluents from contaminating soil or waters in the construction site, such as absorbent pads.
- c. Maintenance and fueling of construction equipment and vehicles shall occur at least 50 feet away from the ordinary high-water mark (OHWM) of surface water or the edge of sensitive habitats (e.g., wetlands).
- d. The contractor shall be required to develop and implement site-specific BMPs and emergency spill controls.
- e. Water in contact with setting concrete shall be pumped into a tank truck and disposed at an approved disposal site or settling basin.
- f. All unused material from the project shall be disposed off-site. The Caltrans Resident Engineer shall be responsible for ensuring all requirements for disposal of material are met by the contractor.





- g. If bird nests are found incidentally, buffer areas shall be established around active nests with input from the California Department of Fish and Wildlife (CDFW). Construction activities that may potentially disturb birds shall not occur within the buffer area. The buffer areas shall be marked as environmentally sensitive, and nests shall be monitored for disturbance behaviors by a qualified biologist.

Map OS-3 of the Coastal General Plan identifies four coastal access points from SR 1 as part of the City's Coastal Access and City Trail System. These access points are located at North Harbor Drive, between Fort Bragg Outlet stores and Harbor RV Park (North Shore Access), Pine Street and Elm Street. The project proposes ADA upgrades to the driveway between Fort Bragg Outlet stores and Harbor RV Park that would improve access to the City's Pomo Bluffs Park Trail. The project does not propose improvements at Pine Street. Improvements proposed at North Harbor Drive would consist of curb ramps at the southeast and northeast corners of the intersection of Highway 1 and North Harbor Drive. At Elm Street, the improvements would consist of curb ramps at the southeast, southwest and northeast corners of the intersection and new pedestrian crossing request push buttons. These improvements would not impede public access to the coast in their design and operations. However, construction activity, in the area of cross streets providing access to the coast from SR 1, may be temporarily disruptive. To reduce potential temporary impacts to coastal access, Special Condition 2 is recommended.

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

- a. In order to provide an acceptable level of communication, Applicant shall deliver a **"Project Communication Plan"** for the City's approval, a minimum of one (1) month in advance of construction activities. The plan shall provide the City with the planned sequencing of construction, and include submitting a two (2) week construction activity look-ahead to the City, every two weeks, to ensure that the City is informed of daily activities.
- b. Applicant shall include their Traffic Control Plans as part of the 2 week look ahead.
- c. Applicant shall notify the City of any changes to the schedule a minimum of 24 hours in advance of altered construction activities.
- d. Applicant shall provide a minimum of two (2) weeks' notice to all impacted businesses and residents, and post regular updates to the Caltrans website. Noticing shall include the following agencies:
  - i. City of Fort Bragg, Public Works Department 707-961-2823
  - ii. City of Fort Bragg Police Department 707-961-0200
  - iii. Fort Bragg Fire Department 707-961-2831
  - iv. Mendocino Coast Ambulance Service 707-937-1940
  - v. Redwood Waste Solutions (Garbage/Recycling Pick-up and Container Delivery) 707-234-6400
- e. Applicant shall incorporate multi-modal (including bicycle and pedestrian) access into the traffic control plans to ensure that if any existing route which provides coastal access is temporarily closed, a plan for detouring all transportation modes around construction to arrive at their destination is in place, which may include scheduling, signage, and personnel.



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

The proposed project, does not constitute new development as the project consists of bringing an existing transportation facility into compliance with ADA standards. Sidewalks on the west side of Highway 1, would be required if and when new development is approved on the Mill Site and thus this policy does not apply.

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

The improvements proposed by the project as described above are aimed at improving pedestrian facilities, as feasible.

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

As described under discussion for consistency with Policy C-2.12 above, the proposed improvements would occur at a minimum distance of approximately 80 feet from the identified potential ESHA.

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

The project proposes reconstructed and new sidewalks, curb ramps and pedestrian crossing request push buttons that would facilitate accessibility for the disabled.

