

## SPEAKER CARD

9

I would like to speak to the Planning Commission on Agenda Item No. 4-4A2

I would like to speak to the Planning Commission under "Public Comments on Non-Agenda Items"

I do not wish to speak but want to submit the following comments to the Planning Commission

NAME: JOHN SKINNER

COMMENTS (ONLY IF YOU DO NOT PLAN TO SPEAK): \_\_\_\_\_

IN SUPPORT OF RAYNES AUTO PARTS -

This information is retained as a Public Record, and as such, may be shared with others upon request. Please do not provide any information that you do not wish to be disclosed to others.

Completion of this document is voluntary; all persons may attend the meeting regardless of whether a person completes this document (Government Code §54953.3)

## ANY PERSON DESIRING TO ADDRESS THE PLANNING COMMISSION

Commission requests that those individuals who wish to address the Commission on non-agenda, public hearing, or conduct of business items fill out Speaker Cards available at the meeting. Pursuant to Commission procedures, the Chair will recognize any member of the public who wishes to speak. If you do not fill out a Speaker Card, you will be given an opportunity to speak after all those who have filled out Speaker Cards have spoken.

Guidelines for the Conduct of the Planning Commission meetings provide, in part:

- The public can speak about anything within the jurisdiction of the Planning Commission, but the legislative body generally cannot act on or discuss an item not on the agenda, pursuant to the Ralph M. Brown Act.
- All speakers before the Commission shall approach the public microphone and wait to be recognized by the Chair or acting Chair. A member of the public is not required to provide his or her name prior to addressing the Commission (Government Code §54953.3).
- Questions to staff from the public and staff responses should be directed through the Chair.
- To encourage and respect expression of all views, meeting rules prohibit clapping, booing, shouts of approval or disagreement, or other disruptive audience participation.
- The audience is requested to be seated. Standing or obstructing of aisles is prohibited.

To allow all persons to speak who may wish to do so, each speaker is allowed a maximum of three (3) minutes, or other time limitation as established by the Chair. An effective approach is to lead with your key point or concern and then explain the reasons underlying it. If others have already expressed your views, you may simply indicate that you agree with the previous speaker. If appropriate, a spokesperson may present the views of a group. Please limit your comments so that everyone has a chance to address the Commission.

Thank you.

# SPEAKER CARD

- I would like to speak to the Planning Commission on Agenda Item No. \_\_\_\_\_
- I would like to speak to the Planning Commission under "Public Comments on Non-Agenda Items"
- I do not wish to speak but want to submit the following comments to the Planning Commission

NAME: STAR DECKER,

COMMENTS (ONLY IF YOU DO NOT PLAN TO SPEAK): \_\_\_\_\_

I AM AGAINST the proposed project of allowing an Auto  
ZONE business into our small community. We already have  
a large O'Reillys and Rhoads Auto, which is our favorite  
small business in the community and needs to be honored  
and protected. Keep our community "Quaint" which is WTF

This information is retained as a Public Record, and as such, may be shared with others upon request. Please do not provide any information that you do not wish to be disclosed to others.

Completion of this document is voluntary; all persons may attend the meeting regardless of whether a person completes this document (Government Code §54953.3)

All  
 one  
 here.  
 Thank You!

## ANY PERSON DESIRING TO ADDRESS THE PLANNING COMMISSION

Commission requests that those individuals who wish to address the Commission on non-agenda, public hearing, or conduct of business items fill out Speaker Cards available at the meeting. Pursuant to Commission procedures, the Chair will recognize any member of the public who wishes to speak. If you do not fill out a Speaker Card, you will be given an opportunity to speak after all those who have filled out Speaker Cards have spoken.

Guidelines for the Conduct of the Planning Commission meetings provide, in part:

- The public can speak about anything within the jurisdiction of the Planning Commission, but the legislative body generally cannot act on or discuss an item not on the agenda, pursuant to the Ralph M. Brown Act.
- All speakers before the Commission shall approach the public microphone and wait to be recognized by the Chair or acting Chair. A member of the public is not required to provide his or her name prior to addressing the Commission (Government Code §54953.3).
- Questions to staff from the public and staff responses should be directed through the Chair.
- To encourage and respect expression of all views, meeting rules prohibit clapping, booing, shouts of approval or disagreement, or other disruptive audience participation.
- The audience is requested to be seated. Standing or obstructing of aisles is prohibited.

To allow all persons to speak who may wish to do so, each speaker is allowed a maximum of three (3) minutes, or other time limitation as established by the Chair. An effective approach is to lead with your key point or concern and then explain the reasons underlying it. If others have already expressed your views, you may simply indicate that you agree with the previous speaker. If appropriate, a spokesperson may present the views of a group. Please limit your comments so that everyone has a chance to address the Commission.

Thank you.

**Gonzalez, Joanna**

---

**From:** djliz@mcn.org  
**Sent:** Wednesday, September 25, 2019 1:05 PM  
**To:** CDD User; McCormick, Sarah; Miller, Tabatha; Lemos, June  
**Subject:** Comments re Mitigated Negative Declaration/AutoZone, etc

Dear Coastal commissioners & Ft Bragg city officials,

Re: Mitigated Negative Declaration (MND)

As a longtime coastal resident, I am concerned about several aspects of the impact of the proposed development SW of the Highway 20/Hwy 101 intersection.

One of my concerns is the permitting of AutoZone. Competition with the two nearby auto parts stores (Rhoads & O'Reilly's) will predictably decrease the income of two local businesses. In general, permitting redundant chain stores compromises established homegrown businesses. Wise, forward-thinking governing low-wage jobs. I urge a moratorium on chain stores being established in the town & along the scenic corridor.

Promotion of the unique, (somewhat) pristine beauty of our area would boost the local economy, which absolutely relies on scenic values.

I am also concerned that traffic studies around the proposed development have been seriously inadequate, therefore misleading. I urge that a new study be done at peak weekend tourist times.

I cannot attend tonight's meeting.

Thank you for considering my input,

Liz Helenchild, Mendocino

## Gonzalez, Joanna

---

**From:** Megan Caron <megancaroon27@gmail.com>  
**Sent:** Wednesday, September 25, 2019 9:30 AM  
**To:** CDD User  
**Subject:** No to Autozone

To The Fort Bragg Planning Commissioners, The City of Fort Bragg is in need of many things, another auto parts store is not one of them. The Commission is certainly aware of Autozone's environmental record, this alone should be grounds for denial. Our current population has already proven the inability to support 3 auto part stores. Autozone will eliminate another locally owned business and that is the last thing this community needs. Please vote No on Autozone.

Thank you,  
Megan Caron  
Ben Tuke  
Fort Bragg

Sent from my iPhone

**From:** [Michael Margulis](#)  
**To:** [CDD User](#)  
**Cc:** [Mike & Mary Ann](#)  
**Subject:** AutoZone  
**Date:** Tuesday, September 24, 2019 6:56:46 PM

---

Fort Bragg City Council & Planning Commission,

I am solidly against AutoZone coming to our community for several reasons. 1: AutoZone has a poor environmental record. Three months ago, AutoZone was fined by the California Attorney General for illegal hazardous waste disposal, and for mishandling customer confidential information. A thorough investigation showed that their stores in 45 counties throughout California were guilty of illegally disposing over 5 million hazardous waste items in our state. This is 2019, and every business owner and corporation knows there are environmental laws, so AutoZone knows that it certainly is guilty of wrongdoing. Yet, AutoZone won't admit any wrongdoing. 2: An AutoZone store would be an out-of-state, corporation-owned business, not even a franchise. We already have a corporate-owned O'Reilly Auto Parts store. 3. We have only one, locally and family-owned auto parts store, Rhoads Auto Parts. 4. We have enough auto parts coverage with the two existing stores to cover existing demand. Adding a third store will not increase demand for auto parts, it will only spread the current demand thinly across three stores. 5: If adding a third store causes one of the existing stores to close its doors, our net employment and tax base gain could be zero or possibly a negative. 6. We don't need AutoZone's parts, and we don't want their filthy environmental footprint in our community.

I am out of town, and won't be able to make the meeting Wednesday night. You have my permission to read this letter publicly.

