

**From:** [noreply@granicusideas.com](mailto:noreply@granicusideas.com)  
**To:** [Lemos, June](#)  
**Subject:** New eComment for City Council - Via Video Conference  
**Date:** Wednesday, January 6, 2021 10:10:06 PM

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[SpeakUp](#)

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## New eComment for City Council - Via Video Conference

Jacob Patterson submitted a new eComment.

Meeting: City Council - Via Video Conference

Item: 8B. 20-979 Receive Report and Consider Adoption of City Council Resolution Approving Contract Amendment with LACO Associates, Inc. (LACO) for Consulting Planning Services for the Grocery Outlet Project and Authorizing City Manager to Execute Contract Amendment (Amount Not to Exceed \$38,044; Account No. 119-0000-2668)

eComment: This request and recommendation are merited and should be approved. The community appreciates when the City invests the appropriate amount of time and resources to the environmental review for a proposed development project. In this case, LACO has identified the need for a more thorough environmental review in at least two areas of community concern: traffic and air quality. There are likely other areas but those can be addressed via the public review and comment period as necessary.

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**From:** [Leslie Kashiwada](#)  
**To:** [Lemos, June](#)  
**Subject:** comments re agenda item 8B  
**Date:** Monday, January 11, 2021 3:41:47 PM

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Hi June,

I am unable to attend the meeting tonight online. Could you please get this comment to the City Council:

Agenda Item 8B Contract of LACO Associates for Outlet Grocery Store Project

I don't know enough about LACO Associates to speak to the quality of their work, but I appreciate that they came back with an amended agreement based on additional meetings and conferences, especially related to traffic.

The traffic in this area is complex with the main access to the project being from Main St to North Harbor Drive. People driving up from the south will turn right onto North harbor Drive. People coming from town will either have to turn left at North Harbor Drive (which can currently be done by pulling into a center turn land), or they will cross South Street at Franklin. People leaving the project will either go across South St. on Franklin or turn right onto Main Street from North Harbor Dr. Left turns from North harbor Dr. onto Main St. are currently not allowed, but people do it anyway (often by pulling into the gas station at the corner).

I know this will come up for public comment during the public hearings, but wanted to mention 2 concerns:

1) I read some of the traffic options and, although a stop sign or light might sound like a good mitigation, there is a good possibility that traffic will back up onto the bridge or in the middle turn lane. South St. is the main access to the hospital ER and I'm sure this was a key factor in putting the main entrances to the project on North Harbor Sr. and Franklin. That said, there will be a big increase in cross traffic at Franklin and South St, and I foresee many accidents at this intersection because of this project.

2) There needs to be a thoughtful analysis of the economic impact of the project. With harvest Market hoping to build a new facility on their property on the Mill Site, there will be 3 big grocery stores in the community (Purity, Safeway, and Harvest). Can the community really support one more? Make sure these stores weigh in on the impact it will have on their business and if it might lead them to shut down (I am more concerned about Safeway and Purity than Harvest Market). If the community can support one more large grocery store I suggest we wait until Harvest market moves. Then that store (presumably Grocery Outlet) can go in the Boatyard, where Harvest Market is currently located.

I will hold further comments until the project to brought to the public for discussion.

Thank you,

Leslie Kashiwada

**From:** [Annemarie](#)  
**To:** [Norvell, Bernie](#); [Morsell-Haye, Jessica](#); [Peters, Lindy](#); [Albin-Smith, Tess](#); [Miller, Tabatha](#); [Lemos, June](#)  
**Subject:** city council meeting 1-11-21 public comment item 8B  
**Date:** Monday, January 11, 2021 3:56:11 PM  
**Attachments:** [Grocery Outlet comments .odt](#)

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Item: 8B. 20-979 Receive Report and Consider Adoption of City Council Resolution Approving Contract Amendment with LACO Associates, Inc. (LACO) for Consulting Planning Services for the Grocery Outlet Project and Authorizing City Manager to Execute Contract Amendment (Amount Not to Exceed \$38,044; Account No. 119-0000-2668)

Please read my short statement at the meeting and please post my longer comment & short comments online. Thanks.