## **CONSERVATION, OPEN SPACE, ENERGY, AND PARKS**

The Conservation, Open Space, Energy, and Parks Element of the Coastal General Plan combines two State-mandated elements, Conservation and Open Space. As described under Policy C-2.12 above, field surveys identified one area containing potential riparian and/or wetland ESHA along the western side of SR 1 beyond an existing wooden fence from PM 60.85 to PM 61.12, which was determined as per the definition of ESHA in this element as discussed in the “Environmentally Sensitive Habitat Area (ESHA) Assessment”, dated August 2020 (**Attachment 3**) provided by the applicant. As such, the project is consistent with the following two policies of this CGP element.

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

*Policy OS-1.2: Determination of ESHA. The determination of what constitutes ESHA shall not be limited by what is mapped and not all parcels that are mapped necessarily contain ESHA.*





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

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

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

Policy OS-4.1. Preserve Archaeological Resources. New development shall be located and/or designed to avoid archaeological and paleontological resources where feasible, and where new development would adversely affect archaeological or paleontological resources, reasonable mitigation measures shall be required.

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

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

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

Construction of the proposed improvements would entail ground disturbance. Cultural studies prepared for the project indicate that the proposed improvements are within the area previously impacted by road construction. Nonetheless, if buried cultural resources are unearthed during construction, it is Caltrans’ policy to halt all work in the area of the inadvertent discovery until a qualified archaeologist can assess the significance of the find and notify affiliated tribal representatives and appropriate personnel across involved agencies. The location of the inadvertent discovery would remain confidential. If human remains are inadvertently unearthed during construction, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains, as stated by law within California State Health and Safety Code§ 7050.5. Also, the City imposes the following standard condition of approval for all permits:



*“If any person excavating or otherwise disturbing the earth discovers any archaeological site during project construction, the following actions shall be taken: 1) cease and desist from all further excavation and disturbances within 100 feet of the discovery; and 2) notify the Director of Public Works within 24 hours of the discovery. Evidence of an archaeological site may include, but is not necessarily limited to shellfish, bones, flaked and ground stone tools, stone flakes produced during tool production, historic artifacts, and historic features such as trash-filled pits and buried foundations. A professional archaeologist on the list maintained by the Northwest Information Center of the California Historical Resources Information System or Listed by the Register of Professional Archaeologists shall be consulted to determine necessary actions.”*

Additionally, the Sherwood Valley Band of Pomo Indians Tribe has requested the presence of a cultural monitor on site during construction due to the ground disturbance potentially involved in the construction of retaining walls, construction/reconstruction of sidewalks and drainage improvements. Special Condition 3 below addresses the tribe’s request.

**Special Condition 3.** A minimum of three weeks prior to the start of the project construction, Applicant shall contact the Sherwood Valley Tribal Historic Preservation Officer to request the presence of a cultural monitor on-site during construction.

Furthermore, the project is consistent with the following policies of this CGP element.

*Policy OS-5.1 Native Species: Preserve native plant and animal species and their habitat.*

As described Under Policy 2-2.12, the proposed improvements would not occur in the potential Environmentally Sensitive Habitat Area (ESHA) near the southbound side of SR 1. The closest construction would occur at a minimum of approximately 80 feet from the ESHA on the other side of the street.

*Policy OS-5.2: To the maximum extent feasible and balanced with permitted use, require that site planning, construction, and maintenance of development preserve existing healthy trees and native vegetation on the site.*

Improvements proposed by the project, specifically the construction of the new sidewalk on the west side of SR1 and Retaining Wall # 2 generally at the Century 21/Fort Bragg Realty property frontage north of Spruce Street, would result in the removal of some mowed grass and shrubs, However, the project does not propose removal of existing trees or native vegetation.

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

Temporary impacts to water quality could occur during the construction phase of the project and soil disturbing work within and near drainage systems could potentially transport sediments and other pollutants to adjacent wetland and riparian areas. The proposed project is subject to the



current laws and policies for the protection of water quality that would serve to minimize the introduction of pollutants into coastal waters.