Thank you,

Michael Margulis

--

*Thank you,*

*Michael (Mike) Margulis, Owner,  
E&B Auto Repair  
160 East Fir Street  
Fort Bragg, CA 95437  
707-964-0522*

*CoolCalifornia Small Business of the Year  
California Certified Green Station  
Green America Certified Business  
Solar-Powered Auto Repair Shop  
Star Certified Smog Check Station*

[www.eandbautorepair.com](http://www.eandbautorepair.com)  
[www.facebook.com/eandbautorepair](https://www.facebook.com/eandbautorepair)



*E & B Auto Repair  
Fort Bragg, CA*

707-964-0522

*Environmentally Responsible Service*



**From:** [Lemos, June](#)  
**To:** [Gonzalez, Joanna](#)  
**Subject:** FW: Auto Zone  
**Date:** Tuesday, September 24, 2019 11:59:43 AM

---

Joanna:

Please add as public comment to the agenda packet for the Planning Commission. Thank you,

June Lemos, CMC  
City Clerk  
City of Fort Bragg  
416 N Franklin St  
Fort Bragg CA 95437  
707.961.2823 ext. 104

**From:** Linda Jo Stern <lindajostern@gmail.com>  
**Sent:** Tuesday, September 24, 2019 11:57 AM  
**To:** Lemos, June <jlemos@fortbragg.com>  
**Subject:** Auto Zone

Good morning, June. I would like to submit a public comment regarding the Auto Zone proposal. I am completely against the approval of having an Auto Zone on the millsite property. First of all, our town does not need another auto parts store. We have at least two that I know of - Napa and O'Reilly's - and that's plenty for the coastal area. Second, we should absolutely not be building on the west side of Hwy 1. It takes away from the preservation of this land as open space or forested space; it adds to traffic congestion on Hwy 1; and it would be an eyesore (no matter what the building design shows) for anyone looking towards the ocean.

Thank you for your consideration.

Sincerely,  
*Linda Jo*

Linda Jo Stern, MPH  
[lindajostern@gmail.com](mailto:lindajostern@gmail.com)

## **Gonzalez, Joanna**

---

**From:** Jacob Patterson <jacob.patterson.esq@gmail.com>  
**Sent:** Wednesday, September 25, 2019 9:44 AM  
**To:** Gonzalez, Joanna  
**Cc:** McCormick, Sarah  
**Subject:** Public Comment -- 9/25/19 PC Public Hearing for proposed Auto Zone project

City Staff and Commissioners,

Please accept this public comment as an objection to the Auto Zone commercial development project as currently proposed.

### **PERMIT FINDINGS & CONSISTENCY ANALYSIS:**

The Coastal General Plan policies listed in the Coastal Commission letter as well as the additional policies identified by City in the staff report all provide grounds for denial on the basis that the proposed project is not consistent with those policies as currently configured and designed (e.g., the maximum removal of existing on-site trees in an effort to reduce the visual impacts analysis on the odd theory that the existing trees block ocean views so placing the building where the trees are and removing most of them makes the visual analysis more favorable). Because the applicable policies of the Coastal General Plan are not consistent with this project as currently proposed, you cannot justify or support the various findings required and approval would constitute and abuse of discretion.

In addition, many public comments focus on the franchise nature of the business that is proposed for this site--note the potential Grocery Outlet and drive through fast-food restaurant as options in the original full-site project proposal--and you may be advised to reject that as an improper basis for denial. That would be inaccurate and simplistic because the Coastal General Plan includes a policy, as discussed in the staff report, that discourages formula business to the extent that they detract from community character and the small town nature of Fort Bragg. The public comments may not have explicitly connected the dots between the concerns about Auto Zone as a formula business and the applicable Coastal General Plan policies (or the relevant findings) but the connection is there and provides a justification to deny this project as proposed. The Coastal General Plan also encourages special attention to the delicate and important nature of the City's "gateways" including this location. Many of the same public comments address this concern but similarly stop short of explicitly connecting the dots between the fact and the applicable policy. You can connect those dots and this also provides a legitimate basis for denial.

### **CEQA REVIEW:**

I would also like to take this opportunity to object to the draft MND because it fails to incorporate the substance of prior responsible agency and public comments in that additional analysis and mitigation measures are necessary, particularly considering the letters from CalTrans and the Coastal Commission. The additional analysis that was suggested was not performed or incorporated into the MND and there has been no analysis of the impacts to pedestrians attempting to travel to or from the project, including no analysis of the impacts to pedestrians attempting to cross the frontage road without a complete or adequate network of pedestrian infrastructure (sidewalks and marked crosswalks). Although the project adds on-site sidewalks, it does nothing to address the inadequate off-site infrastructure or lack thereof, including failing to require fair-share contributions to the future installation of such infrastructure.

The draft MND also neglects to address the existing mitigation measures that apply to this area or the impacted intersections (e.g., along Ocean View Drive) and which require pre-determined future transportation improvements be made as additional development occurs. This is that future development and no analysis has occurred to justify removing the existing mitigation measures and conditions that apply requiring the transportation infrastructure improvements now that future development is under consideration (see, e.g., the environmental review for the original construction of the Boatyard shopping center, the extension of Boatyard drive and construction of McDonald's, and the construction of the Emerald Dolphin Inn).

That said, the continuing defects in the MND are only important if the project is recommended for approval because denied projects are exempt from CEQA analysis. Alternatively, if the Planning Commission elects to neither approve nor deny the project in its current form but instead provides direction to the applicant in ways to alter and improve the project to a sufficient manner so it becomes consistent with the applicable Coastal General Plan policies the MND will need to be amended and recirculated to reflect the changed project. The defects in the draft MND can be addressed through that process.

Best regards,

--Jacob

## Gonzalez, Joanna

---

**From:** Jamie Connolly - KOZT <jamie@kozt.com>  
**Sent:** Wednesday, September 25, 2019 9:43 AM  
**To:** Gonzalez, Joanna  
**Subject:** RE: Planning Commission - AutoZone

Great! Thank you Joanna!!

*Jamie*

--

Jamie Peters-Connolly

### The COAST

Mendocino County's FM  
95.3 / 95.9 / KOZT.COM  
iOS – Android – Smart Speakers  
707.964.7277

Sent from [Mail](#) for Windows 10

---

**From:** [Gonzalez, Joanna](#)  
**Sent:** Wednesday, September 25, 2019 9:34 AM  
**To:** [Jamie Connolly - KOZT](#)  
**Subject:** RE: Planning Commission - AutoZone

I can give the comments to the commission and add them to the agenda when I republish tomorrow or you can read them at the meeting by filling out a speaker card either way I will forward it to the Commissioners right now.

-Joanna

---

**From:** Jamie Connolly - KOZT <jamie@kozt.com>  
**Sent:** Wednesday, September 25, 2019 9:16 AM  
**To:** Gonzalez, Joanna <JGonzalez@fortbragg.com>  
**Subject:** FW: Planning Commission - AutoZone

Joanna,

This email is from Mary Anne Petrillo of West Business Development Center. She is out of town, so my question is, is it appropriate to send this to you to include in tonight's public comments, or should I plan on reading it on her behalf?

*Jamie*

--

Jamie Peters-Connolly

---

**From:** [maryanne@westcompany.org](mailto:maryanne@westcompany.org)  
**Sent:** Tuesday, September 24, 2019 7:46 PM  
**To:** 'Jamie Connolly - KOZT'  
**Subject:** RE: Planning Commission - AutoZone

Hi Jamie

Use this statement if you think appropriate

Good evening Council Members,

I regret not being present to deliver this message today, but I am in Washington DC with a national contingent of Women Business Centers. We are here to advocate on behalf of small businesses in the regions that we serve. For over 30 years West Business Development Center has supported small business ownership and local production of products and services needed in our community. We work hard to support them with the information and resources they need to grow their business. Because we know that for every \$100 spent at a local business approximately \$67 stays in the community. And it is often the local small business owner who contributes to the local schools, nonprofits, and community centers in addition to local taxes.

While we understand city officials must consider the various revenue implications of any decision, we at West believe strongly in thriving economies based on diverse sustainable locally-owned small businesses.

