

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

PROJECT TITLE: **POMO BLUFFS PARK IMPROVEMENTS**
Coastal Development Permit 4-04 and Design Review 2-04

LEAD AGENCY: City of Fort Bragg

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LOCATION: The approximately 25-acre Pomo Bluffs Park property is located in Fort Bragg, Mendocino County, at the south side of the Noyo Bay-Noyo Harbor inlet. The property's northern and western boundaries are the edge of the coastal bluff. The west bluff overlooks the Pacific Ocean; the northern bluff overlooks Noyo Bay and the harbor entrance. The eastern property boundary is Harbor Avenue and the southern property boundary follows the Todd Point subdivision northern boundary. Access to the property is provided via the existing road system on Todd Point, with the primary access provided at the westerly end off of Cliff Way.

ASSESSORS

PARCEL NUMBER: 018-440-01/02/62

OWNER: City of Fort Bragg

GENERAL PLAN

DESIGNATION: PR (Parks and Recreation)

ZONING

DESIGNATION: PR (Parks and Recreation)
CZ (Coastal Zone)

BACKGROUND:

In 2002, through grant funding from the State Coastal Conservancy and Caltrans, the City of Fort Bragg acquired the land now referred to as "Pomo Bluffs Park." Until 2002, the land was in private ownership but used extensively by the public for decades to view the Pacific Ocean, Noyo Bay, and entry to Noyo Harbor. The Conservancy funded preparation of a management plan for the park which was adopted by the Fort Bragg City Council in 2003. The management plan was prepared with extensive public input and identifies passive use access improvements, site restoration strategies, and long term management goals to be implemented at the site. The Conservancy has also funded the preparation of construction design drawings for the park improvements.

PROJECT DESCRIPTION:

The Pomo Bluffs Park improvement project consists of site restoration and access improvements consistent with the Pomo Bluffs Management Plan. Specific improvements include: restricted vehicle access to a 47-space parking lot (43 automobile spaces and 4 RV spaces) located on the western portion of the site, a 10' wide paved bicycle and pedestrian path along the northern blufftop, a 3' wide "primitive" trail along the western bluff, a waterless restroom and enclosure near the parking area, split rail fencing along the south property line adjacent to the residential parcels on Todd Point, minor regarding and revegetation with native plants, installation of hazard notification, park identification and rules signage, trash receptacles, doggie bag dispensers/receptacles, and benches throughout the park.

Vehicle Access and Parking. Vehicle access throughout the site would be consolidated to a single access point through the placement of "telephone pole" style bollards installed horizontally along access roads, at the end of each public road leading to the site with the exception of the Cliff Way, and around the proposed parking area.

The proposed 47-space parking lot would be accessed via Cliff Way. It would have an oval shape lay-out with one-way looped access back to Cliff Way. A total of 43 automobile spaces would be provided on the northern portion of the lot and four recreation vehicle spaces would be provided on the southern portion of the lot. All drainage from the parking lot would be directed to a graded, vegetated swale and outlet to a drop-inlet fitted with an oil/grease separator. The drop inlet would be connected to an 80' length of 12" reinforced concrete pipe which would outlet in the depression located on the west side of the site. Rock rip-rap would be placed at the outlet to disperse the runoff to it's eventual outfall to the ocean.

Bicycle/Pedestrian Path. A 10' wide meandering asphalt bicycle/pedestrian trail would be provided along the bluff above Noyo Bay. The path would be accessible from the end of Harbor Avenue on the east side, Cliff Way on the west side, and from the parking area at two separate points. The trail would have six "bulb outs" at various points for ocean viewing where benches and trash receptacles would be placed.

A 3' wide "primitive" trail constructed of decomposed granite or other ADA compliant material would be provided along the western blufftop. The trail would feature one "bulb out" for ocean viewing.

Restroom Enclosure. A 13' wide by 9' deep by 10' high, dual room, waterless restroom enclosure would be provided on the eastern side of the parking lot. The restroom would have cedar lapped siding stained or painted in an earth tone color, and a raised seam metal roof painted a low gloss, earth tone color. Two entrance doors and a "privacy partition" would be provided on the southeastern side of the structure. No electricity would be provided to the enclosure and lighting would be provided via solar tubes to direct/reflect sunlight into the rooms.

Fencing. Split rail fencing would be provided along the southern boundary of the park to separate the public and private property. The fencing would have 5" by 5" split lumber posts at a spacing of 8' on center with 2" by 4" dual split rails placed between the posts. The fencing would be provided to the edge of each public street right-of-way abutting the parcel. Horizontal telephone pole style bollards would be placed at the end of each street to prevent vehicle access (with the exception of Cliff Way).