As indicated in “Update to Water Quality Assessment Memorandum for Fort Bragg ADA Project”, dated June 8, 2022, prepared by Amanda Lee, Environmental Coordinator, Caltrans District, Eureka (**Attachment 4**), the project will require a Storm Water Pollution Prevention Plan (SWPPP) that identifies temporary site Best Management Practices (BMPs) to prevent both stormwater and non-stormwater discharges during construction. Once approved, the SWPPP will also include specific monitoring and reporting measures. Any permanent impacts to water quality would be addressed by incorporation of Design Pollution Prevention (DPP) strategies in Appendix A of the Caltrans’ Stormwater Quality Handbooks: Project Planning and Design Guide. The “Storm Water Data Report”, Dated June 2021, prepared by Caltrans (**Attachment 5**), also identifies the Design Pollution Prevention BMP Strategy to address permanent impacts to water quality as a result of the project.

This project is located within its own Municipal Separate Storm Sewer Systems (MS4), water leaving the site re-enters the City of Fort Bragg’s (MS4) permit area. Special Condition 4 below is recommended to ensure surface water quality protection.

**Special Condition 4.** Applicant shall abide by the MS4 permit regulations.

As this project proposes more than one acre of disturbance, Caltrans shall submit a Construction General Permit Storm Water Pollution Prevention Plan for City Staff review and approval prior to submittal to the State Water Board. SWPPP shall be submitted with the grading permit application.

- a. All construction, BMP’s, sampling, and post construction stabilization associated with this project shall be in compliance with submitted SWPPP.
- b. Plan Sheet ECL-1 indicates erosion control quantities and locations; this information needs to be shown on a plan set in the SWPPP or WPCP for easy installation by the contractor at time of construction as well as for inspection by Qualified Stormwater Professional during project.
- c. It is not permitted for construction debris and soil to be placed in the City right-of-way. All construction debris/soil shall be properly disposed.

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

As described in the “Storm Water Data Report”, Dated June 2021, prepared by Caltrans, the project proposes to increase the amount of impervious area that would potentially affect downstream flows. According to the Storm Water Data Report, runoff drainage from the project site is primarily comprised of sheet flow and concentrated flow in the gutter that will drain into the existing storm drainage system. This report identified Design Pollution Prevention BMP strategy to ensure that the increase of runoff flow can be accepted by the existing storm drain system with little or no impact to the overall drain system. Implementation of the strategy proposed as part of the project would minimize increases in stormwater runoff to the extent feasible to avoid adverse impact to coastal waters. Because the strategy indicates that the final



drainage report is currently being developed by Caltrans that will further analyze the increase of runoff flow which will be mitigated through the use of energy dissipation devices. Special Condition 5 is recommended as well.

**Special Condition 5.** Final recommendations for drainage shall ensure that stormwater management is in compliance with City and State standards and measures incorporated in the project design and implemented during construction of the improvements shall minimize increases in stormwater runoff to ensure that increase in runoff flow can be accepted by the existing storm drain system.

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

The project will be consistent with the above stated policy with the implementation of the following Special Condition.

**Special Condition 6.** This project proposes excavation, earthwork, paving, surfacing or other construction is not anticipated to alter existing drainage patterns, and grading in the Coastal Zone. Nevertheless, this work requires submittal of a Grading Permit (FBMC 17.60.030). Grading permit application submittals include a grading plan, drainage plan, a geotechnical study and a Runoff Mitigation Plan (fulfilled by a Storm Water Pollution Prevention Plan (SWPPP)). Grading Permit shall be submitted at least two weeks prior to construction and approved prior to the start of construction.

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

Stormwater discharges from Caltrans Right-of-Way are required to meet water quality criteria established in the North Coast RWQCB Basin Plan, in accordance with Caltrans NPDES Permit. However, As indicated in the "Update to Water Quality Assessment Memorandum for Fort Bragg ADA Project" post construction stormwater treatment BMPs under Caltrans NPDES Permit No. CAS000003 will not be required since the new impervious surface (NIS) is less than one acre. The increase in rate and volume of stormwater flow associated with this increase in NIS is not anticipated to result in any adverse modification. Additionally, the following Special Condition is recommended that would ensure consistency with this policy further.

**Special Condition 7.** The project is located within and adjacent to "Water of the State". Therefore, application of Waste Discharge Requirements (WDR's) or waiver to the North





Coast Regional Water Board may be required. A WDID or waiver for this requirement shall be submitted to the City at least two (2) weeks prior to the start of construction. If the water quality permit is required, the project will need to implement post-construction stormwater treatment.