Thank you  
Mary Anne Petrillo

Email correspondence with the City of Fort Bragg (and attachments, if any) may be subject to the California Public Records Act, and as such may therefore be subject to public disclosure unless otherwise exempt under the Act.

**From:** [Jacob Patterson](#)  
**To:** [McCormick, Sarah](#)  
**Cc:** [Gonzalez, Joanna](#)  
**Subject:** Public Comment -- 9/25/19 PC Mtg., Item No. 4A, Auto Zone  
**Date:** Monday, September 23, 2019 12:35:04 PM  
**Attachments:** [20170421 Email re 1151 S Main Street Preapplication Meeting.pdf](#)  
[20170421 Email re 1151 S Main Street Preapplication Meeting 2.pdf](#)  
[20170502 Email re 1151 S Main Street Preapplication Meeting.pdf](#)  
[8978 02 CCC Referral Letter.pdf](#)  
[Comment Letter 06-06-18.pdf](#)

---

Sarah & Joanna,

Please distribute the attached documents from the administrative record to the Planning Commission as a public comment because I think they may be interesting to consider as part of the review for this project, particularly the original site plan for the entire parcel that included two buildings. I also found the letter from the Coastal Commission staff listing concerns about the project's consistency with various Coastal General Plan policies, any of which could provide the basis for findings of denial.

Thanks,

--Jacob

**CALIFORNIA COASTAL COMMISSION**

NORTH COAST DISTRICT OFFICE  
1385 EIGHTH STREET, SUITE 130  
ARCATA, CA 95521  
VOICE (707) 826-8950  
FAX (707) 826-8960  
[WWW.COASTAL.CA.GOV](http://WWW.COASTAL.CA.GOV)



January 25, 2019

Attn: Sarah McCormick, Assistant Planner  
City of Fort Bragg  
416 N. Franklin Street,  
Fort Bragg, CA 95437

**SUBJECT:** Review of Coastal Development Permit (CDP) Application 9-18 to divide an undeveloped parcel in two individual lots and construct a 7,380-square-foot AutoZone retail store located at 1151 South Main Street, Fort Bragg, Mendocino County (APN: 018-440-58).

Dear Ms. McCormick:

Thank you for the opportunity to comment on the above-reference CDP. The project submittal provided useful information, but we believe additional analysis is warranted. As such, we are seeking further clarification and recommend that the applicant address the following matters to ensure consistency with the policies of the Fort Bragg certified Local Coastal Program (LCP).

### 1. Consistency with the Visual Resources Policies of the LCP

Applicable LCP Policies [emphasis added]

**Policy CD-1.1** states:

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

**Policy CD-1.4** states:

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

**Policy CD-2.5** states:

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

**LIP Section 17.50.070 (F)** states:

*Commercial development west of Highway 1. Commercial development west of Highway 1 shall be designed and constructed in a manner that maintains scenic views of the coast by providing sufficient separation between buildings, as determined by the review authority based on the characteristics of the site and existing development in the area, and by preventing a continuous facade of buildings that would block scenic views of the coastline.*

Comments

The subject property currently provides existing partial coastal views. The project description states that the “proposed development would be sited and designed to protect views to and along the ocean and scenic coastal areas” (see page 5). In addition, page 2 of the Visual Resource Review study explains that the “retail store would be anticipated to change the existing visual character and/or quality of the site and its surroundings, as the site is currently undeveloped...however, the proposed project would not result in a substantial degradation of the site or surrounding area...[since] existing single-family residences and trees located along the bluff and commercial businesses north and south of the project site partially obstruct coastal views from the project site and Highway 1.”

The open space and scenic character of this area warrant a detailed analysis on how the development has been sited and designed to minimize visual impacts. The applicant should analyze these impacts and develop feasible alternatives, if applicable. Specifically, the applicant should clarify how much existing blue water view is being retained and how much is being lost to demonstrate how the project is consistent with the above-mentioned policies.

**2. Consistency with the Landscaping Policies of the LCP**

Applicable LCP Policies [emphasis added]

**Policy CD-1.6** states:

*Fences, walls, and landscaping shall minimize blockage of scenic areas from roads, parks, beaches and other public viewing areas.*

**Policy CD-1.11** states:

*New development shall minimize the removal of natural vegetation. Existing native trees and plants shall be preserved on the site to the maximum extent feasible.*

**Policy CD-2.7** states:

*Landscaping: Encourage attractive native and drought-tolerant landscaping in residential and commercial developments.*

**Policy OS-5.1** states:

*Native Species: Preserve native plant and animal species and their habitat.*



**Policy OS-5.2** states:

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.

Comments

The project description describes plans for the removal of six existing mature trees and minimal removal of natural vegetation (see page 5). This section also explains that native coastal trees would be planted as a visual screening measure and to restore the visual quality of the project area. However, the exact location, type, and number of trees will be determined by a landscape architect in a future landscaping plan.

Commission staff encourages the City to work with the applicant to ensure the landscaping plan is consistent with the above-mentioned landscaping and visual resource policies in order to support native habitat, including existing healthy trees, while ensuring scenic areas are not blocked by landscaping. We note that there is existing invasive vegetation (e.g., Scotch broom) on the property that the City should consider requiring removal of as a condition of CDP approval.

### **3. Circulation Policies of the LCP**

Applicable LCP Policies [emphasis added]

**Policy C-2.3** states:

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.

Comments

The Visual Resources Review study describes a series of road improvements that will be needed to accommodate the proposed project (see pg. 3). The unnamed frontage road would require widening to full width and other associated improvements include the addition of a sidewalk, curb, and gutter along the eastern portion of the project site. Commission staff recommends assessing these improvements for consistency with the above-mentioned policies to avoid visual or other impacts.

### **4. Division of Land Policies of the LCP**

Applicable LCP Policies [emphasis added]

**Policy CD-1.10** states:

All proposed divisions of land and boundary line adjustments shall be analyzed for consistency of potential future development with the visual resource protection

policies of the LCP, and no division of land or boundary line adjustment shall be approved if development of resulting parcel (s) would be inconsistent with these policies.

Comments

The proposed project would take the existing parcel, approximately 2.5 acres in size, and subdivide it into two individual lots, described as Lots 1 and 2. Lot 1 would be approximately 1.1 acres in size and be developed to accommodate the AutoZone store. Lot 2 would result in approximately 1.4 acres in size and lie along the southern portion of the site. Page 2 of the project description states that though future development on Lot 2 is anticipated, no development is proposed on Lot 2 at this time.

Commission staff believes that analysis of the future development potential of Lot 2 is necessary at the time of the proposed subdivision. The applicant must analyze whether the City and the site can accommodate the increased intensity of development. It should be established that a viable development footprint exists that is consistent with the coastal resource protection policies and considers other development limitations that are established within the certified LCP.

**5. Services and Utilities Policies of the LCP**

Applicable LCP Policies [emphasis added]

**Policy LU (Land Use)-10.4** states:

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

**Policy LU-5.2** states:

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

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

**Policy PF -1.1** states:

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.

**Policy PF-1.2** states in part:

*Ensure Adequate Services and Infrastructure for New Development. No permit for development shall be approved unless it can be demonstrated that such development will be served upon completion with adequate services, including but not limited to potable water; wastewater collection, treatment and disposal; storm drainage; fire and emergency medical response; police protection; transportation; schools; and solid waste collection and disposal; as applicable to the proposed development.*

- a. *Demonstration of adequate water and sewer facilities shall include evidence that adequate capacity will be available within the system to serve the development and all other known and foreseeable development the system is committed to serving, and that the municipal system will provide such service for the development;*

**Policy PF-1.3** states:

*Ensure Adequate Service Capacity for Priority Uses.*

- a. *New development that increases demand for new services by more than one equivalent dwelling unit (EDU) shall only be permitted in the Coastal Zone if,
  - *Adequate services do or will exist to serve the proposed development upon completion of the proposed development, and*
  - *Adequate services capacity would be retained to accommodate existing, authorized, and probable priority uses upon completion. Such priority uses include, but are not limited to, coastal dependent industrial (including commercial fishing facilities), visitor serving, and recreational uses in commercial, industrial, parks and recreation, and public facilities districts. Probable priority uses are those that do not require an LCP amendment or zoning variance in the Coastal Zone.**
- b. *Prior to approval of a coastal development permit, the Planning Commission or City Council shall make the finding that these criteria have been met. Such findings shall be based on evidence that adequate service capacity remains to accommodate the existing, authorized, and probable priority uses identified above.*

Comments

The project description describes the extension of water and sanitary sewer services by the City of Fort Bragg's Municipal Improvement District No. 1. The northern boundary of Lot 1 would contain a new 6-inch sanitary sewer lateral that would connect to the existing pothole and serve the existing sewer lines sited on the unnamed frontage road. The proposed project would extend water service from an existing main on Harbor Avenue to the site by establishing a 10-foot public utility easement across Lot 2 to benefit Lot 1. Sewer connections would require a public utility easement within the right-of-way of the unnamed frontage road.