Dear city council members,

I am very concerned about this request by LACO and recommendation made by city staff to approve an additional \$13,400, bringing the new contract total to \$38,044 (amount not to exceed). Why is LACO citing unforeseen circumstances (namely challenges with Vehicle Miles Travelled) and is requesting an additional 54%. It seems clear that these companies underbid to get the job and then ask more money as time goes on. That also happened with the environmental consultant that was in charge of the DEIR/EIR for the Hare Creek mall. Why is a contract set up that makes it possible to get a 54% increase? How many more times will LACO come back and request more money? Why could not Grocery Outlet pay that difference? We should demand that they do not come back for any more money or if they do, that Grocery Outlet pays for it. I found out that there seems to be also a study dealing with Air Quality, but have not seen it online. Please post. The Biological Review needs a follow up study in regards to bats. When exactly did those studies take place (Day, Month, Year?)

I am very concerned with the quality of the Traffic Analysis and my in debt comments list my concerns, the need for a more thorough environmental review.

Why does a project like this not require a Mitigated Negative Declaration? Based on the superficial Traffic Impact Analysis alone this seems crucial. There seems to be no way that a project like this can be exempt from CEQA!

Sincerely, Annemarie Weibel

P.S.: The \$24,644 requested by LACO Associates, Inc. (LACO) for consulting planning services for the Grocery Outlet Project which includes a Coastal Development Permit 8-19 (CDP 8-19), Design Review 1-19 (DR 1-19), Parcel Merger (MGR 1-19), a demolition of an existing 16,436 SF former office building, and construction of one 16,000 SF retail building, a 53-space parking lot, site landscaping, and the merger of three existing parcels apparently turns out not to cover their cost.

The \$24,644 requested by LACO Associates, Inc. (LACO) for consulting planning services for the Grocery Outlet Project which includes a Coastal Development Permit 8-19 (CDP 8-19), Design Review 1-19 (DR 1-19), Parcel Merger (MGR 1-19), a demolition of an existing 16,436 SF former office building, and construction of one 16,000 SF retail building, a 53-space parking lot, site landscaping, and the merger of three existing parcels apparently turns out not to cover their cost.

LACO asks for an additional \$13,400, bringing the new contract total to \$38,044 (amount not to exceed). Why is LACO citing unforeseen circumstances (namely challenges with Vehicle Miles Travelled) and is requesting an additional 54%. It seems clear that these companies underbid to get the job and then ask more money as time goes on. That also happened with the environmental consultant that was in charge of the DEIR/EIR for the Hare Creek mall. Why is a contract set up that makes it possible to get a 54% increase? How many more times will LACO come back and request more money? Why could not Grocery Outlet pay that difference? We should demand that they do not come back for any more money or if they do that Grocery Outlet pays for it. I found out that there seems to be also a study dealing with Air Quality, but have not seen it online. Please post. The Biological Review needs a follow up study in regards to bats. When exactly did those studies take place (Day, Month, Year?)

Why does a project like this not require a Mitigated Negative Declaration? Based on the superficial Traffic Impact Analysis alone this seems crucial. There seems to be no way that a project like this can be exempt from CEQA!

Is Grocery Outlet required to get a permit from one or more state or federal agencies (as it adds traffic to a state road)?

The Traffic Impact Analysis identifies 54 parking spaces, whereas the staff report indicates 53 spaces.

As we experience with other big box stores like the Dollar Tree these trucks need a lot of space and having them enter from Franklin Street and exit onto N. Harbor Drive or S. Franklin Street makes this problematic as N. Harbor Drive is approaching Hwy 1/Main Street in a westerly direction and enters immediately at the end of Noyo River Bridge. The westbound approach indicates RIGHT TURN ONLY. Therefore it would not be possible for trucks or would not make any sense for them to exit onto N. Harbor Drive.

Exiting S. Franklin Street is also problematic as there is no stoplight on South Street and therefore trucks would have to drive to Cypress Street to get to Hwy 1.