## COMMUNITY DESIGN

The proposed project has the potential to significantly impact the businesses which front Highway 1, due to construction disturbances and limitations on driveway access. The following policies emphasize the importance of maintaining the economic health of the Central Business District.

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

*Policy CD-3.3 Economic Vitality: Continue to support the economic diversity and vitality of downtown businesses.*

Therefore, to ensure compliance with these policies, staff recommends Special Condition 8 below.

**Special Condition 8:** The applicant shall provide written notice two-weeks prior to closure of any driveway access to and from Highway One. Where a business(es) has more than one driveway access, work will be scheduled to ensure one driveway access is open at all times. Where a business(es) has one two-way driveway, only one side will be closed at a time to allow ongoing egress to the business. Where a business(es) has only one driveway access, all work on that driveway will be completed within one week. Caltrans shall provide signage indicating that alternative access is available through the alley (if such access is available).

*Policy CD-4.1 Entryways: Clearly define the points of entry to the City through the use of distinctive signs, lighting, and landscaping.*

The CGP identifies SR20/SR1 as the south entryway to the City. As discussed in Project Description above, the project proposes landscaping in conjunction with the proposed Retaining Wall # 1 construction. These improvements serve to define the SR20/SR1 entry to the City and are described in greater detail under Design Review below.

## SAFETY

*Policy SF-1.1 Minimize Hazards: New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard; and (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*



The project is located approximately 5.8 miles east of the offshore section of the San Andreas fault. The proximity to faults can result in seismic ground shaking. However, there are no USGS recognized fault lines in the City limits, and the project would not result in or be subject to extraordinary earthquake hazard. According to Map SF-2, Flood Hazards, in the City's Coastal General Plan, the project work area is not part of special flood hazard areas inundated by 100-year flood and is not subject to flood hazard. The project would not result in or be subject to fire hazards.

The project proposes two retaining walls, Retaining Wall # 1 and Retaining Wall # 2. Retaining Wall # 1 and Retaining Wall # 2 would be a maximum of 6 feet and 4 feet in height, respectively, as measured from the footing. Retaining Wall # 1 would be 760 feet in length and 1 foot in width with a 7 feet wide and 2 feet deep concrete footing. Retaining Wall # 2, constructed in three segments would yield a total of 128 feet length for the three segments that would be 1 feet in width and rest on 4 feet wide and 2 feet deep footing. As indicated in the project's geotechnical studies and correspondence with the applicant, the proposed walls in the proposed locations would be subject to an estimated permanent seismic displacement of six inches that would only occur during an earthquake of magnitude M7.57 or higher (**Attachment 6**). As such, the design of these retaining walls would be acceptable from a geotechnical standpoint because they would be stable except in the case of an extraordinary seismic event, in which case any damage to the walls would be repaired expeditiously.

## **DEVELOPMENT STANDARDS**

Article 3, Planning and Project Design Standards; Article 5 Resource Management, and Article 6, Site Development Regulations of the CLUDC incorporate standards for development in the City. The following analysis summarizes project conformance with the applicable standards of the CLUDC. Special Conditions are recommended where necessary.

### **Landscaping**

The project proposes drought resistant landscaping to the rear of Retaining Wall # 1 and at the Rite Aid property's street frontage as shown on Sheets PL-1, PP-1 and PP-2 of the Project Plans (**Attachment 2**). Additionally existing landscaping south of Boatyard Drive and at the Rite Aid property's street frontage would be protected in place. Per the applicant, the landscaping would require watering for six month until established and would not need irrigation thereafter.

The CLUDC is not explicit in standards that specifically apply to plantings in the public right of way, specifically of arterial roads like SR 1, however, the proposed landscaping is not anticipated to interfere with safe sight distances for vehicular, bicycle, or pedestrian traffic or block pedestrian or bicycle ways by virtue of the plant type and their location. Safety of the plantings with respect to conflict with overhead utility lines, overhead lights etc., size and soil conditioning at the time of planting is not clear. Special Condition 9 and 10 are recommended to ensure that the project landscaping would be in conformance with the applicable CLUDC landscaping standards.