Site Restoration. Areas of the site presently lacking vegetation due to the off-road vehicle activity would be revegetated. The plantings would consist of native coastal plants propagated from locally collected plants. Common exotic invasive plant species would be removed from the site prior to revegetation. To facilitate revegetation activities, compacted soils, on slopes of less than 10 percent, will be disked or ripped to a depth of 6 inches. All revegetation activities would be overseen by a qualified ecological restoration professional.

Site Furnishings. Benches would be provided at each of the trail "bulb outs" and doggy bag dispensers and trash receptacles would be provided at strategic locations throughout the park.

Signage. A 4' high by 7' wide monument sign would be placed at the northeast intersection of the parking lot driveway and Cliff Way. The sign would have a stone base and support column. Bluff hazard warning signage would be placed at 200' intervals along the top of the bluff to notify users of the park of the potential hazard. Directional signage would be placed at the intersection of Ocean View Drive and Main Street (State Route 1) as well as at strategic points along Ocean View Drive and Cliff Way directing the public to the park entrance and parking lot.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impacts" as indicated by the checklist on the following pages:

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Jason Dose, Planner II

October 5, 2004
Date

ISSUES

I. Aesthetics

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Have a substantial adverse effect on a scenic vista?</i>			X	
<i>b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>				X
<i>c. Substantially degrade the existing visual character or quality of the site and its surroundings?</i>				X
<i>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>				X

The Pomo Bluffs Park site has been in private ownership, though utilized for public access, for many years. There has been unrestricted vehicle access to the entire site during that time period resulting in locally compacted and degraded areas with little or no vegetative cover present. The intent of the management plan and park improvement design is to maximize public access to the site while improving the ecological and aesthetic value of the property to accommodate public use of the site for aesthetic, conservation and coastal access purposes.

The project would consolidate vehicle access to a single parking lot on the west end of the site in an effort to minimize erosion, compaction and the overall degradation of the site due to the unrestricted vehicle access at the site. Areas most heavily impacted through the use of off road vehicles would be the primary target of vegetation restoration activities. These activities would greatly improve the aesthetics of the site when viewed from any vantage point and provide for a more enjoyable experience for users of the park.

The only sizeable structures proposed at the site are the restroom enclosure to be located near the parking area and the park monument signage to be placed at the park entrance. Both of these structures are small and would constitute a less than significant impact to views to, from, or through the site. The proposed parking area would be placed in the area which currently receives a large amount of vehicle traffic and also provides the most scenic views to the ocean/harbor.

II. Agricultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>				X

<i>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>				X
<i>c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</i>				X

The site is zoned for parks and open space in both the Fort Bragg General Plan and the Fort Bragg Land Use and Development Code and has not been utilized for farming purposes for many years. The surrounding land in the vicinity is zoned for large lot residential uses. Development of the proposed park facilities would not result in the conversion of farmland to non-agricultural uses.

III. Air Quality

<i>Where available, the significance criteria by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Conflict with or obstruct implementation of the applicable air quality plan?</i>				X
<i>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>			X	
<i>c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>				X
<i>d. Expose sensitive receptors to substantial pollutant concentrations?</i>				X
<i>e. Create objectionable odors affecting a substantial number of people?</i>				X

The City of Fort Bragg is located in the North Coast Air Basin and is within the jurisdiction of the Mendocino County Air Quality Management District (MCAQMD). The MCAQMD is responsible for the enforcement of the Federal Clean Air Act relative to all activities with the possibility of impacting local and regional air quality. Mendocino County is an "attainment area" for state and federal air quality standards except for the State suspended particulate matter standard (PM10).

As proposed, the project would limit vehicle access to the site to paved driveways/parking areas, eliminating the use of off road vehicles throughout the site. Further, areas that have been denuded of ground cover would be revegetated with native plants. These improvements to the site would largely eliminate fugitive dust emissions from the site.

Short-term impacts due to grading and construction activities may include increased dust emissions. Best management practices, including compliance with District Regulation 1, Rule 430 regarding fugitive dust emissions, will be required during the construction period.