Apparently multiple 24 hr traffic counts were made on key roadway segments on a summer Thursday, Friday and Saturday to define the periods of intersection analysis. The counts were made at these locations:

Cypress Street between Main Street and S. Franklin Street

South Street between Main Street and S. Franklin Street

Harbor Drive between Main Street and S. Franklin Street

S. Franklin Street between Cypress Street and South Street

S. Franklin Street between South Street and North Harbor Drive.

What Saturday? Was it during July 4<sup>th</sup>, the Salmon Barbecue? What year? What month? With public schools & college in session or not? During Covid?

New intersection turning movement counts (motor vehicles, pedestrians, bicycles) were then made on a weekday and on Saturday during the two-hour peak periods at these locations: 1. Main Street / Cypress Street 2. Main Street / South Street 3. Main Street / N. Harbor Drive 4. S. Franklin Street / Cypress Street 5. S. Franklin Street / South Street 6. S. Franklin Street / Harbor Drive.

Again, what Saturday? Was it during July 4<sup>th</sup>, the Salmon Barbecue? What year? What month? With public schools & college in session or not? During Covid? From when to when was the two-hour peak period? The difficulty is not only the amount of time a turning movement takes, but the space available for these big trucks to go around a curve without ending up in another lane.

Long Term Year 2040 conditions were assessed based on Caltrans local area growth rates and information available from the City of Fort Bragg regarding other approved projects in this area of the community. The extent to which other approved projects should be considered in future forecasts in addition to the growth rate was apparently considered. There is one approved project in the area of the Grocery Outlet Store that would be expected to result in traffic volume increases beyond that already addressed by the assumed background growth rate. The Plateau Housing Project will be located on the east end of South Street south of Kemppe Way. There is also a project in the works for a Dollar General store located at the corner of S. Franklin Street and Maple Street. Operating hours would be from 8:00 AM to 9:00 PM. seven days per week. This also needs to be considered.

With Harvest Market moving their business onto the former mill site along Hwy 1 and the mill site planning development maybe before 2040 it is not good enough to only consider already approved projects.

Traffic studies need to also include the Simpson Lane turnaround, the intersection of Hwy 1 and Hwy 20 and other intersections farther north of Cypress Street on Hwy 1.

We are told that with increased development by 2040 trucks will comprise more than 3% of the daily traffic (21,200 vehicles per day (vpd) south of Cypress Street, with the daily volume rising to 24,200 vpd) in the peak month.

Cypress Street is the main access to the hospital, doctor's offices, a pharmacy, and also the main access to the emergency room and ambulance. Many places for elderly and low income residents are located in the area surrounding the hospital. The police department is at the corner of Cypress Street and S. Franklin Street.

Located on S. Franklin Street is the court, the environmental health department, the mental health department and Social Services department. There is a dip in the road slowing traffic down at the intersection of S. Franklin Street and South Street.

The clinic is also located on South Street (east of S. Franklin Street).

With all the businesses that are located in this general neighborhood doing a Traffic Impact Analysis on a weekend would not show that much traffic as during the week. When were the studies done? What month, day, and year? During Covid?

N. Harbor Drive is a scenic road leading to the scenic harbor and used by many locals and tourists who want to see the north side of the harbor, go to the beach, eat in local restaurants, and buy fresh fish.

The Hwy 1/Main Street and N. Harbor Drive intersection is not a four-way intersection and there is no stop signs on the eastbound approach. The westbound approach indicates RIGHT TURN ONLY. Therefore it would not be possible for trucks to exit that way or would not make any sense for them to exit onto Hwy 1/Main Street.

The Traffic Impact Analysis mentions that the SR 1 TCR is currently unavailable on the Caltrans website as that source undergoes accessibility updates. This has been like that for at least 2 years and maybe will be for another 2 years, therefore it is important if the analysis is based on actual information by Caltrans.

I am concerned about the LEVEL OF SERVICE E & F.

The Traffic Analysis found it worthwhile to note that at the Hwy 1/ N. Harbor Drive intersection some motorists were observed making left turns and through traffic movements contrary to posted turn prohibitions. You excluded them from the LOS calculations, but they do exist as many tourists who do not know the area and do not realize this issue before they get to that intersection.