**Special Condition 9.** To minimize landscaping maintenance and water use the applicant shall install only drought tolerant locally native plants and shrubs in all landscaped areas. The applicant shall submit the landscaping plan to the Community Development Department prior to the start of construction. Maintenance of all landscaped areas is a requirement of CLUDC 17.34.070.

**Special Condition 10.** The completion of the required landscaping plan, in accordance with the requirements of the CLUDC with respect to planting groupings, safety, sizing and soil condition at the time of planting shall be certified by the author of the landscape and irrigation plan, through a signed statement submitted to the Community Development Director.

## **Performance Standards**

Performance standards are designed to minimize various potential operational impacts of land uses and development within the City, and promote compatibility with adjoining areas and land uses. CLUDC 17.30.080 itemizes standards for combustibles and explosives, dust, ground vibration, hazardous materials, light and glare, liquid waste, Noise and odor, and radioactivity, electrical disturbances or electromagnetic interference.

The proposed project would not include use expected to create combustibles and explosives, substantial dust, ground vibration, hazardous materials, noise, light and glare, odors, radioactivity, or EMFs as a result of its operations. During construction, temporary dust, noise, or ground vibration would be created. The applicant performed an initial site (Attachment 9) assessment for hazardous materials, which indicates that low levels of lead from historical combustion of leaded fuel is commonly associated with the highway system and that Caltrans standards for soils containing lead would apply.

### ***Dust***

CLUDC 17.30.080(D) outlines methods of dust management to limit dust emissions beyond the site boundary to the maximum extent feasible. Special Condition 11 below incorporates these measures for implementation during project construction.

**Special Condition 11.** The following methods of dust management shall be implemented during construction, subject to approval by the City Engineer.

- a. Grading shall be designed and grading activities shall be scheduled to ensure that repeat grading will not be required, and that completion of the dust-generating activity (e.g., construction, paving or planting) will occur as soon as possible.
- b. Operations during high winds. Clearing, earth-moving, excavation operations or grading activities shall cease when the wind speed exceeds 25 miles per hour averaged over one hour.
- c. Limiting the area of disturbance. The area disturbed by clearing, demolition, earth-moving, excavation operations or grading shall be minimized at all times.
- d. Dust emissions shall be controlled by watering a minimum of two times each day.
- e. Graded areas shall be revegetated as soon as possible, but within no longer than 30 days, to minimize dust and erosion. Disturbed areas of the construction site that



- are to remain inactive longer than three months shall be seeded and watered until grass cover is grown and maintained.
- f. Appropriate facilities shall be constructed to contain dust within the site as required by the City Engineer.

### **Noise and Ground Vibration**

The project proposes construction of the project during daytime and nighttime hours in order to reduce traffic impacts on the community as well as expedite the construction process. CLUDC Section 17.30.080(I) requires that the noise emanating from a site shall comply with Municipal Code 9.44.020. This section places restriction on noise in the vicinity of residential areas, hospitals, schools and churches. Existing land uses in the project area include a mix of commercial, residential, recreational and vacant land. There are residences located at a distance of approximately 170 feet from the location of proposed improvements in some portion of the project site. Municipal Code 9.44.20 prohibits sources of noise within 500 feet of residences “which cause annoyance or discomfort to a reasonable person of normal sensitiveness in the neighborhood” after 10:00 p.m. and before 7:00 a.m.

As indicated in “Construction Noise Analysis for the Fort Bragg ADA Project”, dated June 7, 2022, prepared by Amanda Lee, California Department of Transportation (**Attachment 7**), noise controls implemented by Caltrans included limiting noise to no more than 86 dBA at 50 feet from the job site after 9:00 p.m. and before 6:00 a.m. The nighttime noise levels from the project after 9:00 p.m. and before 6:00 a.m. would not be anticipated to be greater than approximately 76 dBA because noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance, according to the project’s noise report (**Attachment 7**). These noise level can be further reduced with implementation of additional measures as outlines in the project’s noise report. Special Condition 12 below is recommended to allow for reduction in noise levels from project construction.