The City completed a water supply analysis in 2010 and is in the process of updating this analysis to assess future development potential. The above-mentioned policies focus on ensuring the City maintains enough services to accommodate priority uses as well as existing residences and businesses. The proposed Avalon Hotel and portions of the future redevelopment of the Georgia-Pacific Mill Site have been identified as priority visitor-serving uses. There, the applicant should coordinate with the City to demonstrate that there is adequate capacity for the extension of services that will result in the proposed subdivision and development of AutoZone, while ensuring such development will not jeopardize existing and priority uses.

## 6. Community Character Policies of the LCP

### Applicable LCP Mission and Policies [emphasis added]

Chapter 1 of the Fort Bragg Land Use Plan includes a mission statement:

*The mission of the Coastal General Plan is to preserve and enhance the small town character and natural beauty that make the City a place where people want to live and visit, and to improve the economic diversity of the City to ensure that it has a strong and resilient economy which supports its residents.*

**Policy LU (Land Use)-4.1** states:

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

**Policy CD-2.2** states:

*Large Commercial Development: Ensure that large commercial development, such as shopping centers, big box retail, and mixed use development, fits harmoniously with the scale and design of existing buildings and streetscape of the City.*

**Policy CD-2.8** states:

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

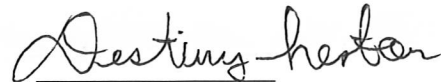
### Comments

In order to ensure consistency with the community character policies of the LCP, the applicant should complete an analysis that demonstrates how the development is consistent with the small town, rural character of Fort Bragg. Although the proposed project is designated for Highway Commercial land uses, formula business must not detract from established commercial businesses and findings must be made to show that the scale and design maintains the City's small town character and natural beauty.

Sarah McCormick  
City of Fort Bragg  
January 25, 2019  
Page 7

Thank you in advance for the opportunity to comment on the proposed development. If you have any questions, please don't hesitate to call me at (707) 826-8950 or email me at [Destiny.Preston@coastal.ca.gov](mailto:Destiny.Preston@coastal.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Destiny Preston". The signature is written in a cursive style with a horizontal line underneath the name.

DESTINY PRESTON  
Coastal Program Analyst

Cc: Deirdre Clem, LACO Associates  
Daniel Harrington, California Department of Fish and Wildlife

---

**From:** Fuentes, Sergio  
**Sent:** Friday, April 21, 2017 2:02 PM  
**To:** Varga, Tom  
**Cc:** O'Neal, Chantell  
**Subject:** FW: 1151 S. Main Street Preapplication Meeting  
**Attachments:** 1151 S. Main Site Plan\_ Retail + QSR \_ 04.20.17.1.pdf

Tom,

FYI... The folks looking into 1151 S. Main had some follow up questions with a new proposal that includes a drive through fast food. There is a question about traffic study, specifically left turn onto HWY 1 from the side driveway that will probably need your input. I imagine this is also a good time to give them some good news and tell them about Harbor Drive.

Thanks,

Sergio Fuentes, E.I.T.  
Engineering Tech.  
Phone: 707-961-2823 x 134  
Email: [sfuentes@fortbragg.com](mailto:sfuentes@fortbragg.com)

---

**From:** clement@blackpoint.com [mailto:clement@blackpoint.com]  
**Sent:** Friday, April 21, 2017 1:06 PM  
**To:** Jones, Marie  
**Cc:** Perkins, Scott; Fuentes, Sergio; O'Neal, Chantell; 'Jeff Halbert'; 'Josh Berger'  
**Subject:** 1151 S. Main Street Preapplication Meeting

Hello Marie,

Thank you for meeting with us last Thursday, 04/13 to discuss 1151 S. Main Street new development.

The news about building size and EIR was unexpected and discouraging.

We are regrouping right now, and are looking at how we can propose a lower impact development that accounts for the view corridor while still being economically feasible.

I've attached a new site plan we are considering. Impacts to the view corridor are minimal, however some obstruction is unavoidable.

Is there a specific criteria by which you evaluate view corridor matters?

There are a number of trees on the parcel that currently obstruct views. Is this prior obstruction taken into account when buildings replace the trees and continue to obstruct the view?

Do you think this site plan mitigates the need for an EIR?

Could you suggest any consultants that have previously provided view corridor analysis to the city?

The owner of 1151 S main is also the owner of the adjacent property to the North. There are two retail/warehouse buildings on the property.

If we were to relocate the grocery store to a 15,000 SF space within the footprint of the existing warehouse buildings, would this negate any concerns about view corridor on that parcel?  
Would an EIR or view corridor study be required for this?

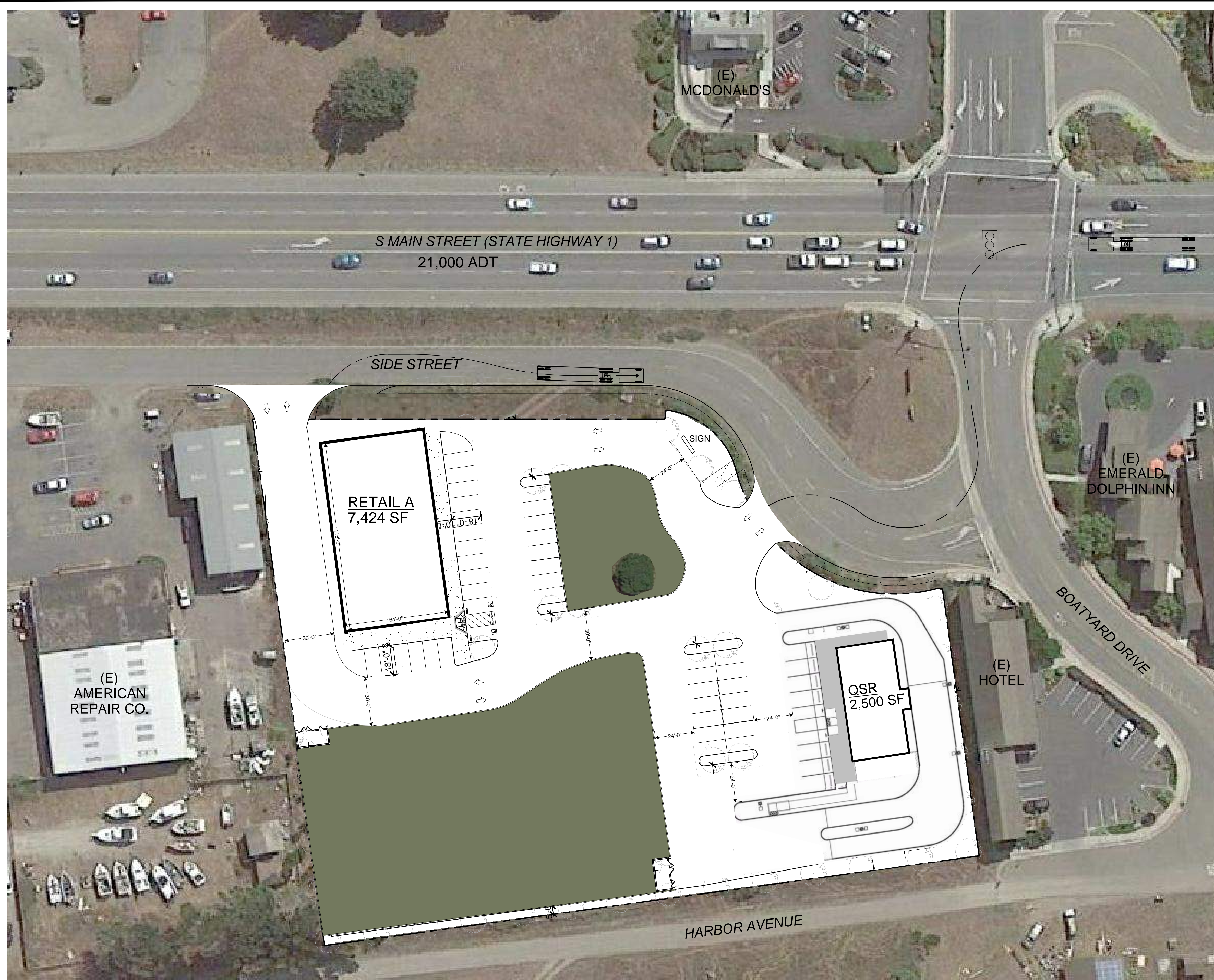
We spoke about the hwy access north of our property, and concerns regarding left-out movements. Has there been any more discussion internally regarding this issue – Will limits to the turning movement, such as a right-out-only, be sufficient mitigation?