The Mendocino Transit Authority (MTA) provides transit service in addition to a stop near the County Social Services building at the South Street / S. Franklin Street intersection, and also circles around the hospital by driving on South Street, River Drive, Kemppe Way and Cypress Street and also stop at Safeway accessible from the S. Franklin Street.

To get a good count of this area east of Hwy 1 doing a traffic impact analysis on a weekend would not give high #'s.

If assumptions were made for the Grocery Outlet based on other retail projects in previous Fort Bragg traffic studies I hope that they were not based on the traffic study for the Hare Creek mall as this study was faulty. See public input with MND, DEIR/EIR.

Many locals do not believe that a Grocery Outlet store in a rural community like Fort Bragg would attract customers from a relatively broad area that extends beyond the limits of the community. Our eco tourists are not keen on stores they can go to wherever they live. They are looking for charming specialty stores.

If the availability of right of way to construct improvements is unknown next to Grocery Outlet it can be researched and Grocery Outlet could pay for these improvements.

It seems to me that Caltrans 2014 Growth Factors need to be updated.

I disagree with the statement in the Traffic Impact Analysis that at the intersection of (Hwy 1/ Main Street and Cypress Street the queue will not spill over into the adjoining through lane and as the through travel lane would not be affected that background conditions would be acceptable. This transition area is ok to use for cars, bicycles, and bikes, but if we get many

huge trucks delivering goods (maybe also to Dollar General) it will be hard to see beyond one of these trucks. Traffic accidents will go up and people will do more illegal maneuvers just to pass huge trucks.

Based on the Traffic Impact Analysis Hwy 1/ Main Street and South Street intersection the Level of Service on the westbound approach will drop to LOS E in the weekday p.m. peak hour and in the peak Saturday hour. I read that LOS E exceeds the weekday p.m. peak hour standard of LOS D, but is accepted under the General Plan policy for peak summer conditions. What might be acceptable as far as the General Plan policy for peak summer conditions is concerned might not be acceptable to the residents who live here. Many escaped the big cities in search for a more laid back approach. Summer traffic in Fort Bragg is unsafe and nerve racking.

The Analysis lists the need for mitigation to deal with this above mentioned traffic problem, but indicates that all that is needed is either a roundabout which did not go over well with the Simpson Lane roundabout and for Caltrans get an encroachment permit. Your idea of a mitigation seems crazy. The Grocery Outlet Store project owners and not the proponents should contribute their fair share to the cost of regional circulation improvements by paying adopted fees and making frontage improvements. It is clear that a Mitigated Negative Declaration is needed. The traffic problems at this site alone create impacts that are serious.

The Traffic Impact Analysis concludes by indicating that the regional effect on Vehicles Miles Traveled is likely to be small, but generally will be reduced by offering a closer option for northbound traffic. In a small place like Fort Bragg where Safeway is just around the corner a Grocery Outlet can easily force Purity to go under. That fact is not addressed in the Analysis.

If this Traffic Impact Analysis was done during Covid this project should be on hold until some normalcy will return (people have work, can afford to keep their business open, can afford a car, insurance and gas, etc.) and a better Analysis can be done. We need a development moratorium until Covid is over.

With all of this development, water, respectively lack thereof does not seem to come into play so far. In 2015 the city announced that they would only have 1% water left for the Hare Creek mall and the Avalon Hotel & Conference Center. We are in a drought, the city was not able to procure new water other than a small reservoir (not new water) and citizens & tourists were asked to ration their water due to a stage 1 and stage 2 water emergency this year. The same was true for other years in the past. In previous Fort Bragg water studies there was concern that there is a lack of water pressure for exactly that area of Fort Bragg in case of an emergency.

We need a Mitigated Negative Declaration and a development moratorium until Covid is over. We also need a moratorium on formula businesses until our policy is adopted at least locally.

Sincerely, Annemarie Weibel  
1-11-2021

**From:** [Jenny Shattuck](#)  
**To:** [Lemos, June](#)  
**Date:** Monday, January 11, 2021 8:51:34 PM

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If planners are not, or were not, in past, familiar with all our policies, are applicants paying more in hours for their learning process? This seems counterproductive to trying to bring costs down for building and planning in Fort Bragg. Would it cost less to have more planners on staff that are familiar with our town?