**Special Condition 12.** Nighttime construction activity that produces noise of more than 75 dBA within 500 feet of residences, hotels or other noise sensitive uses shall not take place after 9:00 p.m. and before 7:00 a.m. Construction noise reduction measures as outlined in “Construction Noise Analysis for the Fort Bragg ADA Project”, dated June 7, 2022, prepared by Amanda Lee, California Department of Transportation, pg. 3 shall be implemented throughout the project. Applicant shall specify these locations in the “Project Communication Plan” identified in Special Condition 1, for the City’s approval, a minimum of one (1) month in advance of construction activities.

### **Ground Vibration**

CLUDC 17.30.080(E) provide an exception for ground vibrations from temporary construction or demolition activities.

### **Resource Management**

The discussion under applicable policies of the Coastal General Plan addresses coastal resource management with respect to resource areas as applicable to the project by virtue of its





location and use, namely archeological resources, environmentally sensitive habitat, visual resources, and public access to the shoreline.

### **Grading and Stormwater**

The City's Department of Public Works staff have reviewed the project with respect to the CLUDC grading and stormwater requirements and standards and imposed Special Conditions on the project to ensure conformance with the CLUDC requirements. These are Special Conditions are included in the discussion above, as appropriate.

Additionally, the Department of Public Works has imposed the following Special Conditions to address relocation of utilities proposed by the project, work proposed in the City Right of Way, and water for construction.

**Special Condition 13.** Contact **Underground Service Alert (USA)**, Dial 811 or 1-800-227-2600, at least 48hrs prior to construction.

**Special Condition 14.** Since the project proposes numerous City-owned utility relocations, final construction documents indicating all such relocations shall be reviewed and approved by the Public Works Director (or Designee) prior to issuance of a construction contract. The City reserves the right to propose alternate solutions.

- a. Any relocated Drainage inlets (DI) or sidewalk above DI's shall be re-marked with the appropriate "drains to waterway" medallion.
- b. Contractor shall coordinate with City Maintenance in locations where there are water meters in the sidewalk construction/reconstruction area. Several locations have old oval shaped meter boxes in the concrete and the City may decide to replace with the current standard box.

**Special Condition 15.** Final Project As-Built shall be submitted to the City for verification of relocated drainage utilities or other changes tracked for the City's mapping purposes.

**Special Condition 16.** If the project proposes work or staging in the City Right of Way, then an Encroachment Permit and insurance naming the City of Fort Bragg as additionally insured would be required. Fort Bragg Municipal Code (FBMC) 9.72.010. Encroachment Permit shall be submitted at least two weeks prior to construction and approved prior to the start of construction.

**Special Condition 17.** Construction Water: should the City enter a Stage 3 Water Emergency during construction, no hydrant meters for construction water will be made available and applicant should make arrangements to obtain construction water from alternate source.

### **DESIGN REVIEW**

As noted in the project description, the project proposes two retaining walls, Retaining Wall # 1 and Retaining Wall # 2, and landscaping that are subject to Design Review. These walls are



described in greater detail below with respect to their design and consistency with the Citywide Design Guidelines. .

Retaining Wall # 1: This retaining wall would be approximately 760 feet in length and 1 feet in width. This wall will range in height from 3'-4" to a maximum of six feet, as measured from the footing with the portion of the wall visible from SR 1 would be approximately 5 feet above grade. it would be at its maximum height in the vicinity of SR 20 reducing in height towards either end as shown on Sheet R-1, Project Plans (**Attachment 2**). The retaining wall would feature a 3'-8" tall cable railing on top of the entire length of the wall, as required by Caltrans for walls greater than 3 feet in height. This retaining wall would be constructed of concrete blocks with a splitface "stone cut" surface and would match an existing retaining wall along SR 20 near the intersection of SR 20 and SR 1 in material, finish and color.

Retaining Wall # 1 would also incorporate seven panels constructed with the smooth face of the concrete block facing the street that will be placed 50 feet apart. five panels that would be 2'-8" in height and 6'8" in width, and two panels would be 3'-4" in height and 8'-0" in width. The proposed panels would allow for future art installations by the community to augment the aesthetic appeal of this wall.