IV. Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>				X
<i>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>				X
<i>c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>				X
<i>d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>				X
<i>e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>				X
<i>f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>				X

A botanical survey of the site was conducted by Teresa Sholars, Botanical Consultant, in conjunction with the Pomo Bluffs Park Management Plan. The site was visited by Ms. Sholars on March 12, April 8, and May 28, 2002 and described as follows:

“The area is vegetated by the North Coast Bluff Scrub Community (Ocean Bluff) and a very ruderal coastal prairie. Much of the area is compacted dirt from the extensive vehicular traffic that occurs there on a continual basis. Most cars drive as close to the bluff as they can in order to get a better ocean view. This highly impacts the vegetation.

*Much of the site has been driven on and most of the land 10' from the bluff is road. Even with the heavy traffic use the site is still dominated by native vegetation like seaside daisy (*Erigeron glaucus*), dune buckwheat (*Eriogonum latifolium*), gum plant (*Grindelia stricta*), and stone crops (*Dudleya farinose*).*

The North Coast Bluff Scrub (thrives in) high winds, salt spray, and long hours of exposure to the sun...Plants in this community are low growing, often prostrate, 5 cm. to 50 cm. high. They form either

scattered or continuous mats of dwarf shrubs, herbaceous perennials and annuals. This community intergrades into coastal prairie....

*The coastal prairie on the Pomo Bluffs is very patchy and is mostly dominated by exotic perennial grasses such as sweet vernal grass (*Anthoxanthum odoratum*) and velvet grass (*Holcus lanatus*). There are very patchy remnants of the native coastal prairie composed of the rare Blasdale's Bend Grass (*Agrostis blasdalei*), California Brome (*Bromus carinatus* spp. *maritimus*), California Oat grass (*Danthonia californica*), Hair Grass (*Deschapsia cespitosa*), and *Hordeum brachyantherum*.*

The coastal prairie is generally on the first terrace just meters away from the ocean. It is a dense, tall, grassland to one meter, dominated by sod and tussock forming perennial grasses....Originally comprised of perennial bunch grasses in most sites it is almost entirely covered with non-native species like velvet grass and sweet vernal grass. Some of these exotics were planted as forage (sweet vernal grass) while others were already aggressive weeds adapted to soil disturbance and intense grazing pressure....Non-native grasses seem to be capable of replacing any community that has been cleared, plowed, or grazed. Plants in this community are adapted to grazing, trampling, soil compaction, and to salt laden winds."

The Botanical Survey concluded that four sensitive plant species are present at the site including: Blasdale's Bent Grass (*Agrostis blasdalei*), Mendocino Paintbrush (*Castilleja mendocinensis*), Short-leaved Evax (*Hesperis matronalis* var. *brevifolia*), and Perennial Goldfields (*Lasthenia macrantha* ssp. *Macrantha*). The rare plants, with the exception of Mendocino Paintbrush, are threatened by the unrestricted vehicular traffic at the site. The final report recommended that vehicular traffic at the site be restricted and that the areas containing the sensitive plants be preserved and that no improvements be constructed on the plant sites.

In conjunction with the preparation of construction drawings for the project, Ms. Sholars visited the site again on June 8, 2004 to verify/identify the exact locations of sensitive plants at the site. The information was provided to the consultants preparing the construction plans and the park improvements have been designed to avoid impacts to the plants altogether.

The proposed Pomo Bluffs Park improvement project includes an extensive botanical restoration plan which includes revegetation of all areas impacted by construction activities and restoration of a majority of areas which have been impacted due to vehicle use at the site. All plant materials utilized in restoration/revegetation efforts will be propagated from locally collected coastal plant communities within 15 miles of the project site. Exotic vegetation removal will be performed on two species of non-native invasive ice plant species (Sea Fig and Hottentot Fig). Revegetation efforts will be monitored for three years and additional plantings will be provided as necessary. The field survey, initial report, and sensitive plant/botanical restoration map are on file and available for inspection at the Fort Bragg Community Development Department.

The California Department of Fish and Game has notified the City that the project "may result in changes to fish and wildlife resources as described in the California Code of Regulations, Title 14, Section 753.5(d)(1)(A)-(G)", and an environmental filing fee, as required under Fish and Game Code Section 711.4(d), should be paid to the Mendocino County clerk before filing of the Notice of Determination for the project. The Planning Commission will make the determination as to whether or not the filing fee is required when action is taken on the coastal development permit and design review for the park facilities.

V. Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?</i>				X
<i>b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</i>				X
<i>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>				X
<i>d. Disturb any human remains, including those interred outside of formal cemeteries?</i>				X

An archaeological survey and summary report for the project site was completed by Thad Van Bueren, a Registered Professional Archaeologist (*Archaeological Survey for the Pomo Bluffs Park in the City of Fort Bragg, May 8, 2004*). No archaeological sites or other types of historical resources were discovered within the Pomo Bluffs Park boundaries. The report recommends that, if buried archaeological deposits are encountered during construction of the project, all work in the immediate vicinity should be halted until a professional archaeologist can examine the finds and make recommendations for their treatment and handling. Evidence of an archaeological site may include, but is not limited to, shellfish remains, flaked stone tools, and flintknapping debris, dietary bone, ground stone tools, human burials, and historic artifacts. The recommendations of the report will be incorporated into the construction activities at the site.

VI. Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				X
<i>i. Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i>				X
<i>ii. Strong seismic ground shaking?</i>			X	
<i>iii. Seismic-related ground failure, including liquefaction?</i>				X

<i>iv. Landslides?</i>				
<i>b. Result in substantial soil erosion or the loss of topsoil?</i>				X
<i>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</i>				X
<i>d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?</i>				X
<i>e. Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?</i>				X

A geotechnical engineering firm, Kleinfelder, Inc., prepared a geologic evaluation of the Pomo Bluffs Park site during the design and engineering of the proposed park improvements. The study provides findings, recommendations, and conclusions regarding the geologic feasibility and relative bluff stability of the area as well as specific geotechnical foundation design criteria relative to the site conditions and proposed park improvements.

The site is located approximately six miles west of the San Andreas Fault, though it is not located within an earthquake fault zone pursuant to the Alquist-Priolo Earthquake Fault Zone Act of 1972. Numerous small earthquakes occur in the region and future events can be expected. The park improvements will be constructed to meet the most current building code standards relative to earthquake readiness and safety.

According to the report, the average rate of bluff retreat at the site is approximately .17 feet per year. The report concludes that the bluff retreat on the site has been accelerated in the recent past due to the removal of natural groundcover resulting from off road vehicle use. To ensure a minimum 50 year lifespan expectancy of the improvements, the geotechnical study recommends a minimum setback of 15 feet for the majority of park improvements with a 20 to 30 foot setback prescribed in specific areas identified with faster erosion/retreat rates. Given the average bluff retreat rate at the site and the City's desire for a 100 year lifespan for the improvements, the City will site the park improvements with a minimum 25 foot setback with larger setbacks in areas of concern referenced in the report.

The report provides recommendations for site preparation (clearing, grubbing, compaction, fill) for the areas proposed for physical improvements (i.e. bike/pedestrian path, restroom enclosure, parking lot). All recommendations in the geotechnical report have been incorporated into the project design.

VII. Hazards and Hazardous Materials

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>				X

<i>b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>				X
<i>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>				X
<i>d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>				X
<i>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard for people residing or working in the project area.</i>				X
<i>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>				X
<i>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>				X
<i>h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>				X

Pomo Bluffs Park is situated atop a 50 to 90 foot high coastal bluff and the coastline is susceptible to “episodic mass wasting” due to bluff face undercutting from wave action. Kleinfelder, Inc. prepared a geologic analysis of the site that identifies areas of concern relative to bluff face retreat. All park improvements have been located and designed per the recommendations contained in the report (i.e. increased setbacks in areas of potential bluff failure, specific foundations requirements for the proposed parking area, bicycle trail, and restroom enclosure).

To notify users of the park of the potential hazards associated with the steep bluff face the City will place bluff hazard signage every 200 feet along the face of the bluff to notify users of danger.

VIII. Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Violate any water quality standards or waste discharge requirements?</i>				X

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f. Otherwise substantially degrade water quality?				X
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?				X

Much of the Pomo Bluffs Park property currently lacks vegetation resulting in areas of increased runoff, gullying, and sedimentation. The improvement project will include minor regrading (scraping) of areas that have been highly impacted by vehicular use, a major revegetation effort, and consolidation of vehicle access to a large parking area on the west side of the site. The parking lot runoff would be directed to a vegetated drainage swale which leads to a drop inlet fitted with an oil/grease separator, to eventual outfall onto rip-rap on the western side of the site. These improvements will decrease the amount of sedimentation occurring from the site and slow the rate of storm water runoff (through increased landscaping), allowing for more percolation into the ground. This would also (potentially) reduce the rate of bluff retreat at the site.