We were all appreciative of your offer to review a revised development proposal with the Coastal Commission, and would like to take you up on that offer once we work through some more details of the current plan.

I appreciate any input you can provide at this time.

Sincerely,

Clement Balsler  
Blackpoint Group Inc.  
1001 Bridgeway, Ste 711  
Sausalito, CA 94965  
415-497-1431




**SITE PLAN**  
 SCALE: 1" = 30'-0"

**SITE DATA**

APN: 018-440-58-00  
 SITE AREA: 113,124 S.F. (2.6 AC.)  
 ZONING: CH (HIGHWAY VISITOR COMMERCIAL)

**RETAIL DEVELOPMENT**  
**1151 S MAIN STREET**  
**FORT BRAGG, CA 95437**

DATE:	
REV. NO.	REV. DATE
▲	
▲	
▲	
▲	

SITE PLAN

JOB NO.:



---

**From:** clement@blackpoint.com  
**Sent:** Friday, April 21, 2017 1:06 PM  
**To:** Jones, Marie  
**Cc:** Perkins, Scott; Fuentes, Sergio; O'Neal, Chantell; 'Jeff Halbert'; 'Josh Berger'  
**Subject:** 1151 S. Main Street Preapplication Meeting  
**Attachments:** 1151 S. Main Site Plan\_ Retail + QSR \_ 04.20.17.1.pdf

Hello Marie,

Thank you for meeting with us last Thursday, 04/13 to discuss 1151 S. Main Street new development.

The news about building size and EIR was unexpected and discouraging.

We are regrouping right now, and are looking at how we can propose a lower impact development that accounts for the view corridor while still being economically feasible.

I've attached a new site plan we are considering. Impacts to the view corridor are minimal, however some obstruction is unavoidable.

Is there a specific criteria by which you evaluate view corridor matters?

There are a number of trees on the parcel that currently obstruct views. Is this prior obstruction taken into account when buildings replace the trees and continue to obstruct the view?

Do you think this site plan mitigates the need for an EIR?

Could you suggest any consultants that have previously provided view corridor analysis to the city?

The owner of 1151 S main is also the owner of the adjacent property to the North. There are two retail/warehouse buildings on the property.

If we were to relocate the grocery store to a 15,000 SF space within the footprint of the existing warehouse buildings, would this negate any concerns about view corridor on that parcel?

Would an EIR or view corridor study be required for this?

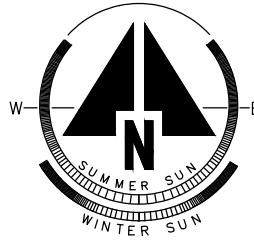
We spoke about the hwy access north of our property, and concerns regarding left-out movements. Has there been any more discussion internally regarding this issue – Will limits to the turning movement, such as a right-out-only, be sufficient mitigation?

We were all appreciative of your offer to review a revised development proposal with the Coastal Commission, and would like to take you up on that offer once we work through some more details of the current plan.

I appreciate any input you can provide at this time.

Sincerely,

Clement Balsler  
Blackpoint Group Inc.  
1001 Bridgeway, Ste 711  
Sausalito, CA 94965  
415-497-1431



**SITE PLAN**  
SCALE: 1" = 30'-0"

**SITE DATA**

APN: 018-440-58-00  
 SITE AREA: 113,124 S.F. (2.6 AC.)  
 ZONING: CH (HIGHWAY VISITOR COMMERCIAL)

**RETAIL DEVELOPMENT**  
 1151 S MAIN STREET  
 FORT BRAGG, CA 95437

DATE:	
REV. NO.	REV. DATE
▲	
▲	
▲	
▲	

SITE PLAN

JOB NO.:

---

**From:** Jones, Marie  
**Sent:** Tuesday, May 2, 2017 11:09 AM  
**To:** 'clement@blackpoint.com'; Perkins, Scott  
**Cc:** Fuentes, Sergio; O'Neal, Chantell; 'Jeff Halbert'; 'Josh Berger'  
**Subject:** RE: 1151 S. Main Street Preapplication Meeting

Thanks Clement.

Here are my preliminary answers to your questions....

1. [Is there a specific criteria by which you evaluate view corridor matters?](#)

We use policies of the Coastal General Plan to evaluate impacts to view corridors. These policies include the following:

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

Program CD-1.1.1: Require Design Review of new development or significant expansion to existing development<sup>[1]</sup> located in areas designated "Potential Scenic Views Toward the Ocean or the Noyo River" on Map CD-1: Scenic Views in the Coastal Zone.

Policy CD-1.3: Visual Analysis Required. A Visual Analysis shall be required for all development located in areas designated "Potential Scenic Views Toward the Ocean or the Noyo River" on Map CD-1 except development listed below. Development exempt from Visual Analysis includes the following:

1. The replacement of any structure, other than a public works facility, destroyed by a disaster. The replacement structure shall conform to applicable existing zoning requirements, shall be for the same use as the destroyed structure, shall not exceed either the floor area, height, or bulk of the destroyed structure by more than 10 percent, and shall be sited in the same location on the affected property as the destroyed structure.
2. The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.
3. Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.
4. The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not seaward of the location of the former structure.
5. Any repair or maintenance activity for which the Director determines has no potential for impacts to visual resources.

Definitions as used in this subsection:

1. "Disaster" means any situation in which the force or forces which destroyed the structure to be replaced were beyond the control of its owner.
2. "Bulk" means total interior cubic volume as measured from the exterior surface of the structure.
3. "Structure" includes landscaping and any erosion control structure or device which is similar to that which existed prior to the occurrence of the disaster.

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

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

Program CD-2.5.1: Adopt additional Citywide Design Guidelines for scenic views and resources identified in Map CD-1. Consider including, at a minimum, the following guidelines:

- a) Discourage continuous buildings that block scenic views and require view corridors providing unobstructed views of the shoreline and/or the sea from public rights-of-way.
- b) Require bluff setbacks for development adjacent to or near public areas along the shoreline.
- c) Cluster development to avoid blocking viewsheds to the maximum extent feasible.
- d) Minimize the size of advertising, business identification, and directional signs to ensure scenic views are not obstructed.
- e) Design night lighting of buildings to be indirect with no source of light visible, and lighting should not intrude on adjacent property or cause glare.
- f) Prohibit or require screening of the following uses in scenic view corridors: signs and fencing which block the scenic views, mechanical equipment, refuse containers such as dumpsters, and the outdoor storage of materials.

2. There are a number of trees on the parcel that currently obstruct views. Is this prior obstruction taken into account when buildings replace the trees and continue to obstruct the view?

Yes, to a degree.

3. Do you think this site plan mitigates the need for an EIR?

Yes. The project is significantly smaller and no longer obstructs ocean views.