The project proposes landscaping at the rear of Retaining Wall # 1 that consists of a variety of plantings as listed on Sheet PL-1, Project Plans (**Attachment 2**). The proposed plantings are drought tolerant. See special condition 8 which requires locally native drought tolerant plantings.

Retaining Wall # 2: This retaining wall would be constructed in three segments punctuated by driveways to the Century 21/Fort Bragg Realty property. The wall segments would be 40 feet, 56 feet and 32 feet long, respectively, for a total of 128 feet length. This retaining wall be 4 feet in height, as measured from the footing. The portion of the wall visible from SR 1 would be a maximum of approximately 2 feet in height. This wall will also feature a 3'-8" tall cable railing on top and will be constructed of concrete blocks with a splitface "stone cut" surface that would match the finish and color of Retaining Wall # 1.

The construction of Retaining Wall # 2 would entail removal of some mowed grass and shrubs along the street frontage of the Century 1/Fort Bragg Realty property and the adjacent vacant lot to the south to allow for a shoulder/sidewalk parking area, a new sidewalk and the retaining wall.

Overall, the design of the above stated improvements (**Attachment 8**) is based on their functional purpose, the requirements of the CLUDC and the Citywide Design Guidelines because:

- Retaining Wall # 1, which is a 760 feet long, continuous wall, exhibits variation in height and would be embellished with panels differentiated in their finish from the rest of the wall while Retaining Wall # 2 presents shorter segments in its appearance.
- The sizeable panels in Retaining Wall # 1 would allow for future art installations by the community and would positively enhance the adjacent public right of way of SR 1
- The material, finish and color of the retaining walls matches with similar improvements in the context and does not conflict with the existing Fort Bragg character.





- The retaining walls are proposed in conjunction with and to facilitate sidewalk construction, and in that regard support pedestrian connectivity in the area.
- The improvements include landscaping in conjunction with Retaining Wall # 1 that would be water efficient.

## **ENVIRONMENTAL ANALYSIS**

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The proposed project qualifies for categorical exemption pursuant to CEQA Class 1, Section 15301, Existing Facilities, and Class 3, Section 15303, New Construction because the project involves negligible or no expansion of use of an existing facility per Section 15301(c) through ADA upgrades within a section of SR 1 in that passes through Fort Bragg.

Further, none of the exceptions to the application of categorical exemption contained in Section 15300.2 of the CEQA guidelines apply because

- The project site is not within federal, state or local designated environmentally sensitive habitat or hazardous area.
- The project would not create cumulative impacts as the improvements are limited in nature and there are no other improvement projects that would be constructed at the same time in the foreseeable future.
- The project is a highway in a network of highways and there are no unusual circumstances applicable to the project site.
- SR 1 where the project is located is not a state designated scenic road.
- The project site or any location within or adjacent is not listed on any list compiled pursuant to Section 65962.5 of the Government Code.
- The project not having proposed any demolition or improvements in the City's historic downtown would cause an adverse change in the significance of a historic resource.

Therefore, the project is categorically exempt from further review pursuant to CEQA sections cited above.

## **RECOMMENDED PLANNING COMMISSION ACTION**

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Based on the above analysis Staff recommend the adoption of a resolution approving Coastal Development Permit 6-22 (CDP 6-22), and Design Review 18-22 (DR 18-22) with 17 special conditions of approval.

### **Alternative Planning Commission Actions**

1. Revise the special conditions and adopt resolution approving the project.
2. Request additional information and continue hearing to a further date.
3. Deny proposed project.