IX. Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Physically divide an established community?				X

<i>b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>				X
<i>c. Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>				X

The Pomo Bluffs Park site is located in the Parks and Recreation (PR) zoning district which allows public parks and recreation uses as a permitted use. The intent of the zone is to allow for recreational uses and the structures needed to support those uses. The proposed park improvements are relatively minimal and have been sited and designed with consideration to the concerns expressed by neighboring residents during the community workshops for the Pomo Bluff Parks Management Plan.

The site is also located within the Coastal Zone (CZ). The intent of the coastal zone is to allow for development which is sensitive to the coastal views enjoyed on the coast, preserve native plants, preserve and enhance habitat areas and water quality, and also promote coastal access. The Pomo Bluff Park improvements would provide an ample amount of coastal access to residents and visitors of Fort Bragg while also enhancing the habitat values at the site through preservation of existing sensitive plant species at the site and revegetation of denuded areas with native coastal plants. The project would have the added benefit of reducing the amount of sediment entering the Noyo Bay and Pacific Ocean thereby enhancing local water quality.

X. Mineral Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i>				X
<i>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</i>				X

The site does not contain any known mineral resources and construction of the project would not result in the loss of any locally-important mineral resources delineated in the Fort Bragg General Plan or any other land use document.

XI. Noise

<i>Would the project result in:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

a. <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>				X
b. <i>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i>				X
c. <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>				X
d. <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>				X
e. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>				X
f. <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>				X

The construction of the project would result in a temporary increase in noise levels due to construction activities at the site. These activities would be subject to and conducted in accordance with the City's noise ordinance. As such, the project would result in a less than significant impact relative to noise.

XII. Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>				X
b. <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>				X
c. <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>				X

The proposed project would not induce population growth either directly or indirectly. It does not involve the development of new housing units or the displacement of existing units.

XIII. Public Services

<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Fire protection?</i>				X
<i>Police protection?</i>			X	
<i>Schools?</i>				X
<i>Parks?</i>				X
<i>Other public facilities?</i>				X

The project site is currently served by the Fort Bragg Fire Department and patrolled by the Fort Bragg Police Department. Under existing conditions, most calls for service are nuisance complaints related to off-road vehicle use of the park. While these types of complaints would be reduced, the construction of park improvements may require increased police patrols to ensure that vandalism is minimized. The Fort Bragg Police Department has indicated that additional patrols can be facilitated with current staffing levels.

XIV. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>				X
<i>b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>				X

The project entails the construction of physical improvements at a City park and would have only positive impacts on public recreational facilities and coastal access opportunities in the area.

XV. Transportation/Traffic

<i>Would the project result in:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?)				X
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Result in inadequate parking capacity?				X
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

The Pomo Bluffs Park site has been used for public coastal access for many years with uncontrolled vehicle access occurring throughout the entire site. The construction of park improvements would consolidate vehicle access at the western end of the site, but is not expected to result in increased traffic volumes on local streets in the vicinity above current rates.

XVI. Utilities and Service Systems

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X

<i>f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>				X
<i>g. Comply with federal, state, and local statutes and regulations related to solid waste?</i>				X

The proposed project would not be connected to the City water, sewer, or storm drain system and would not result in any impact to the existing public utility systems.

XVII. Mandatory Findings of Significance

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

The project would not have adverse impacts to humans or wildlife nor would it degrade any habitat values. The project would consolidate vehicular traffic to a formalized parking lot located on the western end of the site, thereby minimizing bluff top erosion and impacts to vegetation. A majority of the site, which has been impacted by off road vehicle use, would be revegetated with native plants.

ATTACHMENTS

1. Site Location Map
2. Conceptual Plan Map from the Pomo Bluffs Park Management Plan
3. Key Map
4. Detail Sheet
5. Detail Sheet
6. Plan and Profile Drawing (western portion)
7. Plan and Profile Drawing (mid portion)
8. Plan and Profile Drawing (mid portion)

Initial Study and Environmental Checklist
City of Fort Bragg Pomo Bluffs Park Improvements
October 5, 2004

9. Plan and Profile Drawing (eastern portion)
10. Parking Lot Improvements
11. Plan and Profile Drawing (western portion)
12. Cross Sections
13. Signing and Furnishing Plan
14. Botanical Restoration Plan
15. Botanical Restoration Plan Details

DOCUMENTS AVAILABLE FOR VIEWING AT THE FORT BRAGG COMMUNITY DEVELOPMENT DEPARTMENT.

1. Pomo Bluffs Park Management Plan, May 2003
2. Geologic and Geotechnical Report for Pomo Bluffs Park, July 30, 2004
3. Archaeological Survey for the Pomo Bluffs Park, May 8, 2004