4. Could you suggest any consultants that have previously provided view corridor analysis to the city?

No. We have not had a large project like this, that is on the west side of the City in some time.

5. The owner of 1151 S main is also the owner of the adjacent property to the North. There are two retail/warehouse buildings on the property. If we were to relocate the grocery store to a 15,000 SF space within the footprint of the existing warehouse buildings, would this negate any concerns about view corridor on that parcel?

Please see Policy CD-1.3: Visual Analysis Required. This policy includes exemption #3 that might apply to your project. If exemption #3 applies to your project then we would not require a visual analysis. However it is likely that exemption #3 will not apply to your project as a grocery outlet store would be a more intensive use than the current use. That said, the existing buildings clearly block the view and the impact of the new project on visual resources would likely not be very significant (depending on placement and massing).

6. Would an EIR or view corridor study be required for this?

I think we can do an MND for this project. However if the project gets to a point where the City anticipates a lawsuit, City Council could require an EIR.

7. We spoke about the hwy access north of our property, and concerns regarding left-out movements. Has there been any more discussion internally regarding this issue – Will limits to the turning movement, such as a right-out-only, be sufficient mitigation?

This is not a call for the City. Caltrans will make this call. Based on their decision on the Taco Bell project (Caltrans required a right turn only exit from the parking lot) I would anticipate that Caltrans would either: 1) require a right hand turn lane only and the installation of a splitter island; or 2) request the closure of this highway 1 access, which could potentially result in opposition to the project from the neighboring businesses. We will refer this out for Caltrans comments once we receive an application and you open a Development Deposit Account for this project.

Thanks for your questions.

**Marie Jones**

**Community Development Director**

**City of Fort Bragg**

707-961-1807 or

707-961-2827 ext 112

---

**From:** clement@blackpoint.com [mailto:clement@blackpoint.com]

**Sent:** Tuesday, May 02, 2017 9:42 AM

**To:** Jones, Marie; Perkins, Scott

**Cc:** Fuentes, Sergio; O'Neal, Chantell; 'Jeff Halbert'; 'Josh Berger'

**Subject:** RE: 1151 S. Main Street Preapplication Meeting

Hello Marie,

Pardon that omission.

Please see attached draft site plan which attempts to maximize existing view corridor (based upon a review of Google street view from the hwy).

We look forward to your comments.

Sincerely,

Clement Balsler

Blackpoint Group Inc.

415-497-1431

---

**From:** Jones, Marie [mailto:mjones@fortbragg.com]

**Sent:** Tuesday, May 2, 2017 8:37 AM

**To:** 'clement@blackpoint.com' <clement@blackpoint.com>; Perkins, Scott <SPerkins@fortbragg.com>

**Cc:** Fuentes, Sergio <SFuentes@fortbragg.com>; O'Neal, Chantell <COneal@fortbragg.com>; 'Jeff Halbert' <jeff@blackpoint.com>; 'Josh Berger' <josh@keystonerea.com>

**Subject:** RE: 1151 S. Main Street Preapplication Meeting

Hello Clement,

Thanks for your email. We enjoyed meeting with you as well. With your email below you neglected to attach the new site plan. Please email the site plan, and I will try to answer your questions given the limited info available.

Thanks,

**Marie Jones**

**Community Development Director**

**City of Fort Bragg**

707-961-1807 or

707-961-2827 ext 112

---

**From:** [clement@blackpoint.com](mailto:clement@blackpoint.com) [<mailto:clement@blackpoint.com>]

**Sent:** Monday, May 01, 2017 1:35 PM

**To:** Jones, Marie; Perkins, Scott

**Cc:** Fuentes, Sergio; O'Neal, Chantell; 'Jeff Halbert'; 'Josh Berger'

**Subject:** RE: 1151 S. Main Street Preapplication Meeting

Hello Marie,

As part of our continued interest in developing the 1151 S. Main site, I'm following up on the questions highlighted in email below.

I understand that any response you provide is not binding, but am just trying to be sure we give this project the best possibility for success.

Would you have time to discuss or provide guidance on this?

Sincerely,

Clement Balsler  
Blackpoint Group Inc.  
415-497-1431

---

**From:** [clement@blackpoint.com](mailto:clement@blackpoint.com) [<mailto:clement@blackpoint.com>]

**Sent:** Friday, April 21, 2017 1:06 PM

**To:** 'Jones, Marie' <[mjones@fortbragg.com](mailto:mjones@fortbragg.com)>

**Cc:** 'Perkins, Scott' <[SPerkins@fortbragg.com](mailto:SPerkins@fortbragg.com)>; 'SFuentes@fortbragg.com' <[SFuentes@fortbragg.com](mailto:SFuentes@fortbragg.com)>; 'O'Neal, Chantell' <[COneal@fortbragg.com](mailto:COneal@fortbragg.com)>; 'Jeff Halbert' <[jeff@blackpoint.com](mailto:jeff@blackpoint.com)>; 'Josh Berger' <[josh@keystonerea.com](mailto:josh@keystonerea.com)>

**Subject:** 1151 S. Main Street Preapplication Meeting

Hello Marie,

Thank you for meeting with us last Thursday, 04/13 to discuss 1151 S. Main Street new development.

The news about building size and EIR was unexpected and discouraging.

We are regrouping right now, and are looking at how we can propose a lower impact development that accounts for the view corridor while still being economically feasible.

I've attached a new site plan we are considering. Impacts to the view corridor are minimal, however some obstruction is unavoidable.

Is there a specific criteria by which you evaluate view corridor matters?

There are a number of trees on the parcel that currently obstruct views. Is this prior obstruction taken into account when buildings replace the trees and continue to obstruct the view?

Do you think this site plan mitigates the need for an EIR?

Could you suggest any consultants that have previously provided view corridor analysis to the city?

The owner of 1151 S main is also the owner of the adjacent property to the North. There are two retail/warehouse buildings on the property.

If we were to relocate the grocery store to a 15,000 SF space within the footprint of the existing warehouse buildings, would this negate any concerns about view corridor on that parcel?

Would an EIR or view corridor study be required for this?

We spoke about the hwy access north of our property, and concerns regarding left-out movements. Has there been any more discussion internally regarding this issue – Will limits to the turning movement, such as a right-out-only, be sufficient mitigation?

We were all appreciative of your offer to review a revised development proposal with the Coastal Commission, and would like to take you up on that offer once we work through some more details of the current plan.

I appreciate any input you can provide at this time.

Sincerely,

Clement Balsler  
Blackpoint Group Inc.  
1001 Bridgeway, Ste 711  
Sausalito, CA 94965  
415-497-1431

---

<sup>[1]</sup> For purposes of Design Review, Significant expansion of existing development is defined as an increase equal to or over 25 percent of the existing floor area of a structure.

**From:** [Ali Van Zee](#)  
**To:** [CDD User](#)  
**Cc:** [Miller, Tabatha](#); [Lemos, June](#)  
**Subject:** Auto Zone  
**Date:** Monday, September 23, 2019 9:55:00 AM

---

As I will be traveling back from a late appointment in Santa Rosa, I will miss this Wednesday's meeting but I wanted to share my thought re this disastrous project.

I am continually dismayed these days that our City Council is so hellbent on destroying everything that makes Fort Bragg so unique. How on earth does yet another "big box" store help our community? 12 jobs you say? 12 minimum wage jobs that do not allow those workers to buy a home, much less shop in town. And what about the job losses when our two other auto parts stores (one locally-owned) close down as a result of favoring this Fortune 500 corporation from Tennessee?

What about the loss of tourism as people realize Fort Bragg is the Big Box Capital of the North Coast and they can see all that without leaving their home? They come here for our Coast and unique galleries and shops. Why aren't you supporting LOCAL business and plans that offer more expansive coastal views and access? What have you got against our town? Your short-sighted focus on the almighty dollar is killing Fort Bragg. This project serves nobody and will hurt our town in the long-run.

We did not move here to be surrounded by cheap stores you can find in all the strip malls of America. We moved here for a quality of life you are destroying.