## **ATTACHMENTS**

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1. Project Description



2. Project Plans
3. Biological Resources Memos
4. Water Quality Assessment
5. Stormwater Data Report
6. Geotechnical Analysis
7. Noise Analysis
8. Retaining Walls
9. Initial Site Assessment
10. Draft Resolution





# Memorandum

*Making Conservation  
a California Way of Life.*

To: JENNIFER GAGNON  
ASSOCIATE ENVIRONMENTAL PLANNER  
CALTRANS - DISTRICT 1  
NORTH REGION ENVIRONMENTAL PLANNING

Date: January 17, 2020

File: 01-MEN-1  
PM 59.8/62.1  
01-0B220  
EFIS: 0112000110  
Fort Bragg ADA

From: PHLORA BARBASH  
Landscape Associate  
Caltrans - District 1  
North Region Division of Project Development

Subject: VISUAL IMPACT ASSESSMENT

## PROJECT DESCRIPTION

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

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

## PROJECT LOCATION AND SETTING

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

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



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

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

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

#### VISUAL IMPACT

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

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

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

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

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

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

#### RECOMMENDATIONS

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

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

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

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



# Memorandum

*Serious drought.  
Help save water!*

**To:** Amanda Lee  
Environmental Planner  
Caltrans District 1

**Date:** May 31, 2022

**File:** 01-0B220  
01-MEN-1  
Fort Bragg ADA  
Addendum #1

**From:** Laura Lazzarotto  
Landscape Architect  
Caltrans District 1

**Subject:** **Fort Bragg ADA Project to install ADA pedestrian infrastructure: Update to Visual Impact Assessment**

The following addendum to the VIA has been prepared for the Fort Bragg ADA project on State Route (SR) 1 in Fort Bragg, Mendocino County. The VIA was prepared in June 2020.

Since 2020, the project description has been revised in the following ways:

- Reconstructing 1900 linear feet of sidewalk,
- Installing 2300 linear feet of sidewalk,
- Installing retaining wall #1 at the intersection of SR 1 and SR 20. The wall would be 780 linear feet long with heights ranging from 3'-4" to 6'-0" maximum,
- Installing retaining wall #2 at the intersection of SR 1 and Spruce Street. The wall would be 128 linear feet long with a height of 4'-0",
- Construction of 36 curb ramps

The following clarifications about the affected environment are identified:

## **Reconstruction and installation of new sidewalks**

The linear feet adjustment for both the reconstruction of, and new installation of sidewalks will not result in any change to the visual environment.

## **Retaining wall #1**

It was not noted in the original VIA that there will be a cable railing above the retaining wall. Although the cable barrier is very see-through, it will be somewhat noticeable and is a new introduced element in the landscape at the SR 1 and SR 20 intersection since the existing wall on SR 20 does not have a railing above the wall. The linear feet adjustment for retaining wall #1 from 741 linear feet to 780 linear feet will not require any additional review. The overall assessment of the visual quality in this section has not changed from the original report.

Native grasses and plants will be installed above the wall where the soil has been disturbed during construction of the wall. Using native plants will contextually blend into the coastal landscape.





## **Retaining wall #2**

On the west side of SR 1 between Spruce and Elm Streets, it is proposed to add a sidewalk. The Century 21 Realty office has a planting strip approximately 50 feet long and 10+ feet wide which separates the parking from the highway. Directly south of the parking lot's southern entrance, the edge of the highway has mown grass and a narrow footpath leading to the Spruce Street crosswalk.

The highway will be widened in this location to accommodate new roadway shoulder and sidewalk. The proposed sidewalk will be in line with the foot path in order to line up with the Spruce Street crosswalk. The elevation of the sidewalk will be lower than the road due to topography. There will be a short slope between the highway shoulder and the sidewalk. The west side of the sidewalk will be 4 feet above the existing ground level and will require a retaining wall and railing. The railing is proposed to be a horizontal cable railing.

With the sidewalk being lower than the road and the railing being very see-through, the visual change will be minimal. With the removal of the planter, the west side of the highway area will visually change slightly from rural-urban to urban, however, there is existing sidewalk on the southwest corner of Elm Street and also on the opposite side of the road. This would have a low visual impact.

## **Curb Ramps**

The removal of one curb ramp from the project will not change the visual environment.

## **RECOMMENDATION**

It is recommended to install black posts for the cable railings in order to reduce any shine or reflection that a galvanized post would have. This would help to blend the cable barrier into the landscape.

## **CONCLUSION**

Due to changes to the project description, this VIA Addendum #1 has determined that the overall impacts to the visual quality remain the same as the original report. The visual impacts are less than substantial and require no mitigation.