Ali Van Zee  
Fort Bragg Resident

~We survive together, or not at all~



**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

June 6, 2018

Mr. Scott Perkins  
Special Projects Manager  
City of Fort Bragg  
416 North Franklin Street  
Fort Bragg, CA 95437

Dear Mr. Perkins:

Thank you for the opportunity to comment on the draft site plan for the proposed AutoZone in the City of Fort Bragg. The project is located in the southern part of the City on the northwest side of the intersection of Boatyard Drive/Ocean View Drive and State Route 1 (1-MEN-1-60.0). The project proposes 7,380 sq. ft. of development and 26 parking spaces. Primary access to the project site will be from the Frontage Road. Caltrans last commented on this project during the pre-development phase and a letter was sent to the City on August 12, 2017. The letter requested considering access improvements to the site plan.

We have the following comments for the draft site plan:

- The most recent proposal has changed since the predevelopment phase and now only includes one of the two structures. If there is a plan for a second structure and additional parking to be developed in a later phase, we suggest the City request a study that considers the full build out of the project.
- This project will share traffic impacts with another proposed project in the vicinity, the Hare Creek Center project. We will accept the use of the August 2013 traffic data from the Hare Creek Center Traffic Impact Study (TIS) as analysis on this project with future analysis of twenty years out (year 2033, as used in the Hare Creed TIS) using Caltrans District 1 20-year Growth Factors for "Future Plus Both Projects" (Hare Creek Center and AutoZone).
- A Vehicle Miles Traveled (VMT) analysis conforming with California Senate Bill (SB) 743 should be included.

- The City should be aware that the Hare Creek Center TIS did not appear to study the Frontage Road/Ocean View Drive intersection, which is the intersection closest to the proposed development and only about 110 feet from State Route 1. In the TIS, Future Conditions traffic volumes were applied to signalized study intersections and the peak hour demand 50<sup>th</sup> and 95<sup>th</sup> percentile queue lengths were reviewed against the existing lane storage capacity at the intersections. The TIS indicates that the 95<sup>th</sup> percentile left turn queue length for eastbound Ocean View Drive at SR 1 (Intersection No. 2) will extend to, or just beyond, the Frontage Road/Ocean View Drive intersection for “Existing Plus Project Conditions Peak Hour”. This could lead to undesirable operations during peak hour for this stop-controlled T-intersection.
  - Moving forward with the current draft site plan, we request four of the five intersections listed in the Hare Creek TIS be analyzed:
    - SR 1/Driveways at the Harbor RV Park
    - SR 1/Ocean View Drive
    - SR 1/SR 20
    - SR 1/Boatyard Drive
  - We do not require analysis of the SR 1/Simpson Lane intersection for this project. However, we do recommend the City consider require a review of the Frontage Road/Ocean View Drive intersection.
- We suggest the City reconsider the current placement of the southern driveway. We believe operations of this driveway would be improved by relocating it away from the curved section of the Frontage Road to the north on the tangent section of the roadway.
- We recommend the City consider requiring a sidewalk along the Frontage Road for the entire length of the parcel to improve pedestrian connectivity, and potentially reduce VMT.
- We suggest the City consider a fair share contribution toward the improvement of Harbor Avenue. This would improve site circulation, and potentially improve operations of the Frontage Road/Ocean View Drive intersection should additional development occur at a future date.

Any work within the state right of way requires an approved encroachment permit. Encroachment permit applications are reviewed for consistency with State standards and are subject to Department approval. Requests for Caltrans encroachment permit application forms can be sent to Caltrans District 1 Permits Office, P.O. Bix 3700, Eureka, CA 95502-3700, or requested by phone at (707) 445-6389. For additional information, the Caltrans Permit Manual is available online at: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Mr. Scott Perkins  
June 6, 2018  
Page 3

We look forward to working with you as development in the part of the City evolves. If you have any questions or need further assistance, please contact me at [tatiana.ahlstrand@dot.ca.gov](mailto:tatiana.ahlstrand@dot.ca.gov) or (707) 441-4540.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tatiana Ahlstrand", is written over a thin horizontal line.

TATIANA AHLSTRAND  
Associate Transportation Planner

**From:** [McCormick, Sarah](#)  
**To:** [Gonzalez, Joanna](#)  
**Subject:** FW: No AutoZone  
**Date:** Monday, September 09, 2019 9:22:22 AM

---

Please forward public comment to Planning Commissioners and add to record.

Thank you,  
Sarah

Sarah Million McCormick  
Assistant Planner  
City of Fort Bragg  
(707) 961-2827 x113

-----Original Message-----

From: Ron Munson <[rntmunson@gmail.com](mailto:rntmunson@gmail.com)>  
Sent: Friday, September 6, 2019 1:19 PM  
To: McCormick, Sarah <[SMcCormick@fortbragg.com](mailto:SMcCormick@fortbragg.com)>  
Subject: No AutoZone

Dear Ms McCormick,

Don't know if it's too late to submit comments on the AutoZone proposal, but I think it would be a big mistake to allow these cheap franchise operations like AutoZone or Dollar Store to be built right at the gateway to Fort Bragg in the highly scenic coastal corridor.

Fort Bragg has managed to fairly gracefully transition from a primarily fishing and logging town to a tourism based economy, thanks in large part to that brilliant Noyo Headlands Coastal Trail, which rightfully celebrates our magnificent coastal vistas.

Cheap franchises like AutoZone do nothing to enhance what makes FB special; in fact they denigrate the coastal corridor and advertise an impoverished community that might just as well be in West Virginia or Oklahoma.

I urge you to work with the city council to pass some sort of ordinance to put to bed once and for all the continuing and thoughtless efforts to spoil Fort Bragg's beautiful coastline with tawdry development proposals.

Thanks for the opportunity to comment.

Ron Munson

## Gonzalez, Joanna

---

**From:** Jamie Peters <jamielp13@hotmail.com>  
**Sent:** Wednesday, October 23, 2019 11:45 AM  
**To:** CDD User  
**Subject:** AutoZone Comments

Dear Joanna & Sarah,

Please add these to tonight's packet:

Our community is at a critical point. We need to make smart choices regarding what we want the future of Fort Bragg to look like and to become.

Based on the Mission of the City's General Plan to "***preserve and enhance the small town character and natural beauty that make the City a place where people want to live and visit, and to improve the economic diversity of the City to ensure that it has a strong and resilient economy which supports its residents,***" it is clear that AutoZone doesn't mesh with the City of Fort Bragg's Mission Statement.

They are NOT helping to economically diversify our community – they're only adding to an existing industry that is wholly unnecessary and has no economic value to our community; rather, they would cause great harm to existing, locally owned businesses – not just Napa Auto Parts, but other locally owned businesses who also have a footprint in the after sales auto supplies business such as Coast Hardware, Rossi Building Materials, Mendo Mill, Matson Building Materials, Fort Bragg Outlet, Harvest Market's Hardware Supply Store, and certainly they'd have an adverse impact on existing auto repair business since they're business plan is based in large part of DIY auto maintenance. Businesses like Sport Chrysler, North Coast Tire Pros, The Shop, E&B Auto, Fort Bragg Transmission, and many others.

Every time you bring in a big box, chain, or formula store into a community that is already covered in that industry, you harm existing businesses that support that community.

Along with the City of Fort Bragg's mission, there are several statements meant to affirm said mission, and these statements written out by the Development Department have been pointed out as *relevant* to our time here today. **AutoZone doesn't fit within our mission nor with the affirmed statements, which is another reason why their permit should be denied.**

- A friendly city with a small-town character and a **strong sense of community**.
  - **How does a corporation like AutoZone fit with either a small town character or provide a strong sense of community? The answer is, they don't. With over 5,500 stores in the United States alone, they are far from small town. They are based in Tennessee – that is their community. They don't offer franchises,**

and they are boastful of it and of aggressively pursuing places to open more stores. If you want to talk about a strong sense of community – all you need to do is look at our existing, locally owned businesses (like those previously mentioned) They have supported this community through numerous fundraisers, etc. They epitomize a strong sense of community.

- A city which strives to create an environment where business and commerce would grow and flourish.
  - **What do you think is going to happen with the addition of another auto parts store in this community? We already lost one locally owned independent auto store when O'Reilly's came to town; are we willing to lose another one? Certainly the other auto parts stores and those that sell auto parts wouldn't flourish or grow. How many businesses are you willing to impact for the sake of a corporation that has no ties to and no interest in our community?**
- A city that embraces its role as the primary commercial and service center of the Mendocino Coast
  - **That's great – we already have businesses that take care of the auto parts needs, so another is not needed and will only cannibalize existing businesses.**
- A city that promotes itself as a tourist destination and which provides the necessary infrastructure and services to support a growing population of transient visitors.
  - **There will never been a large enough population in Fort Bragg, or even along the Coast to warrant a third auto parts store. The current population is under 7,500 people. With a very obvious housing problem; even with new housing, it still won't be enough to warrant another auto parts store.**
- A city that supports efforts to preserve and strengthen the vitality of commerce in its central business district.
  - **Rhoads Auto Parts falls within the CBD. By allowing another corporate auto parts store to set up shop, you directly oppose the mission's effort to preserve this locally owned business. The reality is with another auto parts store, one may go out of business, leaving an empty building, thus creating more blight. This does not strengthen the vitality of commerce – it diminishes it.**
- A city that fosters a business climate which sustains and nourishes the growth and expansion of local businesses and cottage industries.
  - **Again, AutoZone is not a local business or cottage industry. AutoZone isn't here to become a part of our community, at least not in the manner intended per our General Plan. We're just another notch in their bloated, corporate belt.**

Further reasons why AutoZone should not be permitted to build in Fort Bragg:

A) we don't need another auto parts store; B) AutoZone has a terrible track record for environmental hazards – they are polluters ; C) it takes tax dollars out of our local economy - they're based in Tennessee; D) they are detrimental to other local businesses; and E) they don't mesh with our city's General Plan Mission.

It is naïve to think that AutoZone can be trusted to “ensure adequate measures in the handling and disposal of hazardous waste materials and their containers” considering that they're settlement wasn't due to one or two or even ten mistakes, they have a culture of non-compliance as it relates to handling and disposing of toxic materials over a 2+ year period of time – with over 5,000 violations. While they may be prudent for the first few years, but what about in 10 years, or 20 years? Do you think they'll take the same care?

Please do not turn Fort Bragg into a Corporate Candyland – saying no to AutoZone is the first step.

Thank you!

Jamie Peters-Connolly

Sent from [Mail](#) for Windows 10

## AutoZone MND - Comments

### Project Description

Splitting the lot is problematical. The original proposal floated for limited public input included an AutoZone on the north end and a Dollar General on the south end. Splitting the lot (with no currently proposed development on the south) means not having to address cumulative issues. I would recommend not splitting. Either the developers need to propose a full project or only what is being proposed here. Otherwise, they can incrementally add projects and continue to avoid addressing cumulative impacts.

### Consistency with Coastal General Plan and Coastal Land Use & Development Code

Land Use: The lot is zoned for this type of business, but should it should not have been. A solid strip of Highway Visitor Commercial along both sides of the highway might make sense in many communities, but has a big impact on scenic views on the west side in our coastal area. This is not the fault of the developer; this is poor planning on the part of the City. It's a stretch to say the proposed development will serve visitors. It will mostly serve residents. I have serious doubts that this community needs another auto parts store; one that will compete with existing businesses in the community.

Scale and Appearance is comparable to surrounding buildings, but those aren't so wonderful. The development of ordinary (and some ugly) buildings at the southern entrance to Fort Bragg is uninspiring at best. Look at McDonalds adding a second story, which obliterates whatever quaint quality it was required to have when first built. More of the same is not necessarily a good thing.

Franchise/Formula stores: Other members of the public have already commented on this. Is there a need? The impact on existing businesses was only given a cursory line or two. It is also important to consider the number and type of jobs and the nature of parent business. How will this store contribute to the community? AutoZone has had issues with disposal of hazardous waste (see below). If permission is granted to split the lot, rest assured another franchise/formula store is a likely candidate. This flies in the face of the following city planning goals:

- *A friendly city with a small town character and strong sense of community*
- *A city that supports efforts to preserve and strengthen the vitality of commerce in its CBD.*
- *A city that fosters a business climate which sustains and nourishes the growth and expansion of local businesses and cottage industries.*



When will Fort Bragg say enough is enough? We are dangerously close to a tipping point for losing the unique small town character of the area. I will be submitting a more detailed analysis of franchise/formula stores in the near future.

Parking was analyzed for number of spaces and ADA compliance, but not for impact on visual resources. The Avalon Hotel was required to recess parking lot to lessen impact on view. Why not here as well? Encouraging pedestrian utilization for a store that sells car parts is ironic. If someone's car is broken down, then they might bicycle to the store, but the store promotes and encourages use of vehicles!

Fencing was changed to 4 foot-high split rail fencing and native vegetation, but that is tall enough to impact visual resources.

Landscaping mentions removal of 6 mature coniferous trees. In isolation, this may not seem like a big deal. However, consider the cumulative impact of removing trees on this site, then on the proposed lot to the south, plus trees to be removed for the Group II property, and tree removal to the north on the Mill Site property purchased by Harvest Market. The cumulative loss of mature trees means reduced ecosystem services for habitat, carbon sequestration, and water retention. And it is so convenient to claim that the trees are individuals and not considered a forest community. Trees do communicate with each other and do provide an island of canopy habitat that is otherwise missing in this area because all the other trees were removed. More asphalt means more storm water runoff and more microclimate heating. It will be at least 10 years before the trees required to be planted come to maturity, if they do. This environment is subject to wind and salt air and it will be challenging to establish new trees. The plan says that if any of the new trees perish, they shall be replaced with a new trees and the 10-year timeline will restart. This likely means multiple decades before those ecosystem services, included important habitat, are restored. This deferred mitigation is a poor substitute for retaining the existing trees. This project removes most of the existing trees, and no alternatives that do are proposed. Finally, while the plans show 2 new trees on the east side of the building, the other 4 trees appear to placed in a way that will block the miniscule wedge of view shed proposed for preservation.

Solid Waste/Recyclable Materials Storage may be properly designed, but that doesn't mean it will be properly utilized. AutoZone has exhibited an approach to hazardous waste disposal that violated California law. A \$11 million settlement was reached with the State of California in 2019, but that doesn't mean these violations won't happen again. Given this past history, what monitoring will be put in place to make sure waste is properly managed?

Signage is necessary for a business, but the proposed monument sign near the entrance is jarring.

Traffic study. I find the traffic study to be incomplete and problematical. The intersection of Highway 1 with Ocean View Dr is complex because of the way the roads were realigned to intersect with Boatyard Drive to the east. The (soon to be named) Frontage Rd intersection with Ocean View Dr. is very close to the signaled intersection at Hwy 1. Left turns to get onto Ocean View Dr. will be challenging given its proximity to the stop light. Although the traffic study concluded that the queue length could be accommodated, it did not address cumulative traffic impacts based on vehicle traffic to and from the college, residential traffic, and traffic to and from the coastal bluffs and park. In addition, there are special events like the fireworks display, salmon festival, kite festival, circuses, in addition to the vehicle load if and when the Group II property is developed.

The traffic study mentioned that the Frontage Rd has direct access from Hwy 1, but didn't address the problems with this arrangement. This intersection has no traffic control. Left turns into it from the middle lane and left turns out of it into the middle lane are fraught. I've had trucks pulling trailers pull out right in front of me causing me to have to slam on my brakes. A stoplight (or even a stop sign) is not appropriate so close to the one just to the south. It is possible to put up signage indicating right turn only, but many people don't pay attention to those types of signs (e.g., intersection of Hwy 1 and N. Harbor Dr. – people turn left out of the Arco as well).

Noise. Two sensitive receptors were identified: Mendocino College and the Noyo Harbor RV Park. What about the nearby residences and the Emerald Dolphin Motel?

In summary, this project is a poor use of this valuable coastal property. Given the feedback provided by a few members of the public in the initial stages of the proposal, I am confused and discouraged that the developer proceeded with it.

Leslie J. Kashiwada Ph.D.

[kashiwa@mcn.org](mailto:kashiwa@mcn.org)

(707) 964-